

The Herald and News

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Seattle Visit

By BILL JENKINS
Up here in Seattle again for the first time in some five or six years. Since I was about 10, I didn't have much chance to get out and see the city, but it looks about the same, and the weather was exactly the same—fog and rain. Like every place else on the Pacific Coast, however, Seattle is building in almost every downtown block they're either tearing down a building, putting up another or remodeling the old ones, all to the accompaniment of a great deal of noise and bustle.

While I don't like Seattle's climate, being a high desert man myself, there is one thing about the town that I do admire—that's their wide streets. Many of the downtown business areas are not only wide but what you might call "square." It's a shame that more cities and towns didn't have foresight enough to lay out wide avenues with ample parking and traffic space when they started their growth.

Oh, well, hindsight will always be a wonderful thing. Seattle may be the jump-off spot for the Arctic, but it has little of the rough-and-ready look about it, and when it comes to restaurants and cocktail lounges they're trying to out-metropolitan even New York. They have maître d's, beef waiters, buffets and cocktail major dances up there that out-sound, out-see, Hollywood, Chicago, New York and London, well, versed in the art of putting you in your place before you have a chance to make your wants known.

Flug up here for a newspaper meeting, and find that the trip from Klamath Falls to Seattle via Portland is a pretty good example of modern day air travel, particularly on the last half. It takes you about 35 minutes to fly from the Portland airport to the Seattle-Tacoma air terminal, but that's the end of high speed modern travel.

There is a long delay in waiting for your baggage to come up to the self-service reclaiming area, and then it's about an average one-hour trip by airline bus into Seattle. All told, it takes just about twice as long on the ground as it does in the air, and I don't suppose the situation will change much in our lifetime.

After all, none of us want airports right downtown or have the planes roaring in and out over residential districts. Oh, well, such is life.

Notice in a news item from Tucson, Arizona, that the famed Giant Sequoia of California has lost its title as the oldest living thing. A professor from the University of Arizona, Dr. Edmund Schulman, has found some small brittle-cone pines high in the mountains northeast of Bishop, California. Dr. Schulman claims that these pines, which never grow over 30 feet high, are an estimated 4,000 years old. The Giant Sequoia of California is estimated at about 3,000 years.

The scientist has based his estimate on a detailed counting of the pine rings under a microscope. He added further that the trunks grow from 25 to 30 inches across, and that the average trunk will grow just about an inch across in a period of 150 to 200 years.

Well, perhaps the Sequoia has been turned, but at least the oldest trees are still in California and fairly safe from the woods man's axe, too. There are only three of these little trees.

Ancestors

By KEN MCLEOD
Many men of science are determined to find an ancestor for modern man in geological history even if they break all credibility. The idea that Neanderthal man was the ancestor of the present races of mankind has been abandoned and it is now assumed that the Neanderthal man was the last link in a line of descent of a race of men. With the passing of the Neanderthal man one branch of mankind became prematurely extinct. There still remain other branches to the tree of man as envisioned by some scientists. A number of anthropologists have attempted to draw up parallel lines of descent for several branches of man. Hermann Klaatsch holds that Neanderthal man and contemporary African Negroes shared a common ancestor with the gorilla and chimpanzee, whereas Mongolians and Europeans are cousins to the orang-utan.

A good many anthropologists

go further than Klaatsch in discussing intermediate steps in the old theory of descent of man and in so doing they offer no alternatives. Anthropoid apes also are now no longer recognized as our ancestors and a new lively discussion now goes on over the presumption of whether the lower apes belong in the human family tree. At the present time the anthropologists are interested in considering the lemurs, another branch of the Primates, as being our near relatives.

F. Wood Jones and his followers believe that man's ancestor is to be found among the tarsiers. Tarsiers were charming vivacious animals of the lemur family. The only living species of tarsier is the "Tarsius spectrum," which is found hugging about the trees of Borneo. The most striking feature of the tarsier is his long tail, but his high standing among zoologists is due chiefly to his having a yellow spot on his retina, like man and the anthropoid apes. This enables the tarsier to form stereoscopic images and see the world in three dimensions.

