

# The Herald and News

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## Snow Season

By BILL JENKINS  
About this time of year, when the snow starts to come down with monotonous regularity, we are always grateful for those downy business establishments that provide us with the protection of a marquee (or marquees) over the sidewalk. In short, an overhang that keeps the snow and rain off.

The hotels over the country seem to be the last holdouts of this system unless you happen to be down in the hot countries where they all build roofs clear out to the sidewalk in order to afford some protection from the sun.

I realize that there are a good many drawbacks to them. They are hard to drain, hard to maintain, hard to keep clean and can in many cases prove to be a large economy-size headache.

But I'd still like to see them on all the buildings. When we get around to remodeling this building we are certainly going to try and work in one.

Modern architecture snubs at the principle and insists on those long, sleek lines without a bump or 'em anywhere. Buildings that look like something out of a Dali dream.

I think the same architects who have cried against the marquee are the ones who took away the comfort and utility of the porch on the home, thereby robbing the American people of more personal comfort than any other single move has since the abolition of leather pants.

Offhand I don't know of anyone who wouldn't like to have at least a back porch on his home, but most people are too conscious of style and being "right" to have enough backbone to stand up for what's utilitarian and comfortable.

Oh well, the porch is gone, but maybe someday we'll come back to the sheltered sidewalk.

Probably when we need 'em to keep radioactive fallout off the pedestrian.

Still on the subject of snow, I'd like to live long enough to see the day that every home was equipped with its own thermometer, rain gauge and snow depth recorder.

It would do much to ease the arguments over how wet it was last night, how deep the snow was at any given spot and other items of weather import that seem to pop up. It would also furnish a good deal of conversational material and get us away from talking politics for a short breather once in a while.

Everyone thinks of this as the wettest spell we've ever had around these parts, but Doc Wright, who should know if anyone does, remembers 1926 as the year it rained and rained and rained, and I can't cast back to a trip from here to San Francisco made in 1938 (I believe) when Joe Voy and I thought we were going to wash off the highway about every ten miles. One of the wettest trips I ever remember.

## All-American

By DEB ADDISON  
We have to pass the word to Clay Hannon, our sports editor, that John Witte is not the first Klamath Basin athlete to be named an All-American football player.

All-American John undoubtedly is the first KUHS athlete to reach this zenith, but we can recall offhand two other Klamath boys who were All-Americans.

Dick Smith, who was raised in Altamont, about where the Washington's Town and Country Shopping Center now stands, was the first. As we recall it he played four years at Oregon and then went on to Columbia for four more and was named All-American full-back by Walter Camp in 1933.

Perhaps you'll recall him as the late Richard Shore Smith who filled in one year in the 20's as a sort of interim football coach at the University of Oregon. He was president of the First National Bank of Eugene for many years.

John Witte, of course, was won his honors at a time when great football players are a dime a dozen nationally so his honor means more than that of the old timers from a competitive standpoint.

You can't mention great Klamath athletes without naming Ralph Hill, the Mt. Lakt district farmer. Ralph was a miler on the University of Oregon track team and with the United States Olympic team in 1922.

Yours truly missed seeing Ralph break the national intercollegiate mile record at Hayward Field in Eugene in the spring of 1931 by the flip of a coin.

We were teaming up with Joe Pigney, later managing editor of the Klamath News and now based at AP's radio news service for the Pacific Coast, in covering sports at the University.

A flip of the coin was to decide who covered the track meet and who covered a championship tennis meet, both going on at the same time. Joe lost and was relegated to the supposedly dull track meet. So Joe got to see Ralph Hill set the new record, even after being thrown off stride by a dog yapping at his heels.

Ralph's older brother, Clarence, also a Klamath farmer, was a distance man at the University too. His specialty was the two-mile run.

As a sidelight for the young athletes in training today, Clarence spent long hours at cross-country skiing to gain back his stamina after recovering from a broken leg.

This was the prescription of Bill Hayward, the famous Oregon and Olympic team trainer.

