

# The Herald and News

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## Art of Writing

By HAL BOYLE  
NEW YORK (AP) — "As her favorite nephew, we know you will be deeply distressed to learn of the passing of your late beloved aunt, whom we had the pleasure of serving as attorneys for 50 years."

"Probate of her will discloses that you—"  
Who, on receiving a letter that begins in this way, could refrain from reading it all the way through?

Practically no one. No matter how busy he was, he would be glad to pause, put away the cares of the moment, and finish reading that letter.

It is a perfect example of how to write a letter. The first sentence plunges one to the depths of despair, telling, as it does, of the final departure of a dear relative. But before one can even give way to grief, the very next sentence is a consoling pat on the shoulder—assuring one that, though much is taken, something still abides. Hope remains.

But how often does one get such a really interesting letter as this one? Hardly ever.

When you are very young, any letter is exciting and holds the possibility of great mystery. You turn it over and over to prolong the thrill. And when you open it, you are content even if it is only a form letter telling you how to raise guinea pigs for fun and profit, or how to build bigger muscles for \$3.95.

But as you grow older and more cynical, the romance tends to disappear from the postman's mailbag. Mankind is flooded daily by an ocean of mail. It washes over him, wave after wave of lull-fruited prose, most of it wasted because most of it is unread.

The art of letter writing has fallen into a period of sad decay. The average man feels he is lucky if, amid a thousand letters sent to him, he finds one that is really worth the trouble of opening. The bulk of his mail consists of bills, charity appeals or invitations to buy something he either doesn't want or can't really afford. Most of this he merely glances at, then tosses away.

But now and then he gets a letter turned out by someone who really knows how to write. For example, I can't help finish letters that start out as follows:

"The enclosed check is in grateful appreciation of—"

"We have read the manuscript of your stirring novel, and are happy to inform you that—"

"Our board of directors, despite the recession, have voted an extra quarterly dividend of—"

"A review of your 1956 tax return has disclosed you overpaid—"

"Usually our country club requires a \$500 initiation fee for new members, but in your case—"

"Frankly, I thought your son would flunk out the first semester. However, now I must admit—"

"Your wife returned the dress, and a credit of \$175 has been made to your—"

"Cocktails will be served at—"

But you don't hardly get that kind of letter any more, do you?

## No Tears

By LYLE C. WILSON

United Press International

WASHINGTON (UPI) — Not a tear will be shed nor much political oratory uttered in this campaign year for taxpayers other than the vast multitude of those usually described by vote-hungry politicians as the little fellows.

There are more little fellows than big fellows and there are small businesses than big businesses. So the politicians usually make it their business to shed their tax tears where the most votes are likely to be irrigated.

That probably is good short haul politics although it may not do full justice to the tax facts of life. There are, however, other tax points of view. One of the most startling stated since U.S. taxes have become really oppressive and in some areas actually confiscatory came from T. Coleman Andrews of Virginia, who used to be the boss U.S. tax collector.

Andrews was President Eisenhower's first commissioner of internal revenue. The job in what Andrews had to say was this:

"Whether you believe it or not, everybody is being overtaxed and the middle class is being taxed out of existence. Things are mighty serious. Largely because of the income tax, big business gets bigger and little business and 'substantial folks' are beginning to disappear. Time's a-wasting, and the enemies of the way of life that we cherish rejoice as we are obligingly led closer to national suicide."

Where the middle class begins and where it ends is not exactly

definable. The middle class, itself, however, accurately can be defined as the basic human structure of any modern, free nation. If that basic structure is being taxed out of existence, then the phrase national suicide as Andrews used it is not too strong.

The June issue of The Freeman, published by the Foundation for Economic Education, Inc., contributes some statistics which relate largely to the middle class and its taxes.

"Inflation has aggravated the (tax) situation," says The Freeman, "with the result that to have the same buying power after income tax an individual's \$2,000 income earned in 1940 would now have to be nearly 2.3 times as great; but a \$10,000 income would have to be 3.2 times and a \$50,000 income would have to be 9.8 times as great."

