The Herald and News

FRANK JENKINS, Editor
BILL JENKINS, Managing Editor
FLOYD WYNNE, City Editor
MAURICE MILLER, Circulation Mgr
Ph. TU 4-4752

Entered as second class matter at the post office at Klamath Falls, Ore., on August 20, 1906, under act of Congress, March 8, 1879

SERVICES:
ASSOCIATED PRESS UNITED PRESS
AUDIT BUREAU OF CIRCULATIONS
Serving Southern Oregon And Northern California

Subscription Rates

CARRIER
1 MONTH ..... $ 1.50
6 MONTHS ..... $ 9.00
1 YEAR $18.00

MAIL
1 MONTH ..... $ 1.50
6 MONTHS ..... $ 8.50
1 YEAR $15.00

Portland Show

By FLOYD L. WYNNE

An air terminal capable of handling one million on-and-off passengers a day!

An air terminal that has been in the planning stage since 1940, and one that took 25 months to build!

That's the Portland International Air Terminal that will be dedicated this Sunday with a spectacular air show that is expected to draw a crowd of more than 150,000 people.

Ned Putnam, president of the Sportsmen Pilots Association in Klamath Falls, gave the Portland Jaycees a big hand, promotion wise, last weekend when he used hiw own plane to fly Miss Air Fair 1958, Barbara Arrafat, around to the major cities of the state publicizing the Sunday dedication.

The dedicatory services on Sunday afternoon will start at 1 p.m., and will feature the largest air show in the nation this year. It's a Class 2 air show, which for the military is the highest rating possible, meaning that they'll have most of the top planes, as well as a lineup of missiles on hand.

The air fair will also feature a showing of antique aircraft, some experimental aircraft and helicopters, both in the air show and on static display.

The move represents quite a forward step for Portland, and for the state of Oregon as a whole.

In its rise from a small terminal built back in the 30s to this giant terminal of today, there is reflected the increasingly important picture that Oregon is presenting to the rest of the nation.

Records show that the inbound and outbound passengers at the Portland terminal numbered only 5,830 in all of 1930.

Contrast that with this fact: In the next 12 months, the terminal is expected to handle three quarters of a million in and out passengers, and the statisticians estimate that by 1963, the passenger traffic should be at its peak, nearly one million on and off passengers.

While plugging the terminal, Don Guinn, Jaycee aviation committee member, stated that it could handle up to one million passengers daily.

That's a little difficult to digest, but there is no doubt that Portland's new terminal building will be a beauty. It is 500 feet long, and nine stories high. It has 18 plane loading positions or gate stations located along the two concourses.

Several weeks ago, I had an opportunity to see a portion of the interior of this new terminal. I had difficulty finding my way around.

The air fair, sponsored by the Portland Jaycees, promises to be an outstanding event. In case you're up Portland way Sunday, you might plan to include this air show and dedication services in your itinerary.

The big passenger traffic plans of Portland should serve as an optimistic omen for Klamath Falls as well. Air traffic to all major West Coast points has been rising rapidly in recent years, and with Klamath Falls centrally located coastwise as well as its location in respect to such points as Boise, Reno, Salt Lake City and others, it is easy to predict that the Klamath Falls area will get a continually increasing share of the air traffic in the months and years that lie ahead.

The air age appears to be a little late arriving, but it also appears to be trying to make up for some of that lost time.

Auto Insurance

By GEORGE CASTILLO
In Roseburg News-Review

With James F. Johnson, director of the Department of Motor Vehicles, and Gov. Robert Holmes now thumping the drum for compulsory automobile insurance, many people appear surprised that the state doesn't now have such a law.

It doesn't.

That point is emphasized in a concise leaflet on the subject now being distributed by the Financial Responsibility Division of the Department of Motor Vehicles. It is entitled "Know the Law on Uninsured Auto Accidents in Oregon." It answers the most common questions on the current law.

The state currently does not demand that a car owner carry liability insurance. Most owners carry collision and comprehensive insurance because the banks and other financing agencies for buying cars demand that insurance be carried during the contract period.

But if an owner wants to take a chance on our crowded highways, he can now go without liability insurance until he has his first accident. This may be years after getting the car or the day after. Only when he has the accident must he prove that he has secured the required insurance after the accident. It must cover other drivers and riders for bodily injury and property damage.

