

The Herald and News

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Centennial Plans

By FLORENCE JENKINS

Oregon's hundredth anniversary and the attendant celebration planned for 1959 have engendered enough misinformation to fill the proverbial book.

Tony Brandenthaler, chairman of the Oregon Centennial Commission, brought members of his commission and staffers Don Lonic and Floyd Maxwell to Klamath Falls for a commission meeting on Monday. And Tony found time to come over to the office to cement further a friendship of years' standing.

"We didn't come down here looking for money," he stated very flatly. "The commission wants every area in the state to celebrate the birthday anniversary in some manner. We aren't telling you how. We're planning an exhibition in Portland designed to bring visitors to the state and all those visitors have to come through other towns to get to Portland and they have to go back out through them. Let's give our Centennial visitors a celebration feeling when they cross the Oregon line."

He makes sense. If a county wishes to set up a booth at the exposition, the space is free and allocation of space will be made about the first of September on the basis of requests received.

Jim Boyle, chairman of the Klamath County Centennial Advisory Committee, and the chamber of commerce have prepared tentative plans for a Klamath exhibit which will not be exorbitant in cost.

Tourist business is big business in Oregon. The Travel Information Department of the State Highway Department says that 52 per cent of Oregon's visitors come from or through California. Klamath Falls is on one main arterial highway from the south.

The money those people spend is important to Oregon and to us right here in the Klamath Basin. This year's traveling season has already started.

Let's not forget we are the Far West and not forget the traditional friendliness that the term implies. Every individual a visitor meets represents Oregon to him. Our courtesy to those who travel this way will not only make them want to come back for our birthday party next year—but the very fact of being just a little extra nice to our guests will add to our own dignity and self-esteem as individuals and a community.

French Crisis

By JAMES MARLOW

Associated Press News Analyst. WASHINGTON (AP)—Charles de Gaulle has been so vague, or just confused, about what he'd do as French premier that his bid for power is like asking the French to buy a savior at midnight in a coalbin.

The French crisis—over his efforts to get into a spot to straighten things out—is one that has truly left the experts guessing if not gasping. And no wonder.

News that the Assembly had temporarily brushed De Gaulle aside early today—by voting confidence in Premier Pierre Pflimlin—had hardly cleared the wires in this country when a startling bulletin came rattling through.

This one said that Pflimlin, despite his victory in the Assembly, was thinking of quitting anyway, that could open the door wider for De Gaulle to become premier. But although Pflimlin submitted his resignation, it was rejected for the moment, and he agreed to continue in office until a new government is ready to take over.

The most notable feature of all the interpretations of the past two weeks—written or verbal—has been the lack of positiveness not only on whether De Gaulle could take or be given power again but what he'd do if he got it.

De Gaulle has wrapped himself in such a fog—first by his silence in recent years, and more lately by his fuzzy statements—that no one not in his inner councils could claim to know what he had in mind.

He's opened up twice in the past weeks: first at a news conference and then in a written statement issued yesterday. The words that came forth were so arrogant, pompous and vague that they locked mystical.

De Gaulle appears hypnotized—and so do his followers, or they pretend to be—by the memory that he was the rallying point for the demoralized French in World War II and could be again now.

In short, he's been asking the French to buy him on face value, without any clearly stated program, policy or proposed solution for the multiple dilemmas of the French republic which has seen its army in effect revolt.

For the French to buy him on

those terms is really asking for trouble since they don't, and can't, know whether he has any solutions whether he could assert himself, or whether he'd be simply a front man and mouthpiece for the army.

And, since not all Frenchmen want to buy him at all, there's the prospect of civil war.

From the pomposity of his language it is clear De Gaulle has reached the point of considering himself a kind of historic monument: he talks of himself in the third person, as he might about the long-dead Joan of Arc.

To add to the confusion—not only in France but around the world—it is not known:

1. Whether he would try to take France out of the North Atlantic Treaty Organization, an event which might wreck it for keeps.
2. What kind of agreement he might try to reach with the Soviet Union independently of France's Western allies.
3. What he'd do about suppressing the revolt of the Algerian Moslems, who want independence, or trying to work out some kind of settlement satisfactory to them.

Tax Cut Decision

By SAM DAWSON

Eisenhower's decision against any tax cutting now indicates he believes that the recession is about over—or that the forces of recession have been contained, as Gen. Eisenhower might put it.

And the new foe to be guarded against is a renewal of the inflation that has sheered off so much of the purchasing power of the dollar.