## Shake Maker

By KEN McLEOD

Many an old time occupation has disappeared completely so that today there are few people who still remain with us who remember anything of the crude crafts that accompanied a bygone era—so it is with the shake maker and Market Hunter happy go lucky individuals who wrought terrific destruction to wildlife and the virgin pine regions of the Sierras and the Cascades. To know something about them you must turn back the pages of the past to some of the contemporary writers of their day, thus we find John Muir writing of the "Happy Days" before creation of our National Forests and game laws.

"Of all the destroyers that infest the woods, the shake-maker seems the happiest. Twenty or thirty years ago (1870-80), shakes, a kind of long, board-like shingles split with a mallet and a frow, were in great demand for covering barns and sheds, and many are still used (1950) in preference to common shingles, especially when made from the sugar pine, which do not warp or crack in the hottest sunshine.

"Drifting adventurers in California, after harvest and threshing are over, often must turn back to discuss their plans for winter, and their talk is interesting. Once, in a company of this kind, I heard a man say, as he peacefully smoked his pipe: 'Boys, as soon as the job's done I'm going in the duck business.'

"The big money in it, and your grub costs nothing. Tule Joe made \$500 last winter on mallard and teal. Shot 'em on the Joaquin, tied 'em in dozens by the neck, and shipped 'em to San Francisco, and when he was tired wading in the sloughs and trenched with rheumatiz, he just knocked off on ducks, and went to the Contra Costa hills for dove and quail. It's a mighty good business, and you're your own boss, and the whole thing's fun."

"Another of the company, a bushy-headed fellow, with a trace of brag, in his voice, drizzled out: 'Bird business is well enough for some, but bear is my game, with a deer and a California lion thrown in now and then for change. There's always market for bear grease, and business you can sell the hams. They're good as log hams any day. And you are your own boss in my business, too, if the bears ain't too big and too many for you.'

"Old grizzlies I despise—they want cannon to kill 'em; but the black and brown are beautiful for grease, and when once I get 'em just right, and draw a bead on 'em, I fetch 'em every time. Another said he was going to catch up a lot of mustangs as soon as the rains set in, hitch them to a gang-plow, and go to farming on the San Joaquin plains for wheat. But most preferred the shake business, until something more profitable and as sure could be found, with equal comfort and independence.

"With a cheap mustang or mule to carry a pair of blankets, a sack of flour, a few pounds of coffee, and an axe, a frow, and a cross-cut saw, the shake maker ascends the mountains to the pine belt where it is most accessible, usually by some mine or mill road. Then he strikes off into the virgin woods, where the sugar pine, king of all the hundred species of pines in the world in size and beauty, towers on the open sunny slopes of the Sierra in the fullness of its glory. Selecting a favorable spot for a cabin near a meadow with a stream, he unpacks his animal and stakes it out on the meadow.

"Then he chops into one after another of the pines, until he finds one that he feels sure will split freely, cuts this down, saws off a section four feet long, splits it, and from this first cut, perhaps seven feet in diameter, he gets shakes enough for a cabin and its furniture—walls, roof, door, bedstead, table and stool. Besides his labor, only a few pounds of nails are required.

"Sapling poles form the frame of the airy building, usually about six feet by eight in size, on which the shakes are nailed, with the edges overlapping. A few bolts from the same section that the shakes were made from are split into square sticks and built up to form a chimney, the inside and interspaces being plastered and filled with mud.

"Thus, with abundance of fuel, shelter and comfort by his own fireside are secured. Then he goes to work sawing and splitting for the market, tying the shakes in bundles of 50 or 100. They are four feet long, four inches wide, and about one-fourth of an inch thick. The first few thousand he sells or trades at the nearest mill or store, getting provisions in exchange. Then he advertises, in whatever way he can, that he has excellent sugar-pine shakes for sale, easy of access and cheap.

"Only the lower, perfectly clear, free-splitting portions of the giant pines are used, perhaps 19 to 20 feet from a tree 250 in height; all the rest is left a mass of ruins, to rot or to feed the forest fires, while thousands are backed deeply and rejected in proving the grain.

"Over nearly all of the more accessible slopes of the Sierra and the Cascades, in the southern Oregon, at a height of from three

to 6,000 feet above the sea, and for a distance of about 600 miles, this waste and confusion extends.

