

Local Pupils Leaving OSC

Thirty students from the Klamath County area will receive degrees Monday, at the 89th annual commencement exercises at Oregon State College.

Klamath Falls students include Donald Edward Skoe, who will graduate in science; Donald Stewart Day, Stuart Lee Henzel, Earl Martin Kerns, Norman LeMont Wilson and Rodney Joseph Wright, agriculture; and Harold Ronald Heaton, Wesley Albert McKaig, Jack Curtis Prock and Shirley Juanita Schofield, business and technology.

Marlene Moore, Janis Ann Bubb and Mary Dillard Henzel will graduate in education; Kenneth Martin McAndrews, forestry; Shirley Jean Crawford and Matilda Ann Pedersen, home economics; Jack Willard Hall, pharmacy; and David Aaron French and Richard Lee Vaillancour, master's degrees.

Ronald Wayne Braniff, Richard Adam Detroit, John Howard Drake, David Lee Hamilton and Myron Robert Hurlbut will graduate in engineering.

Robert Lloyd Sipe, Crescent, will graduate in forestry; Billy West Vaden, Bonanza, pharmacy; Arthur Edmond Bliss, Gilchrist, engineering; Carl Asbjorn Romtvedt, Bonanza, agriculture; James Fredrick Garner, Gilchrist, business and technology; and Walter Henry Palmberg, Orestech, master's degree.

Miss Pedersen, Drake and Hurlbut are three of 87 honor graduates.



WEED BEAUTIES who were running for the "Miss Siskiyou" title at the Siskiyou County Fairgrounds in Yreka Saturday night, June 7, were Rita Cross, left, and Lorna Andreatta, right. Rita, daughter of Mr. and Mrs. Byron Cross, completed her junior year at Weed High School and was head cheer leader this past term. She was sponsored by Lodge Gloria of Weed. Lorna, daughter of Mr. and Mrs. John Andreatta, graduated from Weed High School this year and was queen of the 1957 Weed Italian Carnivale. She was sponsored by the Weed Chamber of Commerce.

—Photos by Shasta View Studio

Russia Building Railroad System; Ours Lags Says U.S. RR Man

By JAMES L. KILGALLEN
United Press International
NEW YORK (UPI)—The head of the nation's largest railroad pointed out today that Soviet Russia is building up its railroad system at a time when America's railroad industry is on the decline

Church Loyalty Meal Termed Successful

CHILOQUIN — The loyalty dinner given for members and friends of the Chiloquin Methodist Church last week was an outstanding success, the Rev. David Schneider announced this week.

The dinner was well attended and accomplished a twin goal of fellowship and finance. When the members who were unable to attend are heard from the budget will be completely underwritten.

The Rev. Dallas McNeil, Klamath Falls, was guest speaker; Joe Jackson, lay leader, acted as emcee; budget needs were told by Mrs. Gerald Wolff, and entertainment was given by Mr. and Mrs. Hanson Zamudio, who played guitars and sang Mexican songs, and by Mrs. John Mannerling, soprano soloist.

Members of the Womens Society of Christian Service prepared the dinner and Rainbow Girls served.

It is expected that the dinner will become an annual affair.

and in a precarious position. James M. Symes, president of the Pennsylvania Railroad, made this chilling statement in an exclusive interview with United Press International.

In the event of a national emergency this situation obviously would be of vital importance, he said.

Symes, a veteran of 42 years in the railroad industry and recognized as one of the country's most able transportation executives, said Russia is "really going to town" in expanding its railroad network and the tonnage handled over it.

"For example," Symes declared, "Russia in 1949 had 66,000 miles of railroad but by 1956 it had increased to 75,000 miles.

"On the other hand, the United States in 1949 had 234,000 miles and yet in 1956 this had fallen off to 220,000 miles of railroad.

"This contrast is illuminating and significant. "If our railroad industry is in a precarious position, and it is, it follows that the country is, too—because the railroads are an absolute necessity to our future growing economy and defense production."

Other disconcerting facts brought out by Symes were: —Russia doubled track mileage between 1945 and 1950.

—The U.S. has 40,000 fewer freight cars than ten years ago. The U.S. passenger fleet has shrunk by 7,000 cars.

—Russia has electrified 3,326 miles of line since 1928, will almost triple it to 8,388 by 1960. Average Russian carloadings per day have been stepped up from 24,007 in 1928 to 169,400 in 1955.

"While we have been shrinking our mileage, Russia has been expanding theirs," said Symes. "They are not dumb."

"Take 1945. In that year 95 per cent of the ton miles (tonnage multiplied by miles hauled) were hauled by the railroads in Russia. And in 1955 it was 83 1/2 per cent.

"In 1945 in the United States it was 67 per cent of ton miles by rail. In 1955 the figure was only 49 per cent."

Emphasizing the importance of our railroads in the national defense picture, Symes pointed out that in World War II the railroads hauled 90 per cent of the military material and 97 per cent of the military personnel movements.

This remarkable achievement, he said, resulted in an enormous saving in manpower and war materials.

For the purpose of illustration, Symes took as an example the moving of 100,000 tons of freight from New York to San Francisco. "If done by rail," said Symes, "it can be done with 832,000 gallons of fuel oil. If it moves by highway it takes four times that amount. If it moves by waterway through the Panama Canal it takes five times that amount. And if it moves by air it takes 25 times that amount—in gallons of oil.

"I'm sure that if we had to call on the railroads to move men and material in World War II we'd have to do it again in the event of a similar national emergency.

"Moving such traffic by railroads would mean a tremendous saving in manpower and in the transportation of essential war material.

"For the railroads to move that 100,000 tons of material across the nation from New York to San Francisco, it would take 3,220 man days. If moved by highway 13 1/2 times that amount. If moved by water 3 1/2 times and if moved by air 11 1/2 times as long in man days.

"My contention is that the two most essential things in war time are manpower and fuel. It seems to me this is a situation which

they (the government) should do something about so we could handle the job expeditiously and economically in the next war, if one comes."

Symes said that never in his 42-year association with railroads has he seen the outlook for the American railroad industry as alarming as it is now.

A number of Eastern lines have been operating at little or no profit despite lay-offs of personnel in efforts to economize. On the Pennsylvania employment has been reduced by more than 11,000. The situation in the South and West is not as bad although he says "the makings of it are there."

The real railroad problem, according to Symes, can be stated in a dozen ways but basically "the trouble begins by government—federal, state and local government—treating the railroad industry as if it were still the wealthy monopoly it was generations ago."

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Cake Mix	Swansdown—Butterscotch, White, Yellow, Devil's	5 P \$1 K G S
Salad Oil	Best Foods	48¢
Brown Rice	MJB Quick 1-lb. pkg.	2 F 29¢ O R

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