

# The Herald and News

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## Tax Talk

By JOSEPHINE KITTREDGE  
The special session of the Oregon Legislative Assembly is engaged in a struggle between two political parties. A bipartisan coalition exists in both Senate and House, with the stronger division in the Senate. There is a sullen bickering between the members of the assembly, and an obvious unwillingness on the part of Governor Holmes' administration to admit that the surplus figure projected for the biennium could be somewhat mythical in amount.

The governor of Oregon is elected to serve as the state's chief executive and as such represents all the people regardless of party. To call a special session of the Oregon Legislative Assembly after consulting with only the leaders of the majority party or Democrat Party, in the state, was to place himself in the spot of only giving consideration to opinions in one political party.

He is now in the unenviable position of having called a special session to consider the best disposition of a supposed surplus in tax collections, and a tax reduction program, without having given the Republicans the courtesy of a bipartisan conference on the matter.

A wise man very rarely places himself in a position where he is unable to exert leadership in an emergency!

The thought might be advanced that Governor Holmes was only responsible for calling the session, and then turned the whole process over to the legislators to follow through to a logical conclusion. There is an argument against this assumption in that the program presented by the Democrats in the special session was read by Governor Holmes in his message at the opening of the special session and is called "The Governor's Program" by the legislators. Also, Richard Eymann of the Oregon State Tax Commission has called it, "The Holmes Program."

I am sure that there will be a compromise plan worked out by the legislators that will provide for a tax reduction for Oregon citizens. Neither the legislators nor either political party will want to come home and face the taxpayers without specific changes to encourage an upsurge in the economy of Oregon and help provide more jobs and payrolls, and better markets for agricultural commodities.

We all grant that we need a bipartisan national leadership on the grave problems that we are now facing. If this is true nationally, is it not as necessary that the state of Oregon have a leadership that rises above partisan and political values? A leadership that is tolerant of the opinions of others, that is not afraid to evaluate the qualities of its devotion to the public interest, and if necessary, courageously change position?

Neither the Republicans nor the Democrats should place themselves in the driver's seat when elected to public office, and crack the whip on the rest of the team after only consulting the party wheelchairs. Just in case they forget . . . there is always the taxpayer and his family in the background.

There is nothing partisan about money or taxes; especially when you look at your real property tax statement in November! Why don't you ask your legislators to look at the facts . . . cooperate on a bipartisan program of tax reduction . . . and come home?

**About Fish**  
By CHARLES V. STANTON  
Editor Roseburg News-Review  
It is my earnest effort at all times to be a true conservationist. Sometimes I think I carry my enthusiasm to unnecessary and excessive extremes.

For example, I have long been preaching that we should reduce predation on salmon runs in coastal streams, and to that end have vigorously contended that gillnets should be removed from those waters, thus enabling more fish to reach spawning beds.

Also I have gone on record against increasing the bag limit for sports fishermen until it can be shown that the downward trend of salmon populations, as recorded for the past 20 years, has been reversed and that larger sports limits may be permitted without damage to the various runs. I am beginning, however, to question the need for any bag limits on sports fishermen, particularly if all anglers have my luck, or rather, my lack thereof.

I have just returned from a week at the coast where, with my dad and brother, I engaged in the annual fishing excursion the three of us have taken for the past 25 or more years.

fish. They rolled ahead of our boat. They rolled behind our boat. They could be seen on either side. They jumped across our lines. Chinooks even nosed our spoons forward, slacking off the line. But could we get them to strike? We could not!

So far as I'm concerned the sports bag limit on salmon could be raised to 50 per day and it still wouldn't hurt the population. I can't even get the two per day or four in seven days permitted by existing regulations, and I don't believe there are many other fishermen using sports tackle who, without fishing diligently every day, could break the present limit consistently.

Of course, I expect to read that the fish are biting like hungry wolves this week.

My many years of experience in fishing coastal waters cause me to believe that no amount of fishing with sports tackle can seriously hurt any salmon migration. Too few fish will strike sports lures. The percentage of take, as compared with total run, is extremely small.

Yet, I would rather wait until I know that methods employed to date to reverse the downward trend of salmon populations are successful before we authorize any increase in bag limits.

