

The Herald and News

FRANK JENKINS

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Managing Editor

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Here and There

By BILL JENKINS

Next Saturday should be a lucky day for those sponsoring the annual Library Club childrens car benefit at the Willard. The idea started seven years ago—that of holding a bridge benefit for the proceeds of which were to be used to furnish tonnellometers for those children who would not otherwise have the opportunity—so this will be the seventh event, and to date there have been 76 tonnellometers performed with the funds provided by the group.

A pretty good record I'd say, and a nice way to not only spend a pleasant afternoon but also benefit a worthy cause. If seven come eleven holds true they'll at least be going strong in 1960. And I'm sure they will be.

Coming back over the Willamette Pass the other day we timed it just right to get caught in a long line of cars waiting for a stalled truck to be hauled out of the ditch. The end result was that we had to put on chains to get started up the hill again despite our snow tires. And we needed chains for not over eighteen inches. Once we got started it was a breeze. Surprising how often that seems to work out. In this case we were stopped well below the tunnel and couldn't find a stopping place until we got clear to Odell Lake where we could pull out and take the darn thing off.

While in Eugene we were having a brief conversation with Fred Brenne, long-time manager of the chamber of commerce over there, and wondering if there weren't some way we could arrange for satisfactory and reliable information about road conditions on the pass in the winter. We were told in Eugene, as usual, that if we wanted to be foolhardy enough to tackle the pass it was our own business, but they wouldn't guarantee that we'd make it out before the spring runoff. As it turned out the pass was in wonderful shape except for that one little incident of the truck. If all sounds like a lot of Highway 99 propaganda to me. I wonder how many travelers are persuaded to take the hours-longer route through the valley instead of coming through quickly and easily this way by these boogie-man highway tips?

Didn't get a chance to talk to Fred further but we'll get together one of these days and see what happens.

Which reminds me that, in answer to a lot of questions, there is no mandatory chain law in Oregon. Warning signs are posted when officials consider that the use of chains is advisable. But if you don't put 'em on you are not liable to a fine or anything like that. Just a sizzling cussing out when you get stuck and tie up traffic.

It might be well, however, to always consider the facts. During a heavy snow storm such as the last one in the high passes, one motorist can easily get stuck for an hour at a time. And an hour is all it takes to lose the road when the snow is really coming down when the wind is blowing. A snow plow can't always go around a stalled car. It's easier than you might think to get in serious trouble just because you didn't want to get wet putting on your chains or pay one of the fellows who haul the pass all winter two bucks to put on your chains for you.

It makes me boiling mad every time I run into California's put-'em-on-or-else law. But I've got to admit that it makes me equally mad to get up in the pass and find it blocked by some diabolical fool who thought he knew how to drive in snow and found out too late he didn't.

Indian Families

By KEN McLEOD

Students of the languages of American Indians are coming to recognize a number of linguistic families and to these families the various tribes have been segregated. This classification of the Indian language by families really gives us a tribal genealogy instead of a historical record of the descent of an individual. The chief families of Indians are the Algonkian, Iroquois, Muskogean, Caddoan, Siouan, Dene, Uto-Aztecan and Penutian. In addition, there are a number of small remnants of what may once have been powerful families now lost to history. Those strong enough to have seriously resisted conquest by the whites, thus finding a place in history can now be spoken of as the "First Great Families" in Indian aristocracy.

Of our list of chief Indian families the Algonkian name is probably one of the most familiar since it occurs so often in the history books of our childhood. Since we are speaking of a great linguistic family rather than an individual tribe, it becomes of interest to see that this family is apparently scattered across the nation from the Atlantic to the Pacific oceans.

The family name, however, was taken from the name of the Algonkian tribe but it likewise includes such other Atlantic slope tribes as the Abnaki, Delaware, Mahican, Massachusetts, Micmac, Montagnais, Narraganset, Naskapi, Pequot, Powhatan and Wampanoag. Some of these names are quite familiar to history and we recognize their eastern location. But the great family does not end upon the east coast but extends westward and in the Plains Country we meet with more familiar names—Arapaho, Blackfoot, Blood, Cheyenne, Gros Ventre, Kiowa, Kiowa, Miami, Creek.

