

The Herald and News

FRANK JENKINS
Editor
BILL JENKINS
Managing Editor

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Timber Use

By BILL JENKINS

In these days when new discoveries are being made on the heels of past developments, I think perhaps too many of us have our sights set so far in the future that we tend to overlook some of the here-right-now things that are changing our lives and our economy. With atomic power, electronic cooking and solar heating looming bright on the horizon we cast our eyes a trifle too high.

At least one item that keeps occurring to me is that we probably need to add another chapter right now to our already expanded book of conservation. That chapter to deal with the development of new uses for present assets. It's always easy to start over with all new materials but it's not so easy to fully utilize what we have. If you doubt this then try and remodel an old house.

About the easiest place to start with this idea of development as a phase of conservation is in the timber industry, always the giant of the Northwest despite the rise of additional industrial empires and the rapid gain of agriculture. Conservation has all too often meant preservation. Even in its enlightened phases it has meant greater growth of timber to provide more trees to make more boards. Conservationists, from professional foresters down to the crackpot plant-a-tree-for-posterity cultists, have covered the field of sustained yield, bug control, selective cutting, tree farming and all the rest of it.

But some of the leading conservationists in the timber industry aren't the boys with the green coats and the high boots but the white collar chaps in the various laboratories who dream up new uses for the timber that we have.

Starting with the timber industry in Maine and New England and following it West as the tree fallers hacked their way to the Pacific Northwest the idea has been to grow something to run through the saws. Something that could be piled up in the yard, sold by the foot and eventually used to build houses with. The people have been fed a strong diet of propaganda to the effect that virgin stands of timber were sacred objects that must be carefully handled, little cut and never removed from their so-called primal origins. The country has lost a lot of timber to bugs, fires and other natural and man-caused epidemics of destruction, mostly because of this belief.

It is only in recent years that the forest products people, the manufacturers who use wood and wood products, have looked beyond the saw log. There isn't as much bark burned to provide power for the saws as there used to be. Because the bark is utilized in other products all the way from Pre-to logs to various pulp products, and because outside sources of power have proved cheaper in the long run. This march of progress has seen new machines developed that utilize formerly wasted scraps, seen a vast increase in the amount of lumber salvaged for pulp uses—paper, cardboard, wall board, hardboard, softboard and a host of others.

But actually we've only tapped the surface of the forest picture. In the years to come the foresters who spend their time in the labs are going to provide an increasing list of uses for the wood that grows in our forests. And as these new products are developed it is going to mean new milling methods, new cutting methods and more jobs for more people in the timber industry as a whole.

Think it's high time that we added development of new processes to the nomenclature of conservation. I also think that it is high time that the forest products people intensified their program of informing the public as to what they are working on that will someday burgeon into a new business.

I also think that if the timber operators, the people who actually go out in the woods and cut down the trees, don't go all-out in presenting their case to the public they are making the biggest mistake of their lives. The average logging outfit will come high on the list of conservationists. But to the average man on the street who goes out and takes a look at a recently logged area they are nothing but a bunch of butchers who have not only cut down the trees but have trampled all the brush down, torn huge furrows in the earth and left a lot of rubble behind them.

I wish that we could have a better public understanding of the background and the present development in the timber industry from top to bottom. But it's going to be a long hard struggle to overcome the senseless propaganda that the Arbor Day enthusiasts have spent so long in building up.

The idea of planting a tree for every one cut, despite the fact that this falls far short of not only present practice but future planning, has been so firmly implanted that it'll take a major program to overcome it.

But if we can there will be fewer misunderstandings, less hard feeling and more opportunities for all, big and little alike.

Health Urgency

By DEB ADDISON

If the 70 listeners and questioners at the chamber of commerce health-sanitation forum Wednesday didn't get anything else out of the discussions there is at least got a feeling of the great urgency of these public problems.

In answer to a direct question from Bud Franklin, speaking as

a South Suburban home owner, Dr. Seth Kerron, County Health Officer, said:

"We know that there is sewage in the ditches. You can't correct the condition in any particular spot because the sewage will flow in from surrounding areas. During times of high water table as exists much of the year in much of the South Suburban areas, septic tanks can't function."

Dr. Kerron reported that there have been about 50 cases of infectious hepatitis this year. Infectious hepatitis spreads like typhoid fever.

Mayor Paul Landry stated briefly that the municipal sewage system is working at capacity; that there are times when it has been necessary to pump raw sewage into Klamath River.

He said that studies of a few years ago for taking care of additional sewage needs in areas south and east of the railroad and river in the municipality pointed to new trunk lines and a disposal plant at costs of approximately \$150,000 and \$600,000.

Incidentally, the interstate compact arrived at by the Oregon and Klamath River commissions covers river sanitation. Once ratified, it could be the instrument for bringing constant full treatment of sewage material and also for the elimination of bark and other timber waste in the Klamath River.