One side effect of the removal of gillnets from coastal streams is the shortage of fresh salmon eggs sought by steelhead fishermen for the winter season.

Residents of the coastal area have been in the habit of buying fresh salmon eggs from gillnetters, and processing the eggs for winter use. The only supply of eggs now comes from outside trollers.

For the most part these eggs are frozen and are not as suitable for bait. Too, they are not evenly distributed.

This situation, while causing unhappiness among anglers planning winter steelhead fishing trips, is gratifying to conservationists interested in restoring an abundance of salmon to our currently depleted streams. The shortage of eggs means that millions more eggs than in previous years are being deposited on spawning beds, thus offering the possibility that future migrations will be proportionately larger.

Anyway, if the salmon runs in the Yaquina and Siletz bays from now show any reduction, don't blame me!

**Occasion**  
By HAL BOYLE  
NEW YORK (AP)—As any ordinary happy man does, I awoke as usual this morning with the pleasurable sensation that my wife was pouring champagne on my toes.

I awoke, and discovered, as usual, that my wife was not pouring champagne on my toes.

Restraining a natural sense of masculine criticism, I inflicted her with my usual air of sleepy authority, and she said: "Do you know what day this is?"

"She thought I didn't really know what she had in mind. The trouble for her is that I did. As a matter of fact I had been brooding about it for 20 years, and dangling her all that time."

"This, my dear," I assured her, "was the day I destroyed you forever. Just two decades ago."

"You could have married another man."

"Well, still . . . I don't feel you have the proper attitude."

"If I had proper sense, I wouldn't have married you, certainly."

"Well, I didn't have to marry you. I could have married any number of men. And why I picked you I don't know. And who else could you have married any way?"

"A Mau-Mau?"  
"Which Mau-Mau?"  
"Any Mau-Mau."

"Would you rather have her?"  
"Not after knowing you."

"Do you think I am like a Mau-Mau?"  
"Which Mau-Mau?"  
"You don't make sense."

"Do you want me to make sense?"  
"Some days."

"Then marry another man on those days."

"But you aren't at all altogether satisfactory."  
"I'm not?"  
"No, you're not!"  
"But you are!"  
"Am I really? You just say that."  
"I do."  
"But do you really mean it? . . . I mean from the heart?"  
"Well, I'd rather have you than any Mau-Mau I know."

"You're sure?"  
"Sure. Will you do me a favor?"  
"What?"  
"Is there any champagne in the icebox?"  
"Yes. Why?"  
"Will you open a bottle and pour it slowly over my toes?"  
"No, I won't. And why do you ask such a crazy thing?"  
"Because I know you wouldn't."  
"Do you really think this is the way to celebrate a 20th wedding anniversary?"  
"No, not if you don't wake me up by pouring champagne on my toes. This is my anniversary, too."

**Leadership Bad**  
Klamath Falls (To the Editor)—In your column you speak about Eisenhower's leadership being wonderful. I can't see that he has done anything but make blunders. He has made more of them than any President we have ever had.

If he is so good, why is it this country got in such a mess in the first place? I suppose you will tell me the Democrats caused it. That is the way they have of passing the buck when things go wrong.

Eisenhower may have been a good leader of the Army in his day. But those days are over. When it comes to leading the country, he is a flop. Everyone can see this, so I think the facts speak for themselves.

**Freight Cars**  
Portland (To the Editor)—Knowing of your interest in freight car supply we are taking this means of keeping you posted on what we have done, and are doing, to keep our lines adequately supplied with freight cars.

During the period January 1, 1946-December 31, 1956, Southern Pacific placed in service 46,268 new freight cars—an average of 250 per month. Of this number, 28,434 were box cars. During this same period, we made a net gain in cars of 20,431. Of these, 14,046 were box cars. The new cars also were better due to larger capacity, type of car and new construction. Ten years ago these cars cost us \$4,650 each. Today, they cost more than \$9,000 each.

From January 1 to October 1, this year, we have constructed in our shops or received from manufacturers 3,772 new freight cars. That's an average of 420 per month. Of these, 1,173 were 50-foot, 50-ton double-door box cars. As of October 1, we had on order 3,067 freight cars and the Pacific Fruit Express (one-half owned by S.P.) had on order 1,000

mechanical refrigerators, costing more than 20 million dollars.