"Happy robbers! Dwelling in the most beautiful woods, in the most salubrious climate, breathing delightful odors both day and night, drinking cool living water—roses and lilies at their feet in the spring, shedding fragrance and ringing fragrance and ringing bells as if cheering them on in their desolating work.

"There is none to say them nay. They buy no land, pay no taxes, dwell in a paradise with no forbidding angel either from Washington or from heaven. Every one of the frail shake shames is a center of destruction, and the extent of the ravages wrought in this quiet way is in the aggregate enormous."

## Backward Look

By HAL BOYLE

NEW YORK (AP)—It is time to take a backward look at 1955 and figure what kind of a year it has been.

It was, above all, a year of prosperity for everybody and everything—from the common man to the common cold.

The nation earned its highest income in history, and loan offices did a land office business. Times were so good that inmates of an Alabama prison printing shop even began making their own money.

The price of pork fell, and every group ate higher on the hog except the farmer who raised the pork—and maybe the Republican Party.

It was a year in which it became possible to win \$100,000 on a television quiz contest, and a fellow who bought a new Cadillac met the foe. "What's the matter, stupid, couldn't you answer the \$64,000 question?"

It was a year in which the booming, organ voice of Sir Winston Churchill was stilled in retirement, leaving a world still stirred with mighty echoes.

It was a year in which a new author, Harry S. Truman, made his first real bid for the Nobel literature prize.

It was a year in which Santa Claus met a formidable competitor in philanthropy. Santa took care of you and me, and the Ford Foundation took care of the private colleges and hospitals.

It was a year in which parents learned why Johnny can't read, but nobody took the trouble to discover just how many parents still remember how to read.

It was the year in which Russian leaders graduated with honors from the Geneva charm school, and forgot their lessons and went right on back to acting like Russians again.

It was a year when man finally localized his major wars down to riots, rebellions and revolutions, but Mother Nature ran wild with floods, hurricanes, droughts and tsunamis.

It was a year in which Notre Dame lost a football game and the New York Yankees lost a World Series.

Here are a few nominations for 1955:

Biggest surprise of the year—The French overturned another Cabinet (or was it four cabinets?)

Most popular industrialist—Henri Nordhoff, president of a West German auto firm, who said in upholding a six-day work week: "Most people like only to escape themselves. For them, another week without work would only increase the emptiness and dissatisfaction caused by idling away spare time."

Most publicized wedding—The AFL-CIO marriage. (But which was the bride?)

Scientific advance least likely to succeed—A British love test machine which seeks to tell by measuring the brain waves of a boy and girl whether they ought to marry each other.

Most far-reaching development in government—The decision of the British Post Office, once and for all, to quit supplying escorts to drunks who wish to mail themselves home.

All in all, 1955 has been quite a year, one with less fear and more prosperity and laughs than we have known for a long time.

## Federal Aid

By JAMES MARLOW

WASHINGTON (AP)—Don't be surprised if federal aid to education is blocked in Congress in 1956 over a fight to prevent any of the money from going to states which maintain racial segregation in public schools.

Many Democrats and Republicans say they favor providing federal money for new school buildings. But the National Assn. for the Advancement of Colored People will do its best to have something to say about it.

This is the NAACP's position: 1. When government money for educational purposes is given to states which do not comply with the Supreme Court's decision of May 1954 to end segregation, then the government is in effect helping support segregation.

2. Therefore, if a federal aid to education law is passed the NAACP wants locking on to it a bar against giving any of the funds to states which it says "defy the court."

The NAACP will have some support in Congress. Just how much is not clear. Most Southern Democrats will certainly vote against any federal aid bill which contains the kind of amendment urged by the NAACP. Last year a federal aid bill was left high and dry in Congress.

There was a fight then over such an amendment. Rep. Powell (D-NY), a Negro, proposed it in the House. It was killed but not before Powell had a fist fight with Rep.

Bailey (D-WVa) over the subject. In the end, the House never did vote on the bill itself.

Powell, one of those upon whom the NAACP is depending to lead the fight in Congress, says he will offer a similar amendment in 1956 when the federal aid bill comes up.

But the NAACP will probably want Congress to ban other kinds of federal aid for schools in states which are not integrating. The money to states, says Powell, will be used for vocational schools, and to school districts overcrowded because of some government activity in the area.