Those who think otherwise may still have their day in Congress and some predict that the excise taxes on autos may be cut to help sales of that beleaguered industry's product and on freight rates and passenger fares to help the faltering railroads.

Warm weather has brought a number of hopeful signs to back up the President's apparent view that the worst of the industrial slump is over. Outdoor jobs have opened up and cut the rise in unemployment. A number of industries have reported the first quickening of new orders after a long decline.

Steel mills are operating at a better rate than at any time since January—although some of the new orders may be to beat the price rise which seems sure to come after wages go up July 1.

The price rises, if they stick, will do their bit toward pushing along the new inflation which many observers fear will follow the slump.

Advocates of individual income and excise tax cutting now have argued that if it would stimulate consumer buying and thus put men back to work. Corporate income tax cutting and easier depreciation allowances, proponents say, would help business hold its profit margin without price hiking.

The argument against tax cutting—and the one the President seems to have accepted—is that rapidly increasing government spending means a growing Treasury deficit and federal debt. A tax cut now would only make this worse. This would set the stage for future inflation, since the government would be pumping more money into the economy than it was taking out—a move roughly comparable with running the printing presses.

The most heartening things during the industrial recession have been the continued high level of consumer spending and the rise in farm income. The public hasn't bought durable goods in the amount that their makers would have liked, but hasn't cut back on

spending for services and for the soft goods.

Corporations, with their productive capacity built up sharply in the last few years, have cut back on the purchasing of capital goods—new plants and equipment.

So the recession has been largely confined to these two sectors: capital goods and consumer durables.

The President appears to be saying that the recession in these lines seems now to be contained and that the general economy doesn't stand in need of a stimulant like broad tax cutting.

The thing he seems to fear more is a mounting federal deficit, because that could mean more inflation to come.

An alternative might be a cut-back in government spending. But that continues to mount at all levels—state and local as well as federal.

And the end, at least for the taxpayer, is not in sight.

Small Autos

By JACK RUTLEDGE

MEXICO CITY (AP)—Those little European cars are not hurting the sales of U.S. autos in Mexico.

You see lots of European models darting in and out of the increasingly heavy traffic, but the Fords, Chevrolts and Plymouths still dominate.

There are several reasons.

All car imports are on a quota basis, and American companies, which have long led Mexico's market, are holding to their percentages with government backing.

Mexicans like the flashy American car, the gaudier the better. Americans may complain of flair and fins, but Mexicans ask for more.

Power and driving range are important in a country where service stations are sometimes 100 miles apart and many major highways circle 10,000 foot mountains.

Also the larger car is preferred by many who like to pack a family of 10 into the machine for a picnic or a trip. Thousands are converted into buses and taxis.

Mexico is one of Detroit's better foreign customers. In 1956 Mexico bought some 46,000 cars, trucks and buses.

For economic reasons the quota has been cut sharply. This year it stands at around 35,000 cars.

General Motors, Ford and Chrysler all have large assembly plants here. They get about three-fourths the quota. Studebaker, Rambler and Packard account for much of the balance.

European makes trail. Fiat, assembled here in its new plant, probably accounts for 5 per cent. Volkswagen is next.

Mexican dealers beg for more cars.

"We could sell nine times as many as the quota allows," said a Ford representative.

But the government, to save its dollars, says no.

The duty amounts to around 110 per cent. Any of the lower-priced three cost almost as much as a small Cadillac in the United States.

The official import total actually is deceptive. Mexico really buys more than 35,000 cars. One newspaper recently estimated that 45,000 more are brought in annually by individuals—through special privileges or by smuggling.

State Capitol News

By JAMES D. OLSON

The Legislative Highway Interim Committee is nearing the completion of its studies and will soon begin preparation of its report to

the 1959 Legislature. A number of additional meetings are still to be held, Rep. Al Flegel, chairman, said.

The committee has held a series of meetings in various parts of the state and last week held a three-day meeting at Salem, at which time the committee members agreed on a number of proposals.

Having heard of what was termed as inequities in the allocation of motor vehicle funds between counties, the committee found the problem so complex that it will request the Highway Department and the Motor Vehicle Department to join in a study so that information on this subject can be available to a subsequent highway committee.

Roughly the complaints from a number of counties is that trucks and other motor vehicles are registered in one county yet run most of the mileage in another. The county in which the vehicle is registered gets the benefit in allocation of funds.