Tod Gerow, State Sanitary Authority engineer for this district, outlined some of the high points of the 15 laws passed by the state legislature as relating to sanitation and sanitary districts.

He pointed out that there are just two ways of solving sanitation problems in metropolitan areas: One is to form or join a municipality; the other is to form a sanitary district.

It was news to many of those gathered at the forum that the new laws make it easier to form sanitary districts—not easier necessarily from a financial standpoint but easier from a standpoint of red tape.

Actually it now is in the power of county courts to arbitrarily form sanitary districts under certain conditions.

It was Gerow's prediction that by the time another legislative session has run its course in Salem it will be within the power of municipalities to arbitrarily annex adjacent areas under certain density of population conditions.

Those are highlights of conditions now. Klamath is not static. The metropolitan area of Klamath Falls will experience remarkable growth within the next few years. That's the urgency of the situation. Does anyone care enough to do anything about it?

Pony Express

By KEN MCLEOD

The history of the Pony Express was told upon the program of the Fourth Annual Symposium of Historical Societies of Northern California and Southern Oregon at Weaverville, California, on November 5 by Mr. Waddell F. Smith, Mr. Smith is the creator of the "Pony Express Retreat" in San Rafael County, a museum of the Pony Express. He is a grandson of Waddell one of the founders of the Pony Express.

Smith told the story of the origin of the idea that probably has caught the greatest fancy of all story tellers of western tales. As a boy, in Missouri at the point where the trail turned west, a fifth generation of Waddells, Smith was brought up on the tradition of the Pony Express and now that he has become a citizen of California he is doing much to preserve the story of that dramatic episode of western history.

The Pony Express was a project of three men, Russell, Majors and Waddell, lovers of adventure and freight contractors to the United States Army. To understand the story of the Pony Express one must understand the political-geographical background of the period before its true significance can be appreciated.

In the eastern part of the nation the greater movement of freight was by water along the major streams of the Mississippi basin, people moved westward generally by water as far as it was possible to go and as a consequence "where the Missouri turns to the north" people had to forsake the river and take the overland trail to the West. This is the reason why Kansas City became one of the eastern starting points for many emigrant trains in the great westward migration.

The Army moved westward with this migration and the Army required a vast amount of material to supply its various western posts and forts. This material was moved under contract by the company Russell-Majors and Waddell and wherever the Army went so did the teamsters of the contract firm. Consequently between the Missouri and California the firm of Russell-Majors and Waddell established a string of stations along the routes that their freight teams must travel. The size of this organization can be visualized in part by the fact that it employed 8,000 men, had 75,000 oxen, 5,000 Conestoga wagons and 300 coaches.

In perspective the Pony Express was a normal operation outgrowth of the operation of this contracting firm. There were by the time of the conception of the Pony Express idea some 400,000 people in the West who wanted fast mail service with their families in the East. California was a young state of 10 years and there was a strong

feeling present that if civil war should break between the North and the South the state of California should wash its hands of the whole affair and withdraw from the Union. Russell-Majors-Waddell offered the only direct connection with the West over the northern route to California while the other connection over the Santa Fe trail must pass through the country controlled by the Southern states.

The birth of the Pony Express idea Smith stated was to be credited to a phenomenal demonstration by Francis X. Aubrey who drove the Santa Fe trail and needing to make a fast trip to the East route from Santa Fe to Independence Missouri in a period of 10 days.

Later he made a wager that he could make the trip in five days using the system of changing horses but not changing men. In 1854, Senator Gwin from California desired to make a fast overland trip to Washington and he did so using the stations of Russell-Majors and Waddell across the northern route in company of Ben Pickering of the contracting firm. Senator Gwin was able to make the trip in three months.

Gwin, hearing of Aubrey's astounding feat and having likewise had the experience of riding from station to station with fresh horses across the country realized that here would be an opportunity for establishing a fast communication system between the East and the West, a most important necessity in the Civil War was drawing near.

Gwin approached Russell upon the subject and Russell being a reckless plunger made the promise without consulting his partners that the Pony Express would be created.

Since Russell committed the company to the task, neither Majors, the frontiersman, nor Waddell, the banker, offered a word of criticism, though the effort eventually brought about the failure of the company.

So in April 3, 1860, with a force of 80 men, "the cream of the youth of the West," the Pony Express was started from the head of rail transportation then St. Joseph, Missouri and in 240 hours reached California 1,960 miles away.

As regular as clockwork the Pony Express went through in 19 days across the continent. In winter time when heavy snows and mud harassed the route the time was 12 days.

The fast time was made in carrying Lincoln's Inaugural Address which was telegraphed to St. Joseph, Missouri and the Pony Express carried it to Sacramento, California in seven days and 17 hours.