In the Central Area bordering the Great Lakes the Algonkian family is represented by the Cree, Illinois, Kickapoo, Menominee, Miami,

Ojibway, Ottawa, Potawatomi, Sauk and Fox, and Shawnee. Then, strangely we find some far western representatives of the great family in the Klamath Watershed near the mouth of the Klamath River in California—the Wyot and Yurok. The linguists, however, do not rest there but suggest that other western tribes may likewise belong to this great family—the Flathead, Spokane, Kalispel, Wenatchi and Siletz.

The Algonkian were the first Indians to welcome the Dutch, English and French and the first to shed blood in resisting the merciless advance of their settlements. They were a powerful family as we can see from the distinguished names of the tribes that compose the family group. It held most of the country east of the Mississippi, from Tennessee and Virginia on the south to Hudsons Bay on the north, a vast domain of forest lands, well watered by streams and lakes over which they glided in skillfully fashioned birchbark canoes. No other people possessed such a beautiful boat, so light it could be carried by a strong man from one stream to another, thus making it possible to go from the mouth of the Ohio to Lake Erie, thence to Quebec and beyond.

Not all the Algonkian lived in the woods however, for out on the plains of southern Canada, as far west as the Rocky Mountains, were the Blackfoot tribes, who made no use of canoes but hunted buffalo for food; in the plains of the United States were the Arapaho and the Cheyenne and, finally, the two small tribes on the Klamath River.

Before the white man came the Algonkian were usually able to take care of themselves, but a southern family penetrated into their domain, creeping up along the Appalachian ranges of Pennsylvania, into the valley of the Mohawk in New York and across Lake Erie into Canada. This was a warlike family well known to us in our history books and is called the Iroquois.

Old Denver

By HAL BOYLE

DENVER (AP)—Beautiful old Denver, crumbling away... beautiful new Denver, striding the sky higher.

Old Denver, I love you. New Denver, you kind of frighten me. I really don't know you now. I'm not quite sure of you.

Perhaps that is the way a visitor should feel—uncertain, the emotional feeling always of the stranger.

But I don't want to feel that way, and I don't want to be a stranger. I have walked this way before. I believe it was O. Henry who perpetuated the legend that nothing interesting or important could really happen, in a way, except in New York, San Francisco, or New Orleans.

Those were the only three American cities when the romantic things reportedly could happen, he said, and having set up his straw dummy went on to prove in "A Municipal Report" that adventure could come to Nashville too. As I recall it, it was a quietly gruesome tale of how a loyal Negro retainer did away with the worthless white husband of a worthwhile white lady, and thereby as a servant kept an old family flag flying.

O. Henry, trying as an author to prove that anything can happen anywhere, might well then have called Denver as a symbol name for adventure, just as today Chicago, Los Angeles, Kansas City, and long-overlooked St. Louis are symbols of new growth. So are Omaha, Oklahoma City, Tulsa, Houston, Dallas, Fort Worth and other cities.

But as the old individual buildings of the past are torn down and the new more efficient buildings (in terms of the utilization of space) go up... well, something is lost.

What is happening here in Denver in the current American prosperity boom is what is happening in other cities. It is losing a portion of its former personality and getting a crowded feeling.

Even though the fresh tall towers are planted on stilts the crowded feeling deepens.

There are so few towns that always gave such a spontaneous sense of human freedom... such as San Francisco and Denver! Beautiful, beautiful old Denver, fading away! Beautiful new Denver, blooming in series patterns where once wild flowers grew!

What can a man from out of town say about you, Denver? You have garnered the gardens of tradition, and pressed your new plantings closer together and yet farther apart.

You hold a great promise as you cling to a previous performance. You are like a growing youth, Denver, that must and will grow taller, but equally is loved for the family when he was more boisterous, less predictable—and smaller.

President Eisenhower's heart attack last September.

In this same period the Communists, dumping Stalin's sullen stay-at-home policy, have been moving confidently to try to win Asia and the Middle East with smiles and promises.

It was in mid-January that Life magazine, after a special interview with Dulles, carried a story extravagantly praising his conduct of foreign affairs.

He was quoted as claiming the times had saved the country from war and as philosophizing on the art of getting to the brink. Many Democrats exploded.

Today marks the first chance they've had to question him about that story since it appeared, for on Feb. 12 he flew to the Bahamas for a rest. While he was fishing another explosion set the Democrats off.

