

Herald and News

FRANK JENKINS
Editor
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BILLBOARD

By Bill Jenkins...

I seem to remember mentioning several times in the past that highway travel these days could stand a good deal of improvement. In a great many ways.

But, basically, the situation always boils down to just the same picture we find in all other fields: what is needed is education and understanding. With these two adequately taken care of I have a hunch that highway travel could once again be made the pleasant thing it was a decade or two ago. It is always easy to suggest improvements and to criticize present practices, but it's a much harder thing to offer constructive ideas for improvement. I suppose there has been more criticism of our highway system than almost anything else except the administration in Washington, D.C., but, at the same time, there has been less done about it than almost anything I recall to mind at the moment.

The only thing I can offer as a suggestion is that the average person take the same course in courtesy and safe driving that the average truck driver does. Over the years I've found the truckers to be a safe, sane and helpful lot. Just how this could be accomplished I wouldn't know. Perhaps we need to start earlier in our schools and in the social groups teaching the principles of courtesy as well as the mechanics of driving. Or maybe all drivers should be required to take a short course in the theory of driving as well as learning how to park. And perhaps it would do us all good to sit back and think about this highway situation that seems to pit the passenger cars against the trucks.

In the first place let's realize that there have been vast strides made in the automobile industry. We have seen in the course of a few short years, the auto go from a top-heavy vehicle capable of making twenty miles per hour on a straightaway to a sleek, chrome-plated, low slung affair that will almost drive itself and will do eighty or ninety miles per hour uphill. These modern cars have

come so far along the path that all the driver has to do is keep his eye on the road. The car will match any speed that the highway will allow.

On the other hand we see development in trucks going along hand in hand. With one exception: the trucks have been developed to haul bigger and bigger loads. At a faster clip, yes, but not at the almost superhuman speeds our passenger cars are developing. And, if highways are to cover all the areas, we have to have hills. You can't expect a loaded truck to skim up a hill with the same speed that an overpowered private car does it.

The result, of course, is a truck crawling up a hill with a long string of cursing private car drivers behind him. If it were a house trailer or even a slow car ahead the main-in-a-hurry would cuss just the same. But when he gets to the end of the line he'll usually tell his friends that he couldn't make his usual seventy mile per hour average because "those so and so trucks were cluttering up the road."

I feel called upon at the moment to offer a word for the much maligned truck driver. On the average I've found him to be the more courteous in comparison to a traveler or a pleasure driver. He'll pull out and let you pass whenever possible. He'll stop on the brow of a hill if there's a turnout to let a word of cars go by. He'll pull over and motion you by on a long uphill straightaway where it is feasible to pass. If you are in trouble it is more likely that a truck will stop to offer aid before a passenger car does.

Sure, I cuss 'em too. We all hate to be held up when we're in a hurry to get somewhere so we can sit around and wait for a couple of hours. But in all fairness I must admit that truck drivers, and the operators who run the lines, are a pretty good bunch of eggs, good drivers and the leaders when it comes to courtesy on the highway. A little emulation might help all of us.

SAM DAWSON

NEW YORK (AP)—Weakness in the bond market after the long rise in stock prices leads many traders today to take a close look at yields in both markets.

The nervous remember 1929 when bond prices turned downward months before the break in stocks.

But others simply note that common stock prices have climbed to the point where their average yield is now only a little higher than the return on bonds—normally there is a considerable spread because of the difference in risk.

In some cases now common stocks are yielding less than the average for preferred stock.

Yield measures the percentage of return on dividends or interest you get on the money you pay for the stock or bond. The yield on common stocks falls if the price rises without a corresponding hike in the dividend rate. The yield on bonds or preferred stock, where the interest payment is fixed, rises when the price of the security falls.

The price of long term U. S. Treasury bonds has fallen enough to raise the yield above 3 percent for the first time in two years.

Several forms of investment compete for new money and savings. Mortgages with their higher interest rates have drawn the big

institutional investors. The mortgage supply has increased greatly due to the housing boom.

Yields of stocks and bonds have now come close enough together for traders to start wondering: Where is the turning point?

Some brokerage houses are now saying: 1. Either people will turn from stocks to bonds, if the yield of stocks falls much further; or 2. The nation's prosperity will increase to the point that dividends can be smartly raised, restoring higher yields to stocks; or 3. People will decide that some stocks are priced so high that their yields are too low to be attractive, and get out of the market.