The committee feels that the Parks Division of the Highway Department has done an excellent job, chairman Flegel said. One suggestion the committee expects to make is establishment of more roadside rest areas along highways.

At the suggestion of State Senator Anthony Yturri, Ontario, a member of the committee, the committee will also ask the Highway Commission to authorize the purchase of land to establish more state parks in Eastern Oregon.

The public utility commissioner will be requested by the committee to prepare legislation repealing the flat fee option for log trucks.

Members of this committee and the 1957 Legislative Highway Interim Committee felt that this amendment adopted in 1949 to the weight-mile tax law works in favor of the big operators and to the disadvantage of the smaller operators.

In addition the committee feels that to provide protection for Oregon log haulers a "certificate of necessity, should be required for common and contract log haulers operating in Oregon. This would bar unfair competition by out-of-state haulers coming into the state at such times when hauling is at a low ebb in neighboring states due to winter shutdowns or strikes.

The committee, according to chairman Flegel, will also request the public utilities commissioner's staff to draft legislation for a new definition of fixed load vehicles and a new licensing procedure.

Members of the committee decided not to attempt to tamper with the school bus law, even though most of the members felt that some changes should be made in the law. However, the education program for school bus operators by the Department of Education and inspection program being inaugurated by the Motor Vehicle Department will be in full swing by January 1. Members of the committee felt that these two programs should be given an opportunity to work for a time to determine if they will obviate the necessity of amending the law.

From evidence taken by the committee at its hearing, chairman Flegel said, most of the complaints stem from the inadequacy of some of the school bus drivers.

The committee will not have another meeting until July, it was announced.

Appreciated

Travis AFB (To the Editor)—

This is an open letter to the public. It is our sincere desire to show our appreciation to everyone who made our stay in Klamath Falls such an enjoyable one.

Our job, as crewmembers in the Strategic Air Command, is of necessity an arduous one. There are many times that one wonders if it is all worth the effort.

The reception given this crew left no doubt in our minds that our efforts are recognized and appreciated.

We especially wish to thank very much the members of the Kingsley AFB Fire Department, the liaison officers and all those wonderful people who stood so politely in line just to see the inside of the B-36. Their enthusiasm and cooperation was truly amazing.

Again our deep thanks to everyone. We sincerely enjoyed our stay and hope that someday it might be our privilege to return.

Capt. Stanley De Pau, USAF.

Quotes

By United Press International

PARIS — Premier Pierre Pflimlin, following his resignation as head of the French government.

"Until a new cabinet is formed, I shall keep my full powers in the government and its responsibilities."

Soviets Cannot Control U.S. Merchant Marine

By ELMER C. WALZER

UPI Financial Editor
NEW YORK (UPI)—This indication that Russian sources are buying up stocks in Wall Street has brought up the question of whether the Soviets could obtain control of our merchant marine.

The answer to that is an emphatic, big fat "no."

It couldn't be done, and here's why:

Back in 1916, the U.S. passed a law—the Shipping Act of 1916 providing for a U. S. Merchant Marine. That law, as amended in 1918, provides that if a foreign country buys control of a registered U. S. merchant ship or ships, the ship or ships will be seized by the U. S. government.

And this goes in peace or in war. Currently, we are considered in a state of emergency and the rules are much stiffer. They mean business.

Paris In The Spring Is Paris In The Spring

PARIS (UPI)—

Paris in the spring... a rain washed night and the moon bright beneath a silver ceiling of clouds.

Lovers arm in arm along the left bank of the Seine, oblivious of everything but themselves.

The standing room only signs out for the red-nosed clowns and the lush and leggy chorus girls in the Folies Bergere and the Lido.

(But so few cross the broad Pont de la Concorde over the Seine to the National Assembly.

"Apathy?" smiles the police officer with the radio chattering in his command car. "Ah, no. The Parisian is very well behaved. Why should he come here when he can read about it in his newspaper, eh?"

This doesn't explain why the well-behaved Parisian requires so much police around his legislature.

But the lovers are kissing now, still oblivious. The civilians watch. The police watch. The journalist watches.

It hardly seems possible that behind the scaffolded columns a few yards away the future of the nation is being decided in the duel between Premier Pierre Pflimlin and General Charles de Gaulle.

Paris in the spring...

Basin Youths In Honor Group

James Tachini and Wally Sweek, both of Klamath Falls,

and Len Dobry, Malin, have been elected into Theta Delta Phi, scholastic honorary fraternity for men at Southern Oregon College.

