



"YOUNG AMERICA SINGS," 1958 edition, an anthology of poetry written by students of high schools contains a two stanza poem, "Springtime," written by Margaret Dotson, eighth grader at Altamont Junior High School. Margaret, left, is 15 years old, graduated this spring from the eighth grade and will be a freshman next fall at Klamath Union High School. She is the daughter of Mr. and Mrs. David R. Dotson, 1855 Gary Street. She studied English with Mrs. Leola Thompson, right, of the Altamont faculty.

PTA NEWS

ROOSEVELT PTA

A full and entertaining program climaxed a successful year for Roosevelt PTA on Tuesday, May 20.

Chamber of commerce Manager Frank Tucker provided the highlight for the afternoon with remarks about "Klamath Basin Development." Ed Brotherhood, assistant manager of the chamber of commerce, then showed the movie featuring the Klamath country, "With You Were Here," which he filmed.

Two music groups, under the direction of Mrs. D. E. Van Vactor, entertained with delightful selections. The Roosevelt triple trio, a group of seventh grade girls, sang, "Pop Goes the Weasel," "Hickory Dickory Dock," and "Oh, Dear, What Can the Matter Be?" The Roosevelt chorus, making its last appearance before PTA this year, sang, "The Happy Wanderer," "Stars on a Summer Night," "It's a Grand Night for Singing," and "Hi Ho Sing Gaily." Linda Hanville and Janice La Grande accompanied the singing.

Mrs. Paul Deller, chairman of the scholarship committee, introduced the two Klamath Union High School graduates who are to receive the Roosevelt School PTA scholarships. Two \$100 renewable scholarships are given each year to girls interested in studying education and planning to teach in Oregon. Virginia Walkley and JoAnn Geiss, this year's winners, were presented with corsages. Mrs. Frederick Ehlers, PTA president, will make the scholarship presentation at KUHS graduation.

Mrs. Arthur Farr, vice president, and Mrs. Ernest Bishop gave reports on the recent state PTA convention in Bend. They each told of the interesting topics of the meetings they attended, and gave a resume of speeches by the principal speakers at convention.

Mrs. Ehlers displayed the tape recorder which the PTA helped buy as a gift to the school. Officers for the coming year were installed by Mrs. Hagan Moore. They are president, Mrs. Arthur Farr; vice president, Mrs. Ernest Bishop; second vice president, Ralph Foster; third vice president, Mrs. Frederick Ehlers; secretary, Mrs. Lloyd Dippold and treasurer, Mrs. Robert Harvey.

Mrs. Ehlers introduced members of Girl Scout Troop 67, and complimented them on caring for the children in the gym during PTA meetings this year. Mrs. Glen Evans in the leader of the troop.

PTA County Council asked that the PTA members vote whether or not they were in favor of the revised school budget. As the written ballot was favorable, Roosevelt PTA will go on record as approving the new budget.

Flag salute was led by Mrs. Don Rice's second grade Bluebirds. On behalf of the PTA members, Mrs. R. J. Brinegar, junior past president, thanked Mrs. Ehlers for her fine year as president of PTA, and presented her with a gift of appreciation.

Room count was won by Mrs. Southwell, downstairs, and Mr. Foster, upstairs.

Following the business meeting the second grade mothers served refreshments in the cafeteria. Mrs. Fletcher Conn was chairman.

Sorority Names Chief

YREKA—Atlanta Adams, Eta, was installed as the new president of the Gamma Nu Chapter of the Delta Kappa Gamma sorority, during the luncheon meeting of the organization recently at the Yreka Inn.

The luncheon event was also highlighted with the observation of Founders Day. Other officers seated to serve with her for 1958-59 were May Hebard, first vice president; Ruth Van Hoosen, recording secretary; Rose Burton, corresponding secretary; Leona Luedloff, treasurer, and Julia Greene, parliamentarian. Miss Adams is succeeding Alice Newton as president.

The Founders Day program was in charge of Leona Luedloff, which included the following: Two vocal numbers by a trio, Mrs. Marion Fowler, Mrs. Forrest Gray and Mrs. Richard Newton; and two vocal solos by Mrs. Richard Newton. Accompanist was Mrs. Margaret Branson.

Also appearing on the program was Reita Campbell who gave a book report.

Helen Sherman gave the prayer for the afternoon. Emily Bigelow was in charge of the floral arrangements, while Margaret Esrey and Elsie DeAvilla were hostesses.

Out of town guests from other chapters included Alice Otis, president of the Medford group. She was accompanied by Anna Laura Hants, Delie Whisenant, Alice Gray, Kathryn Stancliffe, Marie Newberry, Myrtle Palmer, Audrey Prothero, Hulda Seed and Lois Mardahl, all of Grants Pass.

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Cars Looming Larger On School Grounds Than Do The Buildings In Oregon

By THE ASSOCIATED PRESS

The school is that building obscured by the parked cars.