These brokers hold that stock yields can't go on falling and bond yields rising much longer. Before the 1929 crash, the bond yield rose above the stock yield. But brokers see little chance that the 1929 experience will be repeated. They hold that money will not get tight enough this time to send bond prices very much lower nor is stock speculation likely this time to blind the trading public to the yield they can expect when they buy common stocks.

The money market is expected to tighten still more. So bond prices could slip a little further, pushing their yields a little higher.

They'll Do It Every Time

By Jimmy Hatlo



Hugh Pruett

Transformations from the terrestrial to the celestial can sometimes change a loathsome creature to one of beauty. A scorpion on the earth is a thing to be feared and avoided, but when composed of shining, many-colored stars set low in the southern summer sky, it is a delight for all to behold.

Tonight, about an hour after sunset, for observers at 45 degrees north latitude, Scorpion, the celestial Scorpion, will appear nearly due south with his tail dragging the southern horizon. For those observing much farther north, the bend in the tail will be hidden, but for the more southern residents the tail will clear the sky line completely.

At the time and in the direction mentioned above, look fairly low in the sky and you will sight a decidedly reddish star that twinkles energetically. This star, representing the throbbing heart of the Scorpion, is Antares, (pronounced in three syllables with the accent on the second.)

For those around latitude 45 degrees the entire Scorpion can be traced if the southern horizon is level and free of obstructions. Let us describe it for an observer at this location. The celestial Scorpion actually resembles in shape its earthly namesake, the grapple animal with a sting in the end of its tail.

A little below and to the left of Antares, the brightest star in the group, there is a rather bright star; another slightly above and to the right. Still higher and to the right there appear three distinct stars in a vertical line. The upper of these is the Scorpion's head. Directly below and very close, a small double star appears.

The remaining two bright stars in this line form the right arm. Under this line, dim stars make the claw. On the left of the head star a few dim ones form the left arm and claw.

Again start with the star below Antares and trace the tail. At a considerable distance down and to the left we find an upright row of three more stars. Then the tail turns left with two stars placed horizontally; then up with two more and ending with two conspicuous stars placed side by side, forming the sting in the tail.

In mythology the Scorpion was the creature which sprang up out of the earth and stung the mighty hunter Orion, causing his death. Both were later given places among the stars, but Diana, the moon goddess and lover of Orion, arranged that the two should be placed on opposite sides of the sky. Antares is a blazing sun with a diameter about 500 times that of our sun, and is so distant that its light, traveling 186,300 miles per second, requires 300 years to reach us. Scorpion is considered one of the finest constellations in the heavens. Be sure to look for it. As it moves westward toward setting, it assumes a more reclining position.

HAL BOYLE

NEW YORK (AP)—America, which leads the world in telephones and automobiles, also has more hay fever victims than any other country.

Why? Prosperity, good old prosperity.

This is the theory of Dr. Rudolph Mayer, discoverer of pyribenzamine, an antihistamine used in the treatment of hay fever.

In Europe, where every available piece of land is tilled or utilized in some way, there is no room for ragweed, which is blamed for 80 per cent of all hay fever.

"Only in the United States can we afford the luxury of unused open fields and lots, where ragweed grows," said Dr. Mayer.

While hay fever may be a by-product of national prosperity, it gives its victims—whose annual seasonal torture begins this month—anything but a sense of individual well-being.

And the ailment is on the increase.

The U. S. Public Health Service says there are nearly four million asthmatic and hay fever sufferers in this country. It is estimated the two diseases cost some 24,750,000 lost workdays each year.

One of the sorest points with

those afflicted with hay fever is that they meet with little sympathy from their nonallergic friends. Their plight is regarded as oddly humorous. The surest way to make an enemy of man with hay fever is to tell him, "It's all in your mind."

It isn't ragweed pollen in itself that causes hay fever, but certain chemicals in it resembling the chemicals in viruses. These chemicals start the liver to manufacturing protective antibodies. They in turn produce histamine, a decomposition product which causes the wheezing, sneezing, eye-watering nose-running symptoms of hay fever.

Dr. Mayer sees no immediate hope of cutting down the incidence of hay fever. He expects the number of cases to grow in the next few years.

Many Europeans who never had hay fever before develop it on coming to this country. Dr. Mayer, who came here in 1942, is an exception.

"So far, I haven't had any," he said. After spending 25 years studying allergies, the last thing he wants is hay fever.

He knows it's nothing to be sneezed at.