Tachini, son of Mr. and Mrs. Ermelindo Tachini, 2170 Ogden Street, was named the fraternity's historian for the coming year.

Sweek is the son of H. J. Sweek, 171 Alameda Avenue.

The new president of the fraternity is Jim Flora, a former resident of Klamath Falls, where he was employed by the Weyerhaeuser Timber Company.

Home Extension

CRESCENT-GILCHRIST

CRESCENT—The Crescent-Gilchrist unit of Home Extension met Thursday, May 22, at the Crescent Community Club for an all day session on the demonstration of outdoor cookery. Mrs. G. W. Ox-borrow and Mrs. E. B. Stumbaugh, project leaders, showed the group how to build an inexpensive broiler on which the members broiled chicken, hamburger, kabobs and dessert. Dinner was served at noon with Mrs. Jesse Kersten as hostess.

Twelve members and four guests, Mrs. A. R. Pinney, Mrs. Lattimore Freeman, Mrs. Carl Buckley and Mrs. David Fredrickson participated in the cooking activity. A business meeting followed the dinner with the chairman, Mrs. Elton Hight, in charge. The next meeting will be June 5 at the Community Club.

"Farewell to West Point"

Next week 600 West Point cadets will graduate. Traditional ceremonies which close their four years of intense discipline are featured in a picture story in the

June 1 Family Weekly

IN THE SUNDAY Herald and News

It's different with American manufacturing corporations. A foreigner might conceivably obtain through purchase of stocks in the open market. His controlling interest could be hidden in Swiss or other sources until the time came to exercise it.

Back in 1916, the first world war had been in progress for two years and the stock market had resumed operations after a shutdown.

Many ships sought haven in U. S. registry. To keep these ships in our merchant marine, the U. S. passed its shipping act.

Today the U. S. Merchant Marine is the second largest in the world—and there isn't a chance for foreign nations to get it through purchase.

Of course, an American or other national can build a ship here and place it under foreign registry. Many do because it's

much cheaper to sail a ship that way since U.S. wage scales are much higher than foreign for ship personnel.

If Russia or any other alien acquired controlling interest in a stock of an American steamship company, the ships and the stock would become liable for forfeiture to the government, the companies subject to fines and responsible individuals subject to fines or imprisonment or both.

The steamship companies have a hard time trying to trace ownership of their stock just as do other corporations. Foreign persons or corporations could make purchases through Swiss or other free foreign banks and keep their identity secret. But they couldn't take over the ships once the government found out about their transactions.

It isn't that way with non-shiping corporations. With those

Russia or any other alien could—if he had the money—buy control—and actually take over.

This is the problem facing the U. S. Government right now. The Securities & Exchange Commission might be able to intervene, however, on the grounds the U. S. laws were violated by the alien because he didn't register his holdings with the commission.

Under the securities laws, any person who holds 10 per cent of any class or any equity security which is registered on a national securities exchange must file certain reports of its holdings.

It is difficult to spot the foreign signers holding stock to this extent, but if they should try to exercise control of a corporation the Securities & Exchange Commission could crack down on their failure to register their holdings with the commission.

They'll Do It Every Time By Jimmy Hatlo

LISTENING TO THE GUY WHO'S BEEN OUT OF WORK FOR MONTHS TELL HOW HARD HE WAS TO GET... THANK AND A HATLO HAT TIP TO JOHN J. TERRELL, 122 E. DETROIT, EDMONTO, OKLA.

School Reneges On Diplomas

PARIS, Ky. (AP)—North Middletown High School handed out diplomas to 22 seniors, then took them back.

The next day the class returned for final examinations. It wasn't an oversight.

Bad weather and a flu epidemic forced North Middletown to extend the school term, but it couldn't work out a satisfactory date for commencement exercises after final examinations.

Officials decided to give out the diplomas—unsigned.

Seniors who pass will get their backs signed—in an informal ceremony Friday.

LOVES PICKLES

CHICAGO (UPI)—A man who has a yen to plant pickles as well as eat them wound up a 291-mile pickle planting jaunt here. Thom Koutsoukos, 27, who had his name changed to Johnny Pickleseed, covered Indiana and Illinois on his pickle planting spree. Asked why he made the trip he replied, "I've always had an ambition to be a deliverer of dills."

PIGEON REPELLENT

BOSTON (AP)—Boston University has purchased 300 pounds of mothballs to chase pigeons from Bu Field (once Braves Field).

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