But this doesn't help the other person in the initial accident. If you don't have insurance, are at fault and cannot pay for damages, the other person involved will probably not get paid. You will probably lose your driver's license and registration privileges, but that's small help to the injured person with the demolished car.

After the accident, the department will send a notice to the uninsured person demanding that he promptly prove that he has secured the required insurance. This proof must be maintained continuously for a period of five years. If the proof is not furnished, license plates and driver's license are confiscated.

This applies to both driver and owner if they are not the same. For example, a minor may have had an adult sign as a co-owner so he could buy the car. That adult is subject to the law even though he never intends to drive the car.

Director Johnson, who has been the banner carrier for a system of compulsory insurance to take effect before registration or renewal of registration of cars, has issued a recommended new law to bring it about.

It has been sent to opponents as well as proponents for study before the 1959 Legislature goes into session. Under such a law, the Department of Motor Vehicles would refuse to register or renew registration of any vehicle unless the application for registration or renewal were accompanied by proof of financial responsibility.

Science Writer

By ERIC ALLEN
In Medford Mail-Tribune

Two years ago Phil Hitchcock, then running for the GOP nomination for United States Senator, came to town, accompanied by a young man named Frank Herbert, who was his press assistant.

Herbert, at other times, is a free lance writer, the kind of guy who goes where he wants to go, does what he wants to do, as long as his fertile imagination feeds him ideas, and his skill translates them into salable novels and short stories.

He and his wife own a mountain retreat in the back country of Mexico, where they spend half of each year, mostly isolated from the world, putting their accumulated ideas down on paper.

Among other things, Frank writes science fiction—a form of creative activity which has both its adherents, a relatively small but dedicated lot, and its detractors, who feel that it is all a fantastic waste of time.

We have found science fiction a pleasurable means of relaxation for a long period of years. More, it has helped to keep the imagination from atrophying, the mind limber and receptive, and has protected the psyche from shock as one development after another, foreseen years ago by science fictioneers, has come to pass.

One addict we know, for instance, among a group of college students on the fateful day in 1945 when the atomic bombing of Hiroshima was announced, was the only one present who had the faintest idea what it was all about, and what the significance might be.

But back to Frank Herbert.

Shortly after his visit here, a serial of his appeared in one of the leading science fiction magazines. It dealt with a hypothetical World War III, and described life in the submarine service.

The submarines were atomic-powered, of course, and their task was to ferry oil to the United States, through enemy waters, from the submarine oil wells—many of which were located off the arctic slopes of the Asian continent, from Russia, in other words.

The oil was pumped from the underwater wells into huge, collapsible containers, which were then towed in the manner of barges by the submarines, under water, to the underground docks in this country.

The theme of the story was less the scientific developments in warfare than it was the effects of pressure, both physical and emotional, on the subs' crews.

But the "fantastic" aspects of the story—the subs and the underwater barges — are no longer fantastic.

The voyage of the Nautilus, followed in rapid succession by the Skate, under the polar ice cap, have gone far toward making Frank Herbert a prophet, rather than a fantasy-dreamer. And the idea of submersible barges, towed by subs has already been seriously broached.

There may be some developments in the future which have not been forecast by the science fictioneers, but if there are, they haven't shown up, or even been hinted at, as yet.

Rockets, satellites, voyages to the moon, submarine barges — all these are "old stuff" to the SF fan.

And there is plenty of dream-stuff left to be developed. Hydrogen power (already under development), magnetic power, interplanetary or interstellar voyages —you name it and science fiction probably has "created" it in the past.

And when, or if, they come to pass, the science fiction fan may be excited—but he won't be surprised.

Timber Salvage

By CHARLES A. SPRAGUE
In Salem Statesman

The newspapers very appropriately have noted the 25th anniversary of the Tillamook fire, the worst in recorded history in Oregon. With its repetitions in 1939 and 1945 an area of 350,000 acres with a stand of 13.5 billion board feet of fine timber was devastated. The anniversary reports have told also of the great work of rehabilitation and reforestation which has been in progress on the burn since 1949, financed by proceeds of a state bond issue.

What hasn't been reported, however, was the great salvage operation in the old burn area. When the fire occurred, the loss was regarded as virtually total. It was thought that the killed timber would deteriorate rapidly, with only a few years in which to take out some of the better stuff. Actual experience was quite different: Loggers still are taking out logs from the Tillamook burn, though little of value remains.