Money for those purposes is handed out by the Department of Health, Education and Welfare. Clarence Mitchell, director of the NAACP's Washington Bureau, recently wrote to Dr. Herold C. Hunt, undersecretary of the department. Mitchell said he "assumed" the department would not continue to give money to states, continuing school segregation. Hunt renounced Mitchell that the Supreme Court let it up to federal district judges to see that the high court's ban on segregation is carried out in their jurisdictions.

So, Hunt said, before the department considered withholding school aid money there would have to be a "determination" by a federal judge that a particular state or school district was not complying with the Supreme Court's ruling.

Mitchell said yesterday that, in view of Hunt's reply, it is up to Congress to write into legislation a ban on the use of federal money for schools in states which "defy their jurisdictions."

General Motors, Ford and Chrysler, accounting for 95 per cent of the industry output and sales, had net earnings in excess of 1 1/2 billion dollars.

The three companies, together with American Motors, Nash-Hudson and Studebaker-Packard Corp., built more than eight million cars and 1 1/2 million trucks. These vehicles had a wholesale value of more than 14 billion dollars. In unit output the old record was 6,156,912 cars and 1,293,493 trucks built in 1950. This year's wholesale value of \$10,175,885,000.

The record mark in wholesale value, however, came in 1953, when 6,116,948 cars and 1,206,266 trucks brought \$11,091,640,000.

Organized labor won new contracts including provisions for supplemental layoff pay.

Plans were announced for the sale of stock in the Ford Motor Co.

Chrysler Corp. made huge strides in its comeback campaign and disclosed plans for a postwar bill expenditure for additional billions in the next five years.

Ford and General Motors announced additional appropriations of \$25 million dollars and 500 million respectively for their postwar expansion programs. This brought Ford's postwar total to date to \$2,342,000,000 and GM's to four billion.

Approximately 964,000 production workers received \$3,950,000,000 in wages.

The industry's retailers sold an indicated 7,500,000 new cars. Their picture, however, was somewhat less rosy than that of the remainder of the industry. Once again the record—smashing production rate forced them to widespread price discounting, some sold new cars, at only a nominal markup, to used car dealers to ease the pressure of huge inventories; others

gave unprecedented allowances on used cars offered as down payment on new ones.

And the dealer complains that many of them were being forced to accept more cars than they could handle brought a Senate inquiry into car merchandising practices. A Senate committee which circularized many of the nation's car retailers and industry suppliers began what it termed a "study of General Motors."

The committee heard numerous witnesses testify GM was too big and too powerful to permit successful competition.

The year also brought greater emphasis on safety features in car construction, increased horsepower and higher compression ratios in car engines and higher prices generally for new models. Engineering innovations included push button gear shifting in some makes of cars.

The Chrysler comeback is one of the epics of the industry history. In 1954, under declining demand its output slid to 725,250 units, or 13.2 per cent of the industry total. The total of 1955 should come to about 1 1/2 million cars, or nearly 19 per cent of the indicated industry total.

Virtually one of the passenger car production picture in 1955 was Kaiser Motors. Its total production of Kaiser and Willys cars stopped early in the year at 6,680 vehicles. The management indicated it planned to concentrate on the utility vehicle market, with adaptations of its Jeep.

Reporting on its first nine months operation Kaiser Motors showed a net profit of \$3,593,541 this year. Most of this came from "various

sources."

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Make your furniture dollars  
go further this week!

LUCAS  
FURNITURE  
195 E. MAIN

## They'll Do It Every Time

By JIMMY HATLO

HERE'S ANOTHER LETTER FOR YOU—THAT MAKES TWO THIS WEEK SO FAR, P.S.

HAS BIG STUFF HAD ANY NEW RUBBER STAMPS MADE LATELY? HE'D BE HAPPIER OUT WEST BRANDING CATTLE...

I LIKE THOSE MEMOS FROM THE WEST OF J. PIPPINGTON SQUEAK. WHERE WOULD THEY BE FROM—THE WATER COOLER?

HE MARKS 'EM UP WITH SO MANY RUBBER TATTOOS YOU CAN'T READ THE LETTERS.