The Tax Foundation, Inc., of New York examined the tax plight of the man who earns \$85 a week, \$4,420 a year, under this headline:

"A 27 1/2 hour work week?"

"This 3 1/2 day work week sounds utopian," the tax foundation observed, "but a lot of Americans do work now about 27 1/2 hours of their 40-hour work week to provide food, clothing, housing, etc., for themselves and their families."

"The rest of the work week—a little over 1 1/2 days or 12 1/2 hours—goes to pay the cost of government. Goes for taxes! Tax Foundation, Inc., research shows a man earning \$85 a week works all day Monday and slightly more than half of Tuesday to pay taxes to his federal, state and local government."

So that's the way it is with taxes. Worst of all, however, is the fact that these taxes, now so crushingly heavy, are not enough to pay the bills. The alternatives seem to be even higher taxes on endless deficit financing followed by deadly all-out inflation.

## New Program

By PAUL W. HARVEY JR.

SALEM (AP) — Oregon's new meat inspection program means that 20 carloads of animals, plus 16 carloads of animal parts, will be rejected each year.

State Agriculture Director Robert J. Steward, who runs this program, made this estimate based on inspection figures for the first three months of this year.

This program, authorized by the 1957 Legislature, was started last year, but only on a statewide basis this year. It costs the state general fund \$200,000 a year.

There now are 92 slaughterhouses and meat processing plants under the state program. Nine bigger plants are under federal inspection.

Steward said his inspectors checked 54,394 animals in the first quarter of this year, and condemned 183 of them. That is only .34 per cent. But many unhealthy animals probably were kept off the market because the state program existed.

In addition, 16,000 parts of animals, mostly livers, were rejected.

The program now is being extended to farmers who slaughter. And a year from now, the state probably will take over the Portland city inspection system.

Consumer interests who fought for several years to get state meat inspection, argued that Oregon, the only Far Western state without it, was a dumping ground for bad meat.

"Before state meat inspection," Steward said, "growers could sell any animals that breathed as long as a willing buyer saw a chance to pick up a bargain. It is al-

ready evident that growers now realize they can market only healthy animals.

"Meat packers under state inspection are already looking ahead to meeting the demands of grade-conscious consumers. A number of packers have requested the department to explore the adoption of grading. We now are making this study."

"If and when the department starts a grading program, the consumer will be able to buy the quality of meats her pocketbook and tastes dictate. Thus, consumer, packer and grower will all benefit from this final step."

Steward also said that all retail meat markets are being checked for sanitation and wholesomeness requirements.

He stressed that his department is primarily for the benefit of the consumer, instead of for the farmers.

Much of the public doesn't understand this.

The state Department of Agriculture is mainly a regulatory agency. The agency for farm research is Oregon State College.

Steward says that of his \$5,200,000 biennial budget, 60 per cent is spent for the consumers' welfare. The other 40 per cent is used to help farmers.

But when it comes to paying the bill, the reverse is true. The taxpayers pay 40 per cent of the biennial cost, while the farmers pay 60 per cent, mostly through fees.

Steward pointed out eight programs in his department which aid the public. First, of course, is meat inspection.

The others are:

Retail food market inspection, produce grading, brucellosis disease control, ragweed elimination, dairy sanitation, grain warehouse sanitation, and livestock control.

## Pity

By ELMER C. WALZER

UPI Financial Editor

NEW YORK (UPI)—Everybody in Wall Street is feeling sorry for the railroads although they've had the best time of any group in the market this year.

The railroad earnings have been poor, dividends slim, and carloadings—the cause of all this—down sharply. But their stocks have risen steadily since setting the 1958 low in the very first session of the year.

From the low to the high the rails have gained 17 1/2 per cent, against a rise of 7 1/2 per cent for the industrials.

Last year, of course, the rails fared poorly. They dropped 39 per cent from their high to their low while the industrials lost 19 per cent.