There was no fanfare with the creation of the organization and it received no subsidy from the federal government, when the Pony Express was organized the threat of the railroad was over the horizon but the telegraph was its doom only one rider was killed by Indians, one mail pouch was lost.

Curb Comments

By HAL BOYLE

NEW YORK (AP) — Curbstone comments by a pavement plater: Would obedience schools for wives make for happier marriages in America?

The question has been raised by a reader who wisely chooses to remain anonymous. "Obedience schools for wives worked out very well," he wrote. "So why not an obedience school for pet wives?"

"Such schools could teach most wives some things they badly need to learn, such as self-discipline and the willingness to carry out a man's orders without barking back."

"What do you think of this idea? Wouldn't it restore to the average husband the prestige he once held as head of the family? If you hear of such a school, please telegraph me at once. I want to enroll my own wife as the number one trainee."

Frankly, the proposal at first glance sounds fine. The ordinary husband can think of one of many ways in which his wife might benefit from attendance at an obedience school.

She could, for example, be taught to get up off the sofa and say "hello" whenever he returned home from work. She could be taught to take off his shoes and fetch his slippers.

She could be taught not to interrupt him when he is telling his favorite joke at a party. She could be taught not to show up at breakfast with her hair in wire curlers, looking like a fugitive from the electric chair.

It might even be possible to teach her when it was all right to talk to her husband, and when she should bring him his newspaper and let him read it in silence.

There is even a bare likelihood that she might be coerced into letting him handle the spending of his own paycheck, although this could well force 7 out of 10 American families into bankruptcy in six months.

The list of things a well-run obedience school could teach a doubtful wife to help make her husband's lot more cheerful is well nigh endless.

However, the idea of obedience schools for wives, while it sounds highly logical, is basically impractical. The big flaw in the proposal is this: Where would you get the teachers?

You couldn't use women as teachers. No wife with any spirit would let another woman teach her how she should behave toward her own husband.

No, the teachers would have to be men. But consider what kind

of a man it would take. Women know they are smarter than the average man, and they would merely sit in class and throw spitballs at a male instructor of only average brains or charm.

The teacher would have to be really extraordinary. To do duty break a stubborn, willful wife he would have to bring the physical appeal of Clark Gable, the magnetism of a hypnotist, the wisdom of Socrates, the oratorical skill of Demosthenes, the daring of a wild animal trainer.

Let us suppose such a teacher could be found. What then? Well, no wife would want to return to a dull husband after studying under a professor like that. They'd all fall in love with teacher and want to spend the rest of their lives in obedience school.

That seems to rule out the possibility of obedience schools for wives.

The question naturally arises then: "How about a few obedience schools for husbands—wouldn't they improve matrimony?"

The answer to this is there simply isn't a demand for them. Every marriage is an obedience school for husbands. That's the way it is—and that's the way it's likely to stay.

Best Climate

By EDWIN P. JORDAN, M.D.

Mr. Y has been advised that his 6½-year-old son must have a change of climate because the youngster suffers from "bronchial trouble and has seven scars from pneumonia on his lungs." Apparently the father has been told to seek a climate which is dry and equable.

It certainly sounds as though a youngster who had suffered several attacks of pneumonia and presumably had a chronic cough might benefit from just the right climatic change.

How to find it is the problem. It is possible that some of the southern sections of Arizona or New Mexico might do, since these are likely to be dry enough, but they are not "equable" since there is a great variation between day and night temperatures.

Perhaps in this instance one would have a better luck in some part of Southern California away from the seacoast.

There is no easy way to solve this problem: the safest is for the youngster to try some area which seems promising and if he does well that is fine but if he does not another attempt will have to be made.

Another parent says that her 8-year-old boy walks in his sleep. He seems to be wide awake, his mother says, and when she tells him to go back to bed he obeys, falls sound asleep and knows nothing of it in the morning.

This is apparently a fairly simple problem. The child does not seem to be suffering any ill effects from his sleepwalking. Except for getting the mother up at night, the situation seems rather harmless.

As a form of sleeping difficulty, however, the parents should keep the youngster from too much exciting play or entertainment in the late afternoon or evening, avoid upsetting the child by any appearance of family squabbling, and insist that the youngster go to bed regularly and stay there each night at the same time. These steps are good for any child!

The mother of a 14-year-old daughter is concerned because the girl's periods are still irregular. Assuming that the girl's health is otherwise good, it is almost certainly best not to make a fuss over the situation since in all probability nature will take care of it in due course. Such experiences are so common that they must be considered as normal in many girls of that age.

Mrs. E., also writing about a 14-year-old daughter, says that the girl is small and undeveloped physically. She says her daughter has played with and held babies for several years and many people say that this is the reason for her slow development; the mother wants to know if this is true. To this it can be said quite definitely, that it is not true and that in all probability nature will take care of the problem about which the mother is so concerned.