Since the end of World War II, S.P. has appropriated a record-breaking 365 million dollars for new freight cars of various types.

We are making these enormous investments in an effort to keep pace with the transportation needs of the territory we serve. We hope we can continue expenditures like these. The problem for us, as for all railroads, is a simple one of money.

We try to overcome rising costs by devising money-saving methods and installation of facilities that cut operating expenses. But there is a limit to what we can do in this respect. We know you realize fully that our ability to buy necessary freight cars and other equipment depends on our earnings.

Bernal S. Quayle  
**Same Old Song**  
By SAM DAWSON

NEW YORK (AP)—Fans of a baseball club that used to call Brooklyn home base went to mutter: "Wait until next year." Today business leaders and government officials are taking up the same chant.

That the long and strong business boom has stopped for a breather is widely recognized from President Eisenhower on down. That the next six months or so will be comparatively quiet at the best, and slightly lower at the worst, is the forecast of the majority of government and private economists.

But wait until next year. Almost all of the soothsayers are counting on a renewal of the boom. Only a rare Cassandra here and there talks gloomily of a recession. Depression has become a naughty word.

Part of this is due to the widely held belief that the government will do something—that the government won't let a recession develop, unemployment spread, business profits turn to business losses.

What government does undeniably has considerable weight on business activities.

But the Federal Reserve Board chairman reminds us that government cannot and should not "prevent declines that have to occur from time to time."

This will shock those who hold that government by its own actions alone can and must halt a recession at its outset.

There is considerable difference of opinion as to just what is happening today. President Eisenhower calls it a breather. Some of his government economists stick to the rolling readjustment tag.

The Federal Reserve chief, William McChesney Martin, holds that the breather is really a healthy correction after a boom that brought inflation as its price and that any attempt to prime the industrial pump now would bring on another spurt of inflation and further cheapening of the dollar's purchasing power.

Business in many lines didn't boom this fall as industrialists and merchants had hoped. But overall activity is at such a high level and the unemployed form such a small percentage of the total labor force that most Americans aren't really hurt by the breather.

It's that next year about which there is uncertainty. So far the signs favor those who hold that the pickup which didn't make an appearance this fall will arrive some six or nine months from now.

**Quotes**  
By UNITED PRESS  
WASHINGTON — President Eisenhower, in saying one of the most difficult problems in perfecting an intercontinental ballistic missile was firing it into space and bringing it back to earth without having it burn up from atmospheric friction.

"Our scientists and engineers have solved that problem."  
CAMBRIDGE, Mass. — Massachusetts Institute of Technology President James Rhyne Killian Jr., appointed by President Eisenhower as special White House assistant in science:

"The potential for scientific advance is tremendous, and I feel that there is a sense of urgency, mission and dedication in the scientific and engineering community of the United States capable of meeting the need."

BUFFALO, N.Y. — Dr. Clifford Furnas, chancellor of the University of Buffalo and former secretary of defense for research and development, in hailing Killian's appointment:

"The President is definitely getting far better advice on the impact of science to our national posture."  
WASHINGTON — Assistant Defense Secretary Paul D. Foote, in denying charges before a congressional subcommittee that interservice rivalry delayed the U.S. satellite and rocket programs:

"This is absolute nonsense. The rivalry that has existed has accelerated the missile program. The real reason we are behind is that the Russians started earlier."

**Scouts Hold Honor Court**  
Troop No. 9 of Pelican City bestowed its first Star Scout awards Thursday night at a Court of Honor ceremony in the Pelican School. Receiving star badges were Michael Fenning, Michael McClurg and Gary McGill. District Council Executive Jerry Thorne made the presentations.

Qualifying for Merit Badges were Douglas Fraley, firemanship, home repairs, machinery and woodwork; Phillip Charas, firemanship, machinery, woodwork; Louis Leppert, basketry, firemanship, fishing, machinery; Michael Fenning, basketry, firemanship, fishing, machinery; John Wright, firemanship, fishing, machinery; Gary McGill, first aid, machinery; Stanley Waldo, firemanship, hog production; Charles Brown, citizenship in the home, machinery; Joseph Matlock, firemanship; Jack Phillips, firemanship; James Phillips, firemanship; Robert Schill machinery; Ronald Schill, machinery.