Business of the roads has been so well deflated that almost any pickup would look very large percentage-wise. And not a few market men anticipate there'll be gains ahead. The statistics couldn't go much lower.

As is always the case in the financial district the best tonic the rails have had has been hope—hope that something would be done in Washington to bring them relief from situations they cannot right themselves.

Senators of both parties have stated they are in agreement something must be done to save the railroads from financial troubles. And an aid bill is in the legislature mill.

The railroads troubles have been given wide publicity and practically everyone knows they are hamstrung with regulation, unable to compete with subsidized transportation, heavily taxed, and stuck with low rates on passenger lines, to name a few.

Dreyfus & Company's analyst,

S. M. Epstein, finds three "good reasons" for leaning to the view that selected rails could enjoy fairly solid recoveries from current depths. These are:

"1. Several rail common stocks if stripped of their rail identity seem attractively priced in their own right.

"2. An upturn in the economy, by no means remote, would spark a rise in carloads, earnings, and eventually dividends.

"3. Help of some kind seems to be on its way from Congress."

If the present decline in earnings is reversed, a more favorable climate will be created for stepping up efforts to further automatic operations, Epstein says.

"It is on these efforts that the long-term salvation of the rails ultimately depends," he holds.

"Beyond this one can even make a case for the group as an inflation hedge in the sense that the huge debt burdens of the rails would shrink as the dollar declined."

The railroads, once able to lord it over the industrials, haven't been able to rise above their 1929 high. The nearest they came to the 1929 top of 189.11 set on Sept. 3 of that year, was in 1956 when the average touched 181.23.

Industrials, like the rails, fell with a thud in 1932, and came back to rise nearly 140 points above the 1929 peak of 381.17. They hit 52.05 in 1956 and last year they touched 520.77.

Wall Street is convinced the rails, if they got into a real move, could give this stock market all the spring tonic it needs to send it flying high for the traditional summer rally.

## Lighter Side

By FRANK ELEAZER

United Press International

WASHINGTON (UPI) — The lighter side of Congress:

Taxpayers no doubt will continue to be welcome on Capitol Hill, especially payers of poll taxes and other such obviously qualified voters. Starting Sunday, however, we will all have to be a little more careful.

Congress has just spent \$1,800 to publish in the Washington Star 14 columns of new rules, in fine print, for our conduct while on the Capitol grounds. Violators, it is pointed out, may be fined \$300 or sentenced to three months in jail.

Take the matter of running boards of automobiles. The lawmakers do not say where, or how recently, they have spotted any of these. They do say, though, that we can't ride on them anymore and get along with the congressional cops.

Under the new rules throwing a banana peel in front of a congressman, en route to answer a roll call, will be cause for fine or imprisonment. So will dropping tacks in the streets. Bicycle riders must quit speeding; no-hands bike riding, around Congress, hereafter is out.

It will still be all right to arrive in Capitol Plaza by motorcycle, but keep your wife off the handlebars. Confine her to the buddy seat, the new law prescribes, or leave her at home. Unless your horse is tied, don't leave your cart unattended.

It may be better all round if congressional visitors hereafter plan on arriving by car. Roller skates on Capitol Hill will now be verboten. Debarking travelers via scooter, kiddie car, velocipede or tricycle, the rules say, will be halted into court. Slidding also is now to be banned.

Zeake W. Johnson Jr., sergeant at arms of the House and a member of the three-man Capitol police board which acted for Congress in this matter, said the new regulations were imposed to modernize old ones. Much of the small type, therefore, has to do with automobiles.

It will be illegal hereafter to cruise the congressional drive-ways in a car equipped with TV, or one not equipped with the kind of muffler installed by the factory. Four headlights, as on the '58 models, are fine; but keep them adjusted.

If you drive on Capitol Hill your car's cowl lights, effective Sunday, must be amber or white; and if they glare, that's illegal.

The cowl lights we recall couldn't possibly glare; after a quarter of a century they probably won't even burn. Could it be Zeake and his friends have had a peek at the '59 models?