Seeks Friend

Sacramento, Calif. (To the Editor)—Many interesting and varied problems are debated in this popular column. Some letters are constructive, educational or uplifting. Likewise a few are argumentative, indifferent and commonplace.

Being a little different I would like to contrast some of these communications with an experience of my own.

As a younger man I was constantly seeking something, not knowing what but striving toward a rule of life which I believed would fit all situations.

One day I met a man who seemed to have the answers. His spirituality amazed me. It seemed as if he had enjoyed a life full of meaning and purpose.

During our short acquaintance I learned many secrets that made for a happier life for me. Being an admirer of this person it is my earnest desire to locate him.

He is J. F. G. Cone (Francis Cone) who was at one time a lookout on Mt. McLaughlin in Southern Oregon. He has lived in Klamath Falls, Redding and Weaverville and is also known as the Black Rock desert of Nevada since 1928.

Anyone knowing of his whereabouts and communicating with me will make someone very happy.

J. D. DeMuth
4604 36th Street
Sacramento

Putnam's Turbulent Life Sketched In Turnbull Book

By PAUL W. HARVEY JR.

SALEM (AP) — George Putnam's philosophy got him into a lot of battles and boycotts.

Still going strong as editor emeritus of the Salem Capital Journal, Putnam has spent 62 years in journalism, including 46 years as a publisher.

Three of the greatest battles are recounted this week in a book, "An Oregon Crusader," by George Turnbull, former dean of the School of Journalism at the University of Oregon.

It tells the stirring story about how he won an important libel suit which protected the right to criticize public officials.

Then comes the story of his war against the Ku Klux Klan, an organization which the book says came within an eyelash of winning control of the state government in the early 1920's.

The last tale is about Putnam's war on labor terrorism in the late 1930's, when there was such violence as burning down a sawmill, putting emery dust in tractors, and breaking up a barber shop.

Putnam was publisher of the Medford Tribune from 1907 to 1919, and owned the Capital Journal from 1919 to 1953 for which he now writes a column and editorial.

A bachelor, his chief interests have been newspapering, fishing, reading, and raising flowers.

The libel incident occurred in 1907. The owner of a little railroad, running between Medford and Jacksonville, was being pressed by Medford interests to build a depot. While Putnam watched, the owner struck an ax at the mayor, narrowly missing his head.

After the grand jury refused to indict the railroad owner, Putnam attacked the grand jury as being "blind," "folded representatives of justice."

The grand jury retaliated by indicting Putnam for libel. The authorities waited to arrest him until he was in his berth on a north-bound train. Putnam was taken off the train and spent a night in jail.

He said it was verminous—at Roseburg.

The circuit court convicted him, fining him \$150. Gov. George Chamberlain offered to pardon him, but Putnam chose to fight his battle out in the State Supreme Court.

The Supreme Court reversed the conviction, holding that truth is a defense in a libel case, and upholding the right of the press to comment on acts of public officials.

TORRENTIAL RAINS

CAIRO, Egypt (AP) — Torrential rains disrupted railway lines and telephone communications between Alexandria and the western desert Thursday. Reports reaching here said more than 4,000 people are homeless and 800 marooned in scattered villages and oases.

In 1922, Turnbull recounts, Putnam declared war on the Ku Klux Klan, which then was organizing to take over the state and county governments.

He was the first Oregon editor to fight the Klan. Gov. Ben Olcott issued a statement condemning it. A Republican, he had the staunch support of George Putnam, a lifelong Democrat. Olcott won Republican renomination over State Sen. Charles H. Marshall, who had the support of the Klan. But Olcott's winning margin was only 521 votes.

In the November election, the Klan supported Walter Pierce, who defeated Olcott.

The big issue in the Klan measure to force all children to go to public schools. It would have closed every Catholic and other parochial school in the state. The people passed it.

But the school measure was thrown out by the United States Supreme Court which ruled: as

Putnam had contended all along, that it denied religious freedom.

Turnbull points out how quickly the pendulum swung from the bigotry of the Klan, with the election of Julius Meier, a Jew, as Oregon governor only eight years after the Klan reached its peak strength in the state.

The labor racketeering occurred in 1937, and Putnam vigorously attacked the few labor leaders who were committing violence to force employers to sign union contracts.

Putnam worked closely with Gov. Charles H. Martin, a former Army major general, who directed state prosecution of the so-called labor "goons."

Putnam is proud of the fights he has headed, and is perhaps more proud of the boycotts. He has been boycotted, Turnbull says, by the Klan, prohibitionists, labor unions, Townsend movement and gambling interests.

But, Turnbull summarizes, he believes that when the public understands an issue, it will support an

editor when it is convinced he wants better government.

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