Second class badges were received by Charles Brown and James McClurg. Special awards went to Phillip Charas, scribe; Jack Phillips, quartermaster; and Michael McClurg, librarian. Michael Fenning, Michael McClurg, and Douglas Fraley each received one-year service stars.

Troop No. 9 is under the leadership of Travis Miles, scoutmaster, and Louis Leppert, assistant scoutmaster.

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LOOK, CHUMLEY, BUDDY—IF I DON'T GET HOLD OF FIFTY DOLLARS I'LL BE SUNK—YOU'RE MY LAST RESORT...  
WELL—GOSH, VERM—IF IT'S AS BAD AS THAT—WHY SURE—I'LL MAKE YOU OUT A CHECK...  
SAY, PAL—UH—WHILE YOU'RE AT IT MAKE THAT OUT FOR SEVENTY-FIVE, WILLYA, CHUMP CHEE, THANKS!  
CHAMP AND A TIP OF THE HATLO MAT TO YOUR PAL, RACINE, WISC.

**New 'Rights' Committee Leader Expects Trouble**  
WASHINGTON (AP)—Former Supreme Court Justice Stanley F. Reed looks for "plenty of trouble" ahead for the new Civil Rights Commission he has been named to head.

He was one of nine justices who by unanimous decision in 1954 declared racial segregation in the public schools unconstitutional.

Now, the results of that controversial ruling have brought Reed back from retirement to try to ease some of the tensions that resulted, as well as to look into other phases of civil rights.

The Kentucky-born Democrat, who will be 73 next month, has been named by President Eisenhower to head the six-member commission in a two-year study of civil rights problems.

Last Feb. 25, Reed stepped down from the Supreme Court where he had served for 19 years, because he said it no longer seemed wise to continue "the strain of unremitting exertion" required by his court duties.

Last night, Reed, smiling and looking fit, stepped from a plane at Washington's National Airport to learn that the President had announced his return to a new government post.

Reed was just coming back from a rules committee meeting of the American Bar Assn. at Louisville, Ky. He was still working on judicial matters.

Asked if he foresaw difficulties ahead in his new job, he replied "I'm sure we'll have plenty of trouble." But he seemed quite content to face whatever it might be.

Though officially retired at \$35,000 a year, Reed has kept his hand in judicial matters. Federal

**Weather Table**  
By UNITED PRESS  
Temperatures and rainfall for 24 hours ending at 4:30 a.m.

	High	Low	Rain
Albuquerque	46	32	
Atlanta	63	55	
Bakersfield	68	48	
Boise	55	32	
Boston	61	43	
Brownsville	85	63	
Chicago	54	47	.22
Denver	44	27	.03
Detroit	49	45	.15
El Centro	73	50	
Fairbanks	31	15	.07
Fresno	66	44	
Helena	36	26	
Kansas City	33	38	A
Los Angeles	69	53	
Miami	81	74	
Minneapolis	47	29	T.
New Orleans	78	57	.37
New York	59	47	
Oakland	60	58	.01
Oklahoma City	60	37	.46
Phoenix	64	44	
Pittsburgh	54	44	.25
Red Bluff	55	46	.06
Salt Lake City	53	35	
San Diego	69	51	
San Francisco	60	53	.04
Seattle	46	39	T.
Stockton	63	49	.05
Thermal	75	45	
Tucson	62	39	
Washington	62	46	

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**Pogo**  
WELL, I CERTLY HOPE'S OL' BROWLIF'S JOB HOLDS OUT—IT LOOKS LIKE A BRIGHT FUTURE.  
ALL BROWLIF'S TALENT IS IN HIS TAIL BONE—HE NEVER GOT NOWHERE USIN' HIS HEAD ALONE.  
I INTENDS TO GREAT-ER THAN A FREAK IN THIS CIRCUS—I'M GONNA DO A HIGH WIRE ACT.  
YOU GONNA BE THE WIRE?  
NO—I'M GONNA HANG BY MY TAIL FROM A WIRE 85 FEET IN THE AIR—I'LL STILL ON—BE FOOT AN' A WOLF ABOVE.  
SNIFF