

The Herald and News

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Parking

By BILL JENKINS
Residents of San Francisco are voting today on a bond issue totaling \$85 million. Of this total \$11 million has been allocated for continuation of the city's off street parking program. The funds would provide for four more garages and one parking plaza.

It will be interesting to see how the vote turns out. And how the parking situation works out if and when the necessary funds are voted.

Parking is probably today's number one civic headache. No matter whether you live in one of the smaller cities such as Klamath Falls or whether you are in a metropolitan area ranging anywhere in size from San Francisco to New York City or Los Angeles.

All of us have had our troubles when it comes to getting the family bus into the shopping area, parking it and then getting out again before the windshield is plastered solid with overtime parking tags.

The situation, as it stands today, promises to get worse before it can get any better. For any number of simple reasons. Downtown parking areas are hard to come by because the property values are already higher than a cat's back and seemingly going up by the minute.

Relatively few merchants or businessmen have been convinced that the addition of parking areas is a profitable venture, even were they able to acquire the necessary land. Space in the old, well established business districts is also at a premium and in most cases only multiple story garages can be utilized.

These cost huge sums to build and getting your investment back is a slow process. As well as being risky.

That's why so many people have moved to the outskirts where they can buy sufficient land to provide customer parking. That's also the reason for the various shuttle services in some cities, the shopping bus systems and others.

I very much doubt if a bond issue for off street parking would make the grade in Klamath Falls. It may in San Francisco because the businessmen of the downtown area realize that they have reached the ultimate if they are to go with their present locations.

There just isn't enough room to jam in even one more car. If you doubt this I challenge you to try and park a car any time after 10 in the morning at the Union-Square garage in San Francisco. So, the merchant knows that if he is to attract new customers and compete with the fringe area centers, he's got to provide parking.

In this buoyant economy of ours no one wants to ride a bus any more. He wants to drive his own car. The husband drives his to work and his wife follows him later with hers to do the family shopping.

And somewhere you have to scrounge up the necessary room to park both of them.

Yep, it will be highly interesting to see if the citizens of the city by the golden gate go for the system. And if it alleviates the situation when and if the garages are built.

I might suggest that it would do us no harm up here to look at the situation carefully, remembering the provisions granted by law for taxing districts.

Another item in the news says that nine Western states have signed an agreement under which they would tax each other's transport trucks on the basis of the mileage they travel. To date these states have been operating under a reciprocity agreement which allowed out-of-state trucks to operate without payment of any fees.

Earl Newby, our secretary of state, predicts that within two years the plan will become nationwide. I'll go Earl one better and predict that within ten years you'll see a state tax imposed on passenger cars from other states. In effect it will be like going back to the depression days practice of California in stopping every vehicle that crossed the line and issuing a permit to the out-of-stater. I think that in the future crossing a state border will be just about like crossing into Mexico or Canada now. You'll pull into the station, have your car checked for illegal items such as vegetables, liquor, fruit, pets, livestock, evil-smelling stoved suits and anything else that particular state wishes to keep outside its fair borders. When you leave that state you'll stop at another station have your car validated, pay taxes on the mileage driven within the borders of the state, and go on your way — ten feet — to the next state's station, where the whole process will be repeated.

In time we'll just have to start over and build new roads on top of the stalled cars on our highways. But that'll take money and it has to be raised somehow. What better way than this tax on driving?

And where you could find a better way of slowing down the fast drivers I wouldn't know.

Credit Due
Klamath Falls, Oregon (To the Editor)—I think we should all show our respect for the supreme sportsmanship of the "young Halloweeners" displayed throughout Klamath County this Halloween. Let's not give the weather the credit for the quietest Halloween in Klamath County. Other towns, larger and smaller, had weather too, yet suffered the shock of extreme vandalism.

Klamath is fortunate indeed in having this young set reflecting a compliment to its schools, its churches, its civic organizations, and its parents.

We should all take extreme pride in their excellent display of good citizenship.