This was the disclosure the United States was shipping 18 light tanks to Saudi Arabia although Israel had been pleading for months, without success, for U.S. arms. The Israelis said they needed arms for defense against the Arabs.

Then the tank deal got even more tangled when the White House, which didn't seem to know in advance any more about the shipment than Congress, ordered it stopped for a while. This angered the Arabs.

When two days later the administration lifted the embargo, the Israelis were angered. And so were the Democrats, who complained they were told so little by Dulles, although he had pleaded for bipartisanship, that they felt like illegitimate children.

There have been various explanations by Washington newsmen who sought the answer to this almost incredible mixup, but no word from Dulles. He was in the Bahamas.

When he returned from his vacation this week he said the first he had heard about the tank shipment was when he arrived back in this country. This Saudi Arabian deal was the immediate reason for his call to testify today.

This isn't the first time American foreign policy got fouled up publicly while Dulles was off fishing. It happened before when the State Department brushed aside Red China's suggestion of talks about Formosa. This had to be corrected fast.

Profit Reports
By SAM DAWSON
NEW YORK (AP)—Nine out of ten corporations are turning in better profit reports today than a year ago.

Their increase in net income after taxes in 1955 averaged about a third higher than 1954. For many of them the prospects of continuing on the upgrade are good for the first half of 1956.

So far, 616 corporations—of all sizes, and scattered through most major industries—have reported on their 1955 operations. The number will swell rapidly in coming days.

But, take the 616 as representative of what is to come, and you find only 58 of them reporting a decline in earnings.

Even in the best of boom times, however, there are laggards. Eight of the 616 operated at a net loss last year compared with 17 in 1954.

The 616 show combined net profits after taxes of \$10,010,849,536. In 1954 the same 616 had total earnings of \$7,595,025,350. The increase is \$2,415,824,186, or 31.8 per cent.

The gain for the U.S. Treasury is roughly the same, since corporations pay aside for federal income taxes about the same amount they report as net profits.

Leading the parade in percentage gains over the previous year are those industries who suffered most from the 1954 recession or those tied in with the big boom in the auto industry.

The big gainers include: meat packers, steel and iron, rail equipment, airlines, textiles and apparel, autos and trucks, coal, mining and metalworking.

Doing better than the average were: farm equipment, glass, paint, auto suppliers, railroads, chemicals, drugs.

Industrials as a whole did better than the utilities and rails. The 468 industrial companies averaged 37.2 per cent higher than the previous year. The railroads averaged 35.4 per cent better—striking gains by some roads were offset by five carriers showing decreased earnings due to floods or other special causes. The regulated utilities followed their usual quiet course for an average increase of 12.9 per cent.

Only two industries are in the decreased earnings category in the early returns. Aircraft, with three out of four showing declines, average off by 2.9 per cent. Electronics, as a group, average lower by 0.3 per cent. This is due in large part to the unfavorable showing of one of the industry's giants hard hit by strikes.

Research Animals
By EDWIN P. JOHNSON, M.D.
I am deeply shocked to hear of those citizens who would put road blocks in the way of medical research.

healthy adults would be perished from congenital heart disease.

Where would we be in the battle against pernicious anemia or diabetes without the dog?

Could it be that the antivivisectionists would condemn us and our children—including their own—to death from such diseases?

What animals, and dogs in particular, have contributed to human life and relief of suffering is incalculable. Thousands of new drugs have been tried on animals, have been found to have undesirable effects and therefore have never been prescribed for human beings.

Would it have been better to have tried these drugs on our children and killed off a few hundred?

What of the future? Progress in the conquest of many diseases would halt if our research investigators were prevented from continuing their studies with animals. Mention of two well-known killers are examples: high blood pressure and cancer. Surely no one wants these and other diseases to remain unsolved problems from which we and our descendants will continue to die and suffer indefinitely.

But this is not all. Pet dogs, cats, and agricultural or meat animals receive the same benefits from the development of drugs such as penicillin or new surgical procedures as we do. Any veterinarian knows how much his work has been helped by the experimental studies on animals.

I want research to go on for the benefit of my children and grandchildren—and their pets. Let those who would stand in the way of medical progress answer to those whom they would cause to suffer.