## Quotes

By United Press International

NEW ORLEANS—Former Gov. Allan Shivers of Texas, in disclosing he is through with politics:

"I am now in the politics of business rather than the business of politics."

## They'll Do It Every Time

By Jimmy Hatlo



## School Facts

Editor's Note: This is the third in a series of informative articles dealing with the city schools and their proposed budgets. The material is under sponsorship of the Classroom Teachers Organization, and any questions may be directed to Marilou O'Connor, 133 Grant Street.

By MARILOU O'CONNOR

This is an age of planning. Our community now includes a city-county planning department with a resident professional planner and a consultant. Statewide and nationwide, departments for planning and research are a major part of our modern military and civilian life.

Because modern society is complex, there must be good sound planning on which to build any kind of a structure.

This holds true in the building of a school budget. Here the planning is handled by people of the community, interested in the schools, and by professional educators.

Early in the school year, each member of the school board of both districts appoints one person outside the school systems to a budget committee, resulting in a committee of 10 persons for the elementary district, and 10 for the high school. These two groups then elect their own chairman and begin work on planning the budget.

Early in the fall, too, teachers, secretaries, cooks, custodians — all the employees of the school districts—itemize requests which they wish to have considered for inclusion in the budget of the coming school year. After these requests are studied by the principals of each building, they are submitted to the budget committee of the respective districts. These members then visit each school to study the desirability of the inclusion of the various items, and to talk with those persons who requested them. With the aid of the school attorney, the clerk of the schools, the superintendent, and their own study, they build the budget, trying to meet the needs of both the schools and of the taxpayers.

The result is a detailed estimate of probable income for the coming school year, and of estimated expenditures of the schools. The proposed work sheets of District One are 46 pages long; those of Union High School District Two are 34 pages. Within these pages are the detailed costs of operating our schools for one year. Included also are the estimated receipts and the estimated millage based on 1957-1958 valuations.

Each budget is broken down into nine major divisions: general control, instruction, plant operation, maintenance, repair and replacement; auxiliary agencies, fixed charges, capital outlay, debt service and emergency funds.

The first item, general control, includes such things as the salary of the superintendent, the clerk's salary, the office assistants, supplies, election and publicity costs, and legal services, including the clerk's bonds and the auditor's fees.

Included in the item of instruction are the salaries of supervisors and teachers, library supplies, teaching supplies, textbooks in the Elementary District, and tuition paid to other districts. Fuel, water, telephone, garbage, laundry, light and power, and the salaries of custodians make up the portion of the budget devoted to plant operation.

## Youths Awarded Scholarships

Two Jackson County youths have received Naval Reserve Officers Training Corps four-year scholarships at Oregon State College.

They are Loren Cantrall, son of Mr. and Mrs. Edward Cantrall, Medford, and Steve Hoag, son of Mr. and Mrs. Leo Hoag, Prospect.

The scholarships are two of 30 awarded in Oregon this year.

Loren Cantrall is a nephew of Cordelia Cantrall and Rollin Cantrall, Klamath Falls.

## Pipe Major To Appear

DUNSMUIR—Donald Ramsay of Edinburgh, Scotland, a bagpiper of international prominence, will appear as pipe major of the Caledonians of San Francisco during Railroad Days.

The Caledonians, a bagpipe corps, have been popular entertainers at previous Railroad Days events. They will perform on Saturday night, June 21, and also march in the big parade on Sunday in colorful Scottish dress.

Ramsay, a newcomer to the group, holds the British Empire Medal as pipe major among other honors.

## Ladies Missionary Society Meets

CRESCENT — The Ladies Missionary Society of the Crescent Baptist Church met Monday, June 9, in the home of Mrs. Esther Guddat. Mrs. Spencer Ballet gave the devotions. The society made plans to sponsor a girl for the Youth Camp at Crescent Lake to be held in July.

Guests at the meeting were Mrs. B. L. Denny and Mrs. Gertrude Brickley of Portland. The next meeting will be held July 8. Refreshments were served by Mrs. Guddat and Mrs. Brickley.

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