Sincerely,
Mrs. Howard W. Amidon
4503 Clinton Avenue

Political Pot

By MAX WAUCHOPE
The Klamath County Democratic Central Committee stole a march on the Democrats and the Republicans, over the state Friday night by having a stellar attraction, Senator Humphrey (Dem., Minnesota), as the main speaker at their pre-1956 campaign kickoff dinner meeting.

The Democratic senate leader blasted the Eisenhower administration's farm policies and eulogized the congressional record of Senator Morse, who was also in attendance at the rally.

Senator Morse, now a registered Democrat, is up for reelection to the Senate post he was elected to in 1950 as a Republican.

The Klamath County Republican Club will launch its vote offensive tonight with a dinner meeting featuring State Senator Gene L. Brown of Grants Pass as the featured speaker.

With these two important political gatherings the political pot in Klamath County is beginning to simmer before coming to the boil in 1956.

Senator Humphrey leveled the charge Friday that the Eisenhower administration's farm program, under Secretary of Agriculture Ezra Taft Benson, is "Russianizing" the American farmer by allowing the formation of big farming combines which have taken over large tracts of farm land, supposedly to the exclusion of the small operator.

Respect the senator from Minnesota's fine record in Congress and believe him to be a sincere and hard working member of that body. However, we fail to see how he arrived at the term "Russianizing." (Even if it does make a fine political catch-word.)

Possibly the senator drew the simile from the large collective farms which the Russians have made the mainstay of their farm production.

Of course, on these farms the workers are regimented and told where to work and what to do and are unable to leave if dissatisfied with their lot. The average American farm worker, whether he works for wages on a small farm or on one of the large "Russianized" American farms, can leave his job whenever he so desires.

In the course of his address Senator Humphrey also managed a few lashes at that favorite whipping boy of U.S. politicians — "Big Business."

In any event, the 1956 campaign promises to be a lively one in Oregon, and over the nation, with the controversial Senator Morse striving to retain his seat while the Oregon Republicans are planning an all-out drive to unseat the former GOP state standard bearer.

The Republicans have indicated they will be fighting to retain the votes of the millions of independent voters who supported Eisenhower in the 1952 race. The GOP leaders are working for the support of these voters for national and state candidates.

From now on we can expect plenty of political meetings on both sides of the fence.

Chronic Fatigue
By EDWIN P. JORDAN, M.D.
A young woman 28 with two children says that she is constantly fatigued. Although she has not lost any weight and the doctor cannot find anything specifically wrong she just drags herself around and must always retire early. She would like any suggestions as she is at her "wits end."

This question of chronic fatigue is a difficult one. If it comes early in life, as it has in this young mother, when there are many calls on the strength, it can be a pretty serious matter.

It is true, of course, that most of us get overtired from time to time. This can be ascribed to not enough sleep, overdoing of some kind, or bad dietary habits and can usually be remedied by more sleep, a vacation, or some similar simple means.

When a physical cause for fatigue cannot be found, the simple steps should be taken first. One should experiment with trying to find the proper balance between work, recreation, and sleep. When the fatigued person is employed, however, change of occupation does not often appear to be successful.

One of the things that many of us have to learn is how to relax when we have the chance. This is principally a problem of mental training.

The consistent use of a balanced diet with plenty of vitamins may be helpful since almost undoubtedly some problems of fatigue are simply the result of improper eating habits.

It is usually unwise, however, to try to combat a tired feeling by the use of stimulating drugs, such as coffee, since the let-down after the effect of the drug has worked off may be worse than the original fatigue. Also all stimulating drugs in large quantities may be harmful.

Many who complain of being fatigued cannot identify the cause or seem to remedy it by such simple methods. A true disease is sometimes at fault. For example, an anemia often shows up by lack of pep. Diabetes, heart disease, low blood pressure, and low metabolism are among the disorders which may be discovered.

Those who are abnormally tired should first review and study the kind of life they are leading to make sure that they cannot solve the problem themselves. If this cannot be done quickly then the advice of a physician is indicated.