This ability to see in three-D is certainly an important attribute, and if the tarsier of the Eocene or the as yet undiscovered predecessor of the Cretaceous 55 or 130 million years ago—for never never let it be thought that man descended from the contemporary type of tarsier—also possessed the yellow spot, man can well pride himself on having such a gifted forebearer. However there is little doubt that men will take such pride for if this new theory becomes popular, the phrase "Man comes from monkeys" will generate as much argument as the phrase "Man comes from monkeys."

The phrase "Man comes from monkeys" is probably as much responsible as anything to cause scientists more and more to turn away from the far more obvious theory of man's descent from anthropoids to descent from other forms of ancient life. This does not mean that these scientists reject flatly the theory of evolution, they are just reluctant to see the transition from animal to man right before their eyes as implied in the case of the search for the "missing link." These scientists, therefore, desire to put the transition backwards into pre-history as far as possible thus making the theory less painful to man's self-esteem; and at the same time preserving the principle of the evolutionary concept intact.

One group of biologists, who in principle agree with the concept of evolution have given it a new twist, they restore the anthropoid apes to their place of honor, however, this is done in a way that sounds like mockery to the orthodox Darwinist. Evolution, these biologists argue, need not necessarily mean progress for retrogression likewise is common in nature as is the third possibility—stagnation. Now the question of stagnation rises to plague the thinkers, this problem revolves about the persistence and transmission through hereditary of embryonic and infantile traits. This in effect turns Haeckel's biogenetic law upside down. Haeckel postulated that an embryo goes through all the stages passed by its full grown ancestors but rapidly outgrows them to become an adult. In cases of stagnation the adult form will be similar to the ancestral embryonic stage. In this new view man is infantile!

Traffic

By HAL BOYLE
NEW YORK (AP) What can be done to keep traffic from choking to death the centers of America's big cities?
Victor Gruen, a distinguished architect, has a simple but revolutionary solution—ban all automobiles from downtown areas and restore the streets to the pedestrians. Gruen predicts this will happen by the end of the century.

"I predict that by the year 2,000, and maybe a little before," he said, "a will be considered just as foolish to take vehicles into the centers of business centers as we do today it's peculiar to drive a truck into a living room."

"A city of a million people has a population of 300,000 automobiles. They crowd humans out of the street."

"Cars need 20 times as much space as people do, and their behavior is higher. The time seems not far off when, unless countermeasures are taken, people would be better off to move out and leave the cities to the mechanical monsters."

Gruen, designer of Northland at Detroit, one of the world's largest shopping centers, has been retained by the Greater Fort Worth Planning Committee to redesign the entire downtown area of that city for the next 15 years.

One of his projected ideas: Putting service and delivery traffic in the 300-acre business district underground and banning passenger vehicles from surface areas.

Pedestrians would have the streets entirely to themselves except for slow-moving electric shuttles for the ill, the crippled and the downright lazy.

Sounds like a jaywalker's heaven. The heart of the city would be converted into a pleasant business and recreation area with plenty of trees, fountains, gardens and arcades. One fashionable street in the shopping center would be

roofed over and completely air-conditioned.

Buses would penetrate into the pedestrian paradise at three points. No building in the business center would be more than a six-minute walk to a ring of 10,000-car garages that would also serve as heliports for flying commuters.

The cost of such a civic change-over would, of course, be fantastic. But Gruen optimistically believes the increase of land values would reduce the outlay.

Large cities don't adopt some such measures soon they face actual traffic strangulation.

"Take Fort Worth as an example," he said. "If traffic continues to increase at its present rate and only piecemeal efforts are made to handle it, the city somehow would have to provide 14 million square feet of surface streets by 1970, compared with 3 million square feet today. Big as Texas is, there isn't that much room in downtown Fort Worth without knocking down half its buildings."

"Most of America's other large cities are in the same plight. They'll have to take drastic steps soon to survive."

The idea of auto-free streets sounds wonderful to us career pedestrians. But will the motorists regard it as sporting? For them it might take all the fun out of driving.