HEH-HEH—HE'S GOT EVERYTHING BUT BIGDOME'S STAMP OF APPROVAL...

THERE'S ONE IN EVERY OFFICE—THE GUY WHO THINKS THIS MAKES HIM A BIG EXECUTIVE...

THANKS AND A TIP OF THE HAT TO "THE FILERS," OKLAHOMA CITY, OKLA.

Records Topped In 1955 Within Auto Industries

By DAVID J. WILKIE  
AP Automotive Editor

DETROIT (AP)—Records topped with startling regularity in the auto industry in 1955.

New high marks were set in total production, total retail deliveries, gross product valuation, total manufacturers' net profit and worker earnings.

General Motors, Ford and Chrysler, accounting for 95 per cent of the industry output and sales, had net earnings in excess of 1 1/2 billion dollars.

The three companies, together with American Motors, Nash-Hudson and Studebaker-Packard Corp., built more than eight million cars and 1 1/2 million trucks. These vehicles had a wholesale value of more than 14 billion dollars. In unit output the old record was 6,156,912 cars and 1,293,493 trucks built in 1950. This year's wholesale value of \$10,175,885,000.

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All your furniture needs reduced  
SATURDAY LAST DAY -  
Make your furniture dollars  
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## Utility Strikes Plague Italy

ROME (AP)—The Italian government cut its Christmas vacation short Tuesday to seek a solution to a year-end wave of strikes threatening transport and public services.

Almost a million Italian workers, most of them state employees, are affected in negotiations scheduled between now and Dec. 31.

Political circles do not consider the wave of labor unrest any grave threat to Premier Antonio Segni's government. But its settlement has been given high priority because it furnishes ammunition for the leftist and rightist opposition.

The first of the new walkouts has been called Wednesday by tax collection and customs employees. They want improved working conditions and simplified work regulations.

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Mop Up Begins In California

SAN FRANCISCO (UP)—The Army Engineers announced today they were clearing up debris and repairing levees broken in the disastrous California floods has already begun.

The engineers said they have let contracts for clearing debris along San Lorenzo Creek in Alameda County; repairing the Feather River levee at Yuba City and clearing up after the Truckee River overflowed its banks in Reno.

In addition, several jobs were expected to get underway today elsewhere in Northern California. These included Sequel Creek at Santa Cruz; the Pajaro River at Watsonville; Siltzer Bridge across Dry Creek near Santa Rosa; and clearing log jams opposite Blue Lake on the Mad River.

The engineers received authorization from Val Peterson, Civil Defense administrator, to let contracts up to \$25,000. They have set up regional offices in Reno, and San Francisco, Crescent City, Eureka, Santa Rosa, Santa Cruz, Turlock, Visalia, Fresno and Marysville.

The engineers may let any number of contracts under \$25,000. Contracts for more than that amount require the approval of the district office in San Francisco.

Quotes  
By UNITED PRESS  
SAN FRANCISCO—William Ward, Contra Costa County civil defense chief, on the condition of levees holding back the flooding San Joaquin River, said: "If we can hold what we have got until Thursday, we are over the hump, barring another storm or a southwest wind."

LENINGRAD, Russia—An undisciplined Russian actress after a performance of the sex-laden American folk opera "Porgy and Bess": "Porgy and Bess makes sex stronger than sentiment."

WASHINGTON—The Senate Security subcommittee in a 100-page handbook designed to "correct current misinformation" about Communism: "We earnestly believe that a given a more accurate knowledge of the Communist conspiracy, fewer Americans will fall victim to its wiles."

CHICAGO—Ned H. Dearborn, president of the National Safety highway massagers: "How much longer will a civilized nation create or endure such mass mayhem?"

CALLANDER, Ore.—"Papa" Oliva, charging that the four surviving quinquets have broken away from home: "Lately they have been treating their brothers and sisters almost with contempt."

MONTREAL—Yvonne Dionne, when asked by a Montreal Star reporter whether rumors of a family split were factual: "Don't believe it. It's not true."

RALEIGH, N.C.—Basketball Coach Frank McGuire of North Carolina, a coach noted for his court stratagems, plotting how he will play arch rival North Carolina State: "It depends on what develops. We may even let the air out of the ball."

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