Symposium

By KEN MCLEOD
The Fourth Annual Symposium of the Historical Societies of Northern California and Southern Oregon was held the past weekend in Weaverville, California. More than 90 people interested in the area were in attendance. Of the Oregon Historical Societies, however, only Klamath County had representation at the meeting. The people of the Rogue River Valley apparently are too busy to attend such meetings, or their interest in the historical development of the region is merely superficial.

There were two inspiring talks given during the symposium, the first on Friday evening by the grand old man of California history, Dr. Rockwell D. Hunt, whom the California Legislature has officially designated as "Mr. California." Dr. Hunt is president of the Conference of California Historical Societies. The second talk was given on Saturday by Mr. Ralph H. Cross whose topic was "Stage Stations and Early Hotels."

The two talks carried the basic theme of the symposium demonstrating how stupendous a country day development and our historical societies should function in their efforts to preserve knowledge of our historical development.

With few words and utmost clarity Dr. Hunt sketched the history of California from the time of its discovery to the present, pointing out the definite segments into which that history is broken. First the Indian, then the occupation by Spain, to be followed by the Mexican period and finally the coming of the American.

The theme stressed by Dr. Hunt was one of newer perspectives in history. Pointing to the old concept that California has always been a land of superlatives, the biggest trees, the highest mountains, the lowest depths and a country of most colorful historic development. Speaking on the subject of historical development Hunt pointed to the fact that it is the "arcanian" period of California life that has been most stressed by writers, the period of Mexican occupation after the New World broke its ties to Spain. This was the period of the great ranches and the old ranch life, the ranchos with their large retinues of mixed breeds and Indian servants. Yet in all of California history this colorful "arcanian" period was very short, at most a couple of decades in length.

Almost with the beginning of the colorful rancho period the stage was being set for a change to a new scene for the American was coming to this golden land pressing outward from the United States in a peaceful penetration of the continent. In the peaceful California land there was little peace in politics since in the short "arcanian" period it had 12 governments.

The lazy days of California ranch life fell before the dynamic life brought into the country by the Americans with the curtain being drawn down on this "arcanian" period by the discovery of gold, the year 1850 became "the year of destiny."

As Dr. Hunt pointed out, it was not so much the discovery of gold that made this period so dynamic but the question of whether California should enter the Union as a "free" state thus breaking the balance of power between the states of the North and the South for when California entered the Union it became the 16th, "free" state the Union then was composed of 16 "free" and 15 slave states. It was California that broke the balance of power between the North and the South. There was now no hope of turning back because the South had no new state to balance the power of California and only a civil war could finally solve the issue.

The point Dr. Hunt wished most to stress was this proper perspective of history since no matter how glamorous the short span of California's "arcanian" existence may have been and though it has captured the attention of writers and historians largely to the exclusion of everything else, proper perspective shows that the true story of the western country is that of American occupation, a period two or three times as great as all the others.

"Most California history," stated Hunt, "dwells upon certain big things and personalities in the great westward movement... yet the neglected unknown pioneer has an equally important place if we are to be true to that perspective. Speaking of the neglected points in history Dr. Hunt singled out the women pioneers whose courage and faith to brave hardship and danger to go to a strange land and to which "we have not paid enough attention."

"Far away points and centers like this (Weaverville) are not mentioned... old mining camps have been neglected by historians," Dr. Hunt then went on to point out that this situation can be corrected and then directly charging his audience—"you, and you can bring about this correction of perspective."

Thus it falls upon the shoulders of the local historical societies to actively work in saving the history of their areas, the names of their pioneers, what they did and how they lived. Every individual is important not just those of controversy or who followed glamorous careers. To obtain the proper perspective that can be passed down to posterity the lives of every individual involved in this great movement are equally important.

Slaughter

Klamath Falls, Oregon (To the Editor)—
News Item — California is selling some 3,000 tags to kill doe and fawn in Northern California. Mostly in Modoc County December 11 to 18. They should have waited till January or February in the deep snow, that would have made the slaughter easier. These are our Oregon deer, on their winter range. Seems that the game Commissions of both states are bent upon exterminating the entire Mule Trail Deer herd.