What happened was this: The fire charred the circumference of standing trees where it did not consume them, but under the char the wood was still sound. Worms were, of course, killed in the intense heat and it took time for their population to come back and start their normal work of destruction of dead vegetation. So owners of the timberland or those who acquired title to the timber set about the work of salvage. In the interval of 25 years millions of board feet of lumber were milled from the trees of the burn.

Another factor was important: The rise in prices of lumber and of stumpage. Each rise in price made profitable salvage of poorer material. The result was that some areas of the burn were logged as many as three times, the loggers returning to harvest trees previously passed by as of no market value.

This logging has been of great importance in the rehabilitation program. Some of the contracts, those with the Bureau of Land Management for instance, require the purchaser of timber to remove the snags (the whitened trunks of dead trees) which become firebrands in a forest fire. This has helped to clean up the forest, removing potential torches.

While the 1945 fire really stirred the state to action—the appeal of this writer to the 1943 Legislature to make reforestation of the Tillamook burn a major post-war project met with no response —that fire was not without virtue. It consumed much of the forest debris which had clogged the canyons and created a continuing fire hazard. Its great value, however, lay in provoking state leaders into developing a program of forest rehabilitation which now is restoring not only old Tillamook burn, but other areas of cutover and burned-over timberlands. And out of all the experience have come better laws for forest fire prevention and suppression, more liberal financing, improved equipment and more efficient administration, and a fuller awareness on the part of the people (Keep Oregon Green) of the constant vigilance needed to prevent forest fires.

Relatives

Eagle Point (To the Editor)—An article written by Buena Stone concerning a new school to be dedicated this fall to one of your eminent pioneers, Mr. Orson P. Sterns, was of great interest to me for several reasons.

In reading Mrs. Stone's article, one is obviously lead to believe that Mrs. George Ager, who is to be an honored guest, is Mr. Sterns only living relative.

You might be interested to know that Orson Sterns, residing at 310 Lewis Street with his wife and two children, is the grandson and namesake of the honored man.

Also living in Klamath Falls is Julian Ager and his wife whose address I do not know, and here nearby in Ashland is residing Mrs. George Ager's half brother, Ernel Sterns.

All of these people surely have just such a sense of pride in the accomplishments of their father and grandfather as Mrs. George Ager who has four other children besides Julian whom I have already mentioned.

Of course my interest in the matter is purely personal as I have known Mrs. Sterns for years as we were school girl chums in Los Angeles. I have known Mr. Sterns for the past 12 years since he and Mrs. Sterns were married.

I feel that these other members of the family should be equally honored and their presence made known.

I hope that you will be able to bring this letter to the attention of the proper persons planning the dedication program, and to Mrs. Stone.

Isabel Huffman,
P.O. Box 287

Quotes

United Press International

FLINT, Mich. — Roger St. Pierre, 16, who shot his widowed mother and his sister dead because he was afraid they would starve to death:

"I thought mother and sister would be better off in heaven."

WASHINGTON —Sen. William Jenner (R-Ind.), in his final Senate speech before retiring, on congressional spending:

"Nothing in the New Deal, nothing in World War II, and nothing in the post - war years or Korea is anything as outrageous as the spending spree of 1938."

LITTLE ROCK, Ark. — Schools Superintendent Virgil K. Blossom, on the latest integration order of the U. S. Court of Appeals:

"We are planning to open Central High School this year as an all-white school."

COPENHAGEN, Denmark — The head of the Danish Atomic Energy Commission, on the banning of the scheduled Aug. 28 visit of the U. S. atomic submarine Skate:

"What they do in Norway, Britain, the United States must be their own headache. We in Denmark did not want to take on the responsibility and therefore warned the government."

BEIRUT, Lebanon — Headline of the newspaper Al Ahrar on the Arab unanimity in the United Nations:

"Who could believe it? Arab delegations are agreeing among themselves!"

Pogo

They'll Do It Every Time — By Jimmy Hatlo

Lumberjack Events Set

LAKEVIEW — Gordon Robin, chairman of Lumberjack Day activities during the Lake County Roundup and Fair, has announced several special events for Saturday afternoon, August 30.

The contests will be staged in the arena at the roundup grounds, beginning at 1 p.m. There is no admission charge.