Not True
Portland, Ore. (To the Editor)—In today's mail I received an anonymous letter on stationery of the Winema Hotel, Klamath Falls, Oregon. This is the first time in my life that I have ever answered an anonymous letter.

The individual was very critical of me for some reason of which I am not sure, but I presume that it is that he thought that I had written a letter, as Drew Pearson said, to the President of the United States advocating that the Al Serena Mine Patent be granted to the owners of the mine. I am only surmising that because in his letter he states, "You sure let a lot of people down."

Just in the event that this is what this individual had in mind, I want to say to him that I never wrote a letter to President Eisenhower about the Al Serena Mine Claims, or anything else nor did I ever write to anybody else about them. Should I have written such a letter I would have most certainly insisted that the patents to the mines be refused because I do not believe in giving away the natural resources of our state even if it is done under the disguise of a mine patent and might be legal. Because in my judgment it is violently against public policy to give away our natural resources. All my life I have been a conservationist, both of our resources and of our wild life, and at this time, after a period of years when the democratic party carried on the policy of refusing to grant these mine claims, it is absolutely preposterous for anyone to think that I advocated such a foolish idea.

Of course, if these individuals wanted to give the timber away then this letter is not going to appeal to them. However, to keep the records straight I would like that individual to know that I have sued Mr. Pearson for libel and I am not going to take any half-way apology from him under any circumstances. I mean business and I hope that the gentleman that wrote this letter will read my letter to the paper. And I shall be grateful to you for putting it in your column.

Lew Wallace

Thanks
Ashland, Ore. (To the Editor)—I wish to thank you for your cooperation during our recent reorganizing drive. A large part of our success was due to the wholehearted efforts extended by such public spirited persons as yourself.

The final results are not determined as yet since we are still getting men contacted during the drive. For your information, however, this battalion had a net increase in strength of 100 men for the period 1 January 1956 through 17 January 1956. This increase represents one-third of our original strength and about fifty per cent more than our expectations based on previous recruiting experience.

Your efforts on our behalf are deeply appreciated.

Francis C. Ayres
Col. Adj. Org. NG
Commanding

Quotes
By UNITED PRESS

NEW YORK — Harold Stassen, President Eisenhower's disarmament adviser, on the "ultimate weapon," the intercontinental ballistic missile.

"Neither side can contemplate a situation in which either the use or threat of so armed might can result in anything but mutual tragedy."

They'll Do It Every Time

By Jimmy Hatlo



Garage Fire Destroys Truck

DUNSMUIR — Extensive damage was narrowly averted Tuesday afternoon when Ed Winkler, mechanic, kept a gasoline fire at the Thern Garage under control until the fire department arrived.

The fire, which completely destroyed a delivery truck, started when storm water dripping from the truck struck an extension light being used by Jack Coulter, mechanic. Coulter was draining the gasoline from the truck. The light bulb exploded igniting the gasoline.

Coulter, his uniform afire, dashed for the fire extinguisher. His fellow employees tackled him to save him from serious burns. Winkler confined the fire to the burning delivery truck with a fog spray extinguisher.

The truck and its contents of dry cleaning was a total loss. Coulter's burns were minor and Winkler suffered minor burns about the face.

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Weather Balloons Over Aleutians

OPPAMA, Japan (UP)—The U. S. Navy reported today that two of its weather balloons were over the Aleutians and that plans were completed for launching the 20th and last of a series.

A Navy spokesman said one balloon messenger weather information Thursday from Shimna Island in the Aleutians. The Navy said it was traveling 70 miles an hour in a northeasterly direction. Balloon No. 10 which was freed Thursday at Oppama was reported speeding on a northeasterly course over Kiska Island at 85 miles an hour early today.

The Navy spokesman said weather conditions would determine when the last lighter-than-air craft would be freed here with its weather equipment and automatic radio transmitter.

Several of the balloons have completed the Pacific trip and landed in the United States.

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COLLECTORS SENTENCED

VIENNA, Austria (AP)—Nine Czechoslovak Kulaks (rich farmers) and three Communist crop collectors have been sentenced to prison terms of 9 to 20 years for sabotage, theft and plotting. Radio Prague announced Thursday. Their trial took place at Holesov, in Moravia.

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