Along NATURE'S TRAIL

with Ken McLeod

Probably one of the most urgent needs of this community is the formation of a Klamath County Parks and Recreation Commission along the line that such commissions are becoming a part of county government in other counties of the state. I have at hand the report of the Lane County Parks and Recreation Commission to the Board of County Commissioners of Lane County and the citizens of the county. The report is most interesting in showing the type of forward thinking taking place in Lane County activity.

The report of the Lane County Parks and Recreation Commission had a threefold objective:

To show the need for preserving and expanding the recreation opportunities in Lane County for the benefit of present and future citizens.

To explain the functions of the Parks and Recreation Commission—reviewing its past activities and outlining its future plans.

To portray the progress accomplished by funds expended.

It is interesting to note that in these days of so much emphasis being expended upon the so-called "tourist trade" that a county organization begins to talk about the requirements of its own people and not the "golden fleece" of opportunity in shearing the outlander.

The Lane County Commission was started in May 1953 for the express purpose of reserving sufficient land for parks and recreational progress while it may still be obtained and to develop lands and areas already set aside.

The primary functions of the commission are the surveying of potential areas, acquisition of land and development of parks and recreation sites. The Lane County Commission has reviewed present park and recreation sites, analyzed all public land for recreation purposes and has pointed up areas of need for facilities or access. This survey is still being actively pursued to provide the knowledge foundation required for sound planning.

The commission points to the fact that land has been obtained for county parks by tax foreclosure, donation and designation by county commissioners, and by license from federal agencies. This area now totals over 1,362 acres that has been placed in the hands of the commission for management and other areas are under negotiation. Additional areas are administered through cooperation with local organizations.

Development has been limited by lack of funds for this purpose but

roads, parking areas and boat ramp improvements have been accomplished by county crews; low cost fireplaces and bird boxes being erected in some areas and signs of rustic design have been placed. In addition, the commission has sought by various means to protect the recreational resource of the county to promote their development. Thus we have Lane County actively entering the problem of preserving the recreational outdoor life of its lands for its own citizens without the fanfare of tourist promotion.

It is important that a county should look forward for the protection of its recreational heritage, or should the county sit on its hands and hope that some agency will do the task for it? Lane County became convinced that if any decisive planning and coordination of recreational activities was to be achieved within its area it was up to the citizens of the county to do so and it was imperative that they make an early start in doing so.

Why was this important? In 1955, Lane County had 150,000 residents. It was estimated that by 1975 the population would rise to 300,000 and that a potential population was estimated at 800,000.

Predictions of increased population, when considered with increased leisure time as well as means and inclination for outdoor recreation, bring forth a recognition that attention needs to be considered as to how that leisure time will be spent and where the increased population will find recreation areas. This factor emphasized the point that the reservation of sufficient land for parks and recreation is a must if those who follow will be able to enjoy the same natural benefits possessed by present day citizens.

In order to plan a sound and comprehensive program for the county with respect to recreation, a survey of recreational, scenic and historical resources was the first logical step for the commission. It prepared a public ownership map showing county, state and federal lands at present being used for parks and with recreational facilities. With data on existing facilities at hand the commission comes in position to analyze the situation and determine where additional lands should be set aside for recreational purposes and to determine what additions and improvements are needed for existing facilities. Areas for possible parks and recreational development have thus been surveyed and the Com-

mission proposes to reserve them for the future as funds become available. Many suitable sites are located on public lands and in such cases the Commission has found the cooperation of government agencies in respect to these lands to be invaluable.

Mississippi Plans Runoff

JACKSON, Miss. (AP)—Atty. Paul Johnson and J. P. Coleman, state attorney general, face each other for the governorship of Mississippi in the Aug. 23 Democratic primary. Johnson, making his third bid for the post once held by his father, led a field of five candidates in Tuesday's first Democratic primary. Under Mississippi election laws, if no candidate receives a majority the two leaders go into a runoff primary. Nomination in the Mississippi Democratic primaries virtually means election.

Unofficial incomplete returns gave Johnson 110,749 votes in 1,763 of the state's 1,882 precincts; Coleman, 102,567.

Ross Barnett, Jackson attorney, and former Gov. Fielding Wright, founder of the 1948 States Rights party, were running close for third place on the basis of the incomplete returns. Wright had 91,348; Barnett, 90,437.

The only woman candidate, Mrs. Mary Cain, was running last with 20,777 votes, and she conceded her defeat. She is editor of the Summit (Miss.) Sun.

All candidates promised they would keep Negroes out of white schools.

The present governor, Hugh White, is ineligible to succeed himself.

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