The three main contests are truck driving, truck loading and ax throwing. Prizes donated by local merchants will be awarded for the ax throwing. The four local lumber operations, American Forest Products, Lakeview Lumber Products, Lakeview Logging Company and Adams Lumber Company have donated $75 each for a total of $300 to be awarded in the other two events. Of this, $100 will be divided $40, $30, $20 and $10, for four places in the truck driving. One hundred dollars each will be awarded in two divisions of the truck loading, fastest time and fastest in man minutes. The division in prizes is necessitated by the different methods used by the companies. American Forest Products uses the grapple bucket; Adams Lumber, a cat and front loader; Lakeview Lumber Products, end hooks; and Lakeview Logging, hydraulic tongs. Each method uses a different number of men.

Access Road Finish Seen

The access road to the radio station built last year on top of Stukel Mountain and other supplementary work to the installation will be done before the start of winter, according to Cliff Wood, chief of airways technical field office for the Federal Aviation Agency (which is the new name of the Civil Aeronautics Administration).

Bids will be called soon by the CAA procurement branch, 5651 West Manchester Avenue, Los Angeles, for resurfacing approximately three miles of an existing access road on the mountain, constructing a 4x12-foot concrete block storm porch to the existing radio building and building an outside chemical toilet. The project number is 4-59-947.

Wood said that plans and specifications are available from his office at the Klamath Falls municipal airport.

"We have lots of work going on," Wood commented, "and plans and specifications are awaiting approval right now for a Vortac installation here as a navigational aid." The project includes moving and modifying an existing installation at the airport.

N. B. Drews Spend Time At Cabin

Mr. and Mrs. N. B. Drew, who have been spending several weeks visiting their sons and their families in Klamath Falls, are at their summer home at Diamond Lake this week.

The senior Drews expect to return to Las Vegas sometime in September.

Carquinez Span Coupled Up

CROCKETT (UPI) — Two 12-ton steel beams were hoisted into place today, joining three sections of the new Carquinez Strait Bridge to complete the structure shore to shore.

Crewmen of U. S. tSeel Co's American Bridge subsidiary hung Stars and Stripes on the 62-foot girders as they were raised into place and bolted tight. They connected the center section to the north and south sections.

When completed later this year, the bridge will carry four lanes of northbound traffic on U. S. 40. It matches the present Carquinez span which will become the southbound lane of the freeway.

OTI Catalog Ready To Go

The 1958-59 Oregon Tech catalog is out and prospective students may obtain copies by writing to the dean of students at OTI. Local students may call OTI as the offices are open.

This year, additional third year advanced work is offered in several of the 34 actual major courses.

One important new offering is tectural option or mechanical option. Other new third year work is offered in advanced auto technology, advanced auto machine technology, advanced auto tune-up technology, advanced welding technology and an advanced course in woodworking technology which is third year carpentry woodwork technology.

Registration for returning students will be September 25 and 26. New student week has been set for September 21-27 for registration, orientation and counseling.

"WEEK" PROCLAIMED

WASHINGTON (UPI) — President Eisenhower has proclaimed the week beginning Oct. 5 as "National Employ The Physically Handicapped Week."

Movie Cameraman Visits In Klamath

Mr. and Mrs. J. J. (Johnny) Murray and daughter were brief visitors this week from their home in Hollywood where he is a cameraman with 20th Century-Fox studios.

The Murrays were Klamath Falls residents for about a year and a half, moving to California eight years ago. Mrs. Murray, who was born in Australia, was very active with the War Brides Club of Klamath Falls during their resident here.

TO REDUCE JET SOUND

WASHINGTON (UPI) — The Navy says it has ordered $1,400,000 worth of sound suppressors designed to muzzle the roar of jet planes before takeoff.

Weather Table

Oregon Points

	Max.	Min.	Prcp.
Baker	90	51	—
Bend	86	50	—
Eugene	95	54	—
Lakeview	80	49	—
Medford	94	61	—
Newport	64	52	—
North Bend	67	56	T
Pendleton	98	70	—
Portland	93	59	—
Redmond	89	54	—
Roseburg	96	56	—
Salem	96	54	—

Five Day Forecast

By THE ASSOCIATED PRESS

Western Washington and Western Oregon — Little or no precipitation. Temperatures averaging much above normal with maximum Western Washington mostly 75-85 and Western Oregon 80-90, except 65-75 along coast. Minimums in the 50s.

Eastern Washington and Eastern Oregon — Little or no precipitation. Temperatures averaging much above normal Eastern Oregon and Easter Washington with maximums mostly 90-95 and above normal Idaho with maximum mostly 80-90. Minimums 55-65.

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