In open season (7 days) here, there was quite a slaughter — I saw one family from Grants Pass. There was father, mother, two sons, and a daughter — all had doe tags and 5 does. They said they needed them for their two deep freezers. They slaughtered the buffalo for his hide, now they are harvesting the deer for the deep freeze. One California hunter bragged that he had to kill 9 deer before he found "one to suit." I don't know how many were harvested, but thousands were left in the woods to rot. And yet they pose as exponents of conservation of wild life. It is a laugh or cry?

If you deer hunters don't wake up just as well give your deer guns away as there won't be any deer left to shoot.

C. J. Hess
Box 512

Autos Set Fashion

By HAL BOYLE
NEW YORK — Does your fountain pen match the upholstery of your new motor car? Is your underwear the same color as your front fender?

If not, perhaps you are falling behind in the race to be fashionable.

The latest tip from the world of high style is that you should dress so as to please your automobile, or at least to conform to its colors.

This cozy idea originated in the fertile brain of one Al Rubin while stuck in a traffic jam in New Jersey on his way back from a resort.

While waiting for the long line of cars to get untangled Rubin, a glove manufacturer, mulled over the problem of turning out something new and different in driving gloves. Suddenly the thought flashed into his mind:

"Why not match the gloves to the car?"

The idea was tried out and proved so successful that now a program has been launched to key all clothing and clothing accessories to the color of the new 1956 cars.

This latest line of auto apparel—called car-mates—consists of 40 wardrobe items ranging from neckties to wallets. It is sponsored by 27 manufacturers and the Ford Motor Co.

Presumably the manufacturers of other cars such as Cadillacs, Buicks, Packards and Studebakers have adopted a let's-wait-and-see attitude on this novel merchandising stunt.

It does raise all kinds of interesting possibilities.

When we set about matching our wardrobes with the new two-tone automobiles practically anything can happen—and probably will.

The average man naturally doesn't want his new motor car to get an interior complexion. So he won't mind too much wearing colonial white and fiesta red underwear if, by thus becoming color wedded to his car, it really makes the car feel better. Everybody likes to ride in a happy and contented vehicle.

But what if his wife insists she feels it necessary to dye her hair colonial white and fiesta red just so she can merge her personality better with the family automobile? A man can love a white-haired wife. He can love a red-haired wife. But can any man go on feeling romantic about a red-and-white haired wife?

There is also the question of expense. Can the average man afford to junk his family's entire wardrobe and buy complete new outfits for them everytime he buys a new car?

Suppose he decides it'll be cheaper year after year merely to purchase fresh wardrobes for the family—and just slap a matching new coat of paint on the old bus. What'll that do to the market for new cars?

And what about pajamas? It is suggested that men's pajamas should also match their automobile.

Here is where I feel sure the average citizen will draw the line. If the day ever comes when I have to pick my pajamas merely to please the idle whims of a stye-snooty automobile-well, I'll walk to work first.

The motor car may rule garage and highway, but it will kindly keep its radiator out of the nation's boardrooms.

If motor cars are so darn smart, why can't they go out and find their own parking places?

Quotes

By UNITED PRESS
MEMPHIS — Joseph C. Chastain, of Dallas, Tex., in a speech to a Disciples of Christ meeting: "The church is facing a generation which is trying to drink its way to prosperity, war its way to peace, spend its way to wealth and enjoy its way to heaven."

HUTCHINSON, Kan. — Farmer J. O. Snyder to a Senate Agriculture sub-committee which asked him for details of his proposed farm program: "Ignorance is forgivable, but knowing something and being stupid about it, that's something else."

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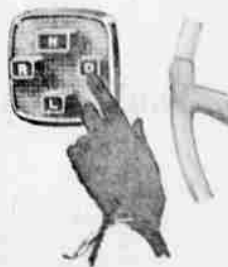


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