Repetition

By JAMES MARLOW
AP News Analyst

WASHINGTON (AP)—Either President Eisenhower is mad or he has decided to fight harder. What's happening now is beginning to look like a repetition of 1952.

Yesterday was the first chance Eisenhower had to hit back since Stevenson ridiculed him last week. Stevenson must have stung. Eisenhower poured sassiest anti-Stevenson. The two men belittled each other as leaders.

And Eisenhower is beginning to use some of the very words—"bunk"—for instance—he threw at the Democrats when he got fired up in the 1952 campaign.

In the early days of the 1952 race Stevenson, a much wittier man in those days, repeatedly jibed at Eisenhower, calling him a "me, too" candidate and otherwise making light of him.

At last, Eisenhower boomed over Stevenson across Indiana in mid-September, 1952 he made one speech after another complaining about Stevenson's humor. He told the crowds:

"I can't be amusing in this business. These are not laughing matters on which we are speaking... now as we face the issues of this campaign I see nothing funny about them."

Stevenson replied that he was just saying what came naturally. As the campaign picked up speed, Eisenhower identified Stevenson with President Truman, calling them the "Siamese twins." And he said: "This has been some campaign. The present incumbent (Truman) and his proteges have assailed me with the greatest collection of film-flaming accusations made in any campaign."

"Bunk" was one of his favorite words for what the Democrats were saying. He said they were "malicious." He accused them of "slandering."

He hasn't gone that far as yet in this campaign. But he must have decided he was too relaxed for he has decided to campaign harder.

There is little wit in Stevenson this year. The light touch is all but gone. And even Truman, who didn't think much of Stevenson as a campaigner before the Democratic convention, has praised him for his new "give 'em hell" approach.

Touches of ridicule for Eisenhower crept into Stevenson's speeches early this year. On Sept. 10 and 23 he said "I respect the kindly intentions of President Eisenhower" and that he was "willing to believe" Eisenhower didn't "understand what he was saying" when he talked of the farm problem in 1952.

Then he added he suspects Eisenhower of "political expediency" in dealing with the farmers this year. On Sept. 26 at Kansas City he made his most scornful attack on Eisenhower so far.

After accusing Eisenhower of failure to live up to his "responsibility of leadership," Stevenson said: "In fact, many people have wondered how much President Eisenhower has had to do with the Eisenhower administration. Sometimes the President seemed to wonder himself."

"There is only one question to be asked about the Eisenhower administration. That is 'Who's in charge here anyway?' Who, in this businessman's administration keeps the store?"

Yesterday Eisenhower went to Ohio and Kentucky and made two speeches. He didn't mention Stevenson by name, but there could be no doubt what he meant when he said:

"We all know that there are people who suffer from living in a world of words and phrases like so long that they can no longer recognize action when they see it."

"And—when it comes to a really critical matter like political leadership—we recall a fact that all of us have seen in our own daily lives: The longest lectures almost always come from those with the least experience."

Driver's Seat

By CHARLES M. McCANN
United Press Staff Correspondent

President Tito of Yugoslavia seems to be in the driver's seat in his talks with Russian Communist leaders.

Just what is going on in the talks, now at the end of their second week, is still something of a mystery. But two things appear to be certain.

One is that the talks have nothing to do with relations between the Communist-ruled countries and the Western democracies. They concern Communist Party policies.

The other is that Tito, the one-time rebel against Stalin's dictatorship, is being consulted as an independent Communist leader fully equal with the highest men in the Kremlin.

It seems likely that Tito's prestige will be strengthened as the result of the talks.

Especially, his prestige is likely to be strengthened in the Communist satellite countries.

It is no secret that Tito hopes to make himself, some day, the leader of a Balkan bloc of Communist countries which would include Bulgaria and Albania. His independence, and his part in the present talks, are likely to increase his prestige in other Soviet satellite countries.

Apparently Tito himself was surprised and not too pleased—when Nikita S. Khrushchev, the Russian Communist chief, decided to visit him.

Khrushchev arrived in Yugoslavia on Sept. 19, on what was called in Moscow a vacation. That obvious fiction was soon exposed.