Not that education necessarily is obscured, but some find symbolism in the fact that the school is the second thing encountered on most any approach.

Adults often are pleased when children emulate them. They should be overjoyed in Oregon.

The children are emulating them so well that at Oregon State College there are 5,700 automobiles. Of course not all belong to the students. The faculty and staff manage to squeeze 2,200 of them onto the campus.

The remaining 3,500, however, represent one car for every two students. Detroit would like to do as much for the rest of the nation.

The students are ready, willing and seemingly able to increase the total.

In fact it was higher before officials stiffened fees and fines. There were 7,407 cars on the OSC campus last year. After the faculty members snaked their way out of the congestion, it left a car for every 1.3 students. Detroit perfection was near.

The fines and parking fees, ranging from \$2 to \$4 a term, cut the total by 1,707 cars this year. The other cars stay on despite the fact that officials fine and fee them at a rate producing \$20,000 a year.

The penalty system is a mixed blessing.

The \$20,000 will go into more parking lots, which will make possible more cars on the campus, which will induce more students to cut more classes, etc., until school officials step in with more discipline again.

OSC, the biggest school in the state, has the greatest number of cars. But other schools have the same problem.

The University of Oregon has 3,320 student cars on the campus, a car for every 1.6 students.

Lewis and Clark in Portland has 550 student cars, or one for every 1.8 students.

High schools do not escape, and there, because the drivers are younger, the danger is even greater that cars will seduce the youngsters away from studies.

In addition to class-skipping, some students also will ignore homework in favor of job which will provide the money to keep cars going.

"The car means prestige and status to them. Their ego is built around them and they lose face by not conforming," said Neil Brown, vice principal of South Salem High School.

"It gnaws at my heart that a car comes first over free education. I don't know what percentage is that way, but they are risking their future. It isn't driving a car that I object to, but I worry about those who put their car first," said E. A. Carleton, principal of North Salem High.

Probably nine of ten truancy cases in the high school can be traced to student cars, said Schools Superintendent Charles Schmidt at Salem.

Most schools now require registration of cars driven by students. Where there are parking lots, schools assign students to certain space, and prohibit—in most cases—a student from moving the car during school hours.

The problem all school officials fear is that of running out of parking space. Then cars go onto the streets, and it is often impossible to check on them.

Lincoln High in downtown Portland has too little parking space for student cars, and has given

up on supervision.

"There is no way for us to tell when a student is bringing a car to school, and rather than make the school administration a laughing stock, we have decided not to require registration," a spokesman said.

Lincoln tries to make up for this by strict attention to classroom attendance.

Portland has one break over the smaller cities of Oregon. It has a mass transportation system, and, by comparison with a number of upstate communities, not many students bring cars to school.

Grant High has 230 registered among 2,400 students; Wilson has 275 for 1,400 students and Madison 83 for 2,000 students.

Update it runs heavier at many points.

North Salem, a school of 1,350 students, has 275 cars registered.

South Eugene perhaps leads the list. Approximately 800 of the 1,800 students have registered their own or their parents' cars for parking privileges. No attempt is made to restrict use of cars through the day. Vice Principal Cecil Warner said it would be impractical because of the staggered school hours.

What's to be done about the situation?

There have been suggestions that the age limit be raised for driving licenses, or that students be denied driving privileges.

"It's my personal opinion that a much better situation prevails in communities where student use of cars is limited only to cases where the car is needed for transportation from a long distance, or where the student has an after-school job," said Clarence Hines, superintendent of Eugene School District 4.

"We would be a lot better off if student car use was curtailed almost entirely," said Supt. Tom Powers of the Bethel School District near Eugene.

"It's really a combination of the family, student and school. If there is a working agreement among all three, it will succeed," said George Zellick, assistant high school principal at Springfield.

Narrow Road Work Slated

YREKA — P. O. Hughes, Yreka maintenance territory superintendent, of the State Division of Highways, announced that drilling has been started for a series of blasting operations on the Klamath River Highway in order to widen narrow spots of the road.

He said that blasting operations started on Monday, May 26, and that the work will hold up traffic from time to time during the next few months.

The widening to a 28-foot roadway will be done at 18 locations along a 15-mile stretch west from the Ash Creek Bridge, and the estimated cost of the project is \$100,000.

Hughes also stated that the blasting will not hold up traffic more than a half hour at a time, and traffic will be under control at those times.

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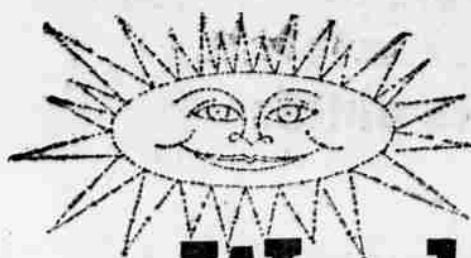
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