Then it was suggested the Suez Canal dispute and Tito's relations with the United States and other Allied countries caused the visit.

But it was soon made plain that Khrushchev wanted to talk to Tito about developments in the Communist countries.

It was disclosed the Russian Communist Party, of which Khrushchev is first secretary, had sent out a circular letter to Red leaders in the satellite countries criticizing Tito.

The complaint apparently was that Tito, because of his rebellion against Stalin, is no longer a truly orthodox Communist. The implication was that Communist leaders in the satellite countries must not follow his independent line.

Then came reports that there had been a split in the Kremlin over the attitude to be taken toward Tito—and toward the loosening up of Kremlin dictatorship in some of the satellites, notably Poland.

Khrushchev and Premier Nikolai A. Bulganin were supposed to lead one faction, which favors good relations with Tito on a basis of equality and the loosening up of the grip on the satellites.

Former Foreign Minister Vyacheslav M. Molotov, the chief survivor of the Kremlin's old Bolsheviks, was said to head the other faction, which doesn't like Tito and thinks Khrushchev has gone too far in his satellite policy.

In any event, Tito flew to Yalta, on the Russian Black Sea coast, with Khrushchev on Sept. 27 after eight days of conference in Yugoslavia.

Now Bulganin has joined the conference and Erno Gero, No. 1 Hungarian Communist, has been called in.

Quotes

By UNITED PRESS
NEW YORK—New York Yankees Manager Casey Stengel whose team squares off against the Brooklyn Dodgers in the World Series Wednesday.

"We sure wasted a lot of time scouting those there Milwaukee Braves."

BERLIN—Former Admiral Karl Doenitz, Hitler's successor as Germany's leader, on his political plans upon his release from prison after serving 10 years for war crimes.

"I am silent and I shall remain silent."

WASHINGTON—Dr. Hart E. Van Riper, medical director for the National Foundation for Infantile Paralysis, on the need for Salk polio vaccinations.

"It's good insurance for anybody of any age. There is no danger involved and shots cost so little they are cheap insurance against this serious disease."

TUCSON—Lewis W. Douglas, former ambassador to the court of St. James and prominent Arizona Democrat, announcing his support of President Eisenhower.

"He has elevated the presidency above the clamor of petty partisan politics. He has brought to American politics a rare and wholesome integrity and intellectual honesty combined with an unusual personal modesty."

CHICAGO—Charles B. Shuman, president of the American Farm Bureau Federation, saying all-out government farm price fixing would result in "socialized agriculture."

"If we choose the price-fixing route to prosperity, we will end up with a socialized agriculture."

They'll Do It Every Time



By Jimmy Hatlo

BUT GET A LOAD OF THEM WHEN THEY COME IN TO GANDER THE PROOFS... STRICTLY TOBACCO ROAD!



Gun Thefts Occur Here

Two gun thefts were reported to Klamath Falls police during the opening weekend of the deer season.

Carl Gibson, of 1437 Homedale, told police that a Model 70 Winchester .270 rifle, and a .22 cal Winchester bolt action rifle were stolen from his pickup sometime early Sunday morning when it was parked on Sixth Street.

J. W. Ambrose of Portland told police that his .300 Savage lever action was taken from his car

sometime early Sunday when it was parked in the vicinity of Sixth and Oak streets. Ambrose broken into.

Lenheart was not married and had been living at the home of his brother. He was self-employed being a maker of horse racing starting gates.

Charles Lenheart, 46, of Klamath Falls, died about 10 o'clock Monday morning in the Klamath Valley Hospital after having been shot in the head less than three hours earlier at the 1126 Altamont Drive home of his brother, Trinius Lenheart, County Coroner Dr. George H. Adler said that observation indicates that the man died as a result of self-inflicted wounds.

Investigating state police report that the gun was a .38 cal. revolver.

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THEFT

A blue plaid jacket and a plain blue jacket were reported stolen from an automobile early Sunday morning when the machine was parked on Main Street between Fourth and Fifth streets. Reporting the theft to city police were Mrs. J. E. Ferguson of 1319 Sargent Street, and Mrs. Pugh of 1943 Orchard Street.

