

The Herald and News

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Entered as second class matter at the post office at Klamath Falls, Ore. on August 20, 1906, under act of Congress, March 3, 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	\$ 9.50
1 YEAR	\$19.00

Ambulance Beef

The ambulance problem which I mentioned several days ago is the subject of a letter to the editor by Mrs. Mary Wright, Chiloquin, published in Thursday's Herald and News.

The letter shows very intensive pride at the achievements of the ambulance, and rightly should.

There were no barbs in my recent editorial on ambulance service that were directed at the hard-working ambulance operators. That editorial was directed at a situation that certainly does need clarification, Mrs. Wright's letter notwithstanding.

Let's review some of the factors involved in the first place, as in Tulelake, Lakeview and other points, community ambulances are designated to be just that. When they exceed the scope of the community and begin to answer ambulance calls from anywhere in the general vicinity, they cause a conflict between community owned and professional ambulances.

In order to avoid any tragic consequences resulting from this conflict of interests, it is important that both sides get together and outline a course of action that will protect both the interests of the ambulances concerned, as well as the interests of the people they serve.

I have talked to County Judge Charlie Mack who reports that to avert the possibility of losing a professional ambulance service in the northern portion of the county, the court felt it necessary to appropriate some money to repay Peace in part whenever he is caused to make a "dry" run because of a duplication in ambulance calls.

This, in turn, would be contingent upon the call for the ambulance being from a state or county official, and as I understand it, would not cover private ambulance requests.

As for the plan of Peace calling Chiloquin first whenever a call comes in from that general area, it would appear that there could be some arrangement worked out that would be more conserving of both time and money. It could perhaps be better handled through radio contact, either through use of the state police network, the mutual-aid fire net, or other radio set.

Another suggestion was advanced in conversation yesterday by phone with Walter Zimmerman of Chiloquin.

Calls from the northern portion of the county go through the Chiloquin exchange. Thus, any call to Peace's Ambulance in Klamath Falls or the Disaster Car in Chiloquin would come through the operator in Chiloquin.

She could be instructed that after one ambulance is called, she inform the next caller of the other ambulance that a call had already been made.

In other words, if an accident occurred and a call came through for the Chiloquin Disaster Car, and then a few minutes later another call came through for the Peace Ambulance, she could inform the second caller that the Disaster Car had been called, and unless a second ambulance was needed there would be no necessity for calling the other service.

This is one way the matter could be partially resolved. I'm certain that there are others, and if all parties concerned would get together amicably to discuss the matter, it could be straightened out.

Anything less than complete clarification of this problem is still going to leave the way open for a possible needless death or aggravated injury in the future.

There is nothing in the situation to be gained by firing recriminations at each other.

The public, and after all, it is the welfare of the public, and not the pride of the ambulance attendants that is at stake, the public is entitled to protection. At present there exists no list of equipment requirements or attendants' knowledge of medicine or first aid as regards either professional ambulances such as Peace's or community ambulances such as the ones at Tulelake and Chiloquin.

It is reassuring to find from Mrs. Wright's letters that the attendants of the Chiloquin disaster car are so well qualified, but that doesn't change the matter of requirements one bit.

They could have had no first aid, yet still be ambulance attendants under the current existing situation.

What has to be done, either on the county level, or the State Legislature level, if necessary, is a hard and fast list of requirements and regulations that apply, alike, to ambulances of all types, whether they be community owned, or professional businesses.

On that score, I'm certain we can all agree.

Transportation

By FLORENCE JENKINS
Transportation of commodities has become one of the big businesses of the world today.

The history of rail transportation, especially, has been fraught with trials and tribulations since before the Civil War when parallel steel rails started pushing their way across the continent.

As business grows, so does the complexities of its operation and the red tape which supervises its control. In 1864, for example, lumber by the car cost \$4.50 per mile and a car carried only 4,000 board feet. Anything above 4,000 took double rates. Demurrage charges could run to \$30 a day.

Today, it costs a lumber shipper 80 cents per hundred pounds to ship from Klamath Falls to Los Angeles, a distance of 775 rail miles. Today's boxcars for fine lumber carry a minimum of 40,000 pounds, so the cost for a minimum load would be \$320 or just over 41 cents a mile per car.

The main framework of Southern Pacific Company was pretty well laid out by 1887. Its 5,500 miles of main line of that day have increased to approximately 15,000 miles of line today. Tariff books relating to the rates the SP may charge for intra or interstate freight are large and complicated.

The present dispute over SP freight rates affecting the Pacific Northwest goes back a few years. Prior to 1954, the freight rates paid to the Bay Area and Southern California were the same for Northern California shippers and Southern Oregon shippers. Through various freight rate increases granted by the Interstate Commerce Commission, and not granted on intra-state shipping by the California Public Utilities Commission, the Northern California shippers gained a rate advantage over those of Southern Oregon.

The SP had a new tariff published which it sought to make effective on May 22 this year which would establish more favorable rates for lumber shippers of Washington and Oregon.

Shippers who objected to losing their advantage, together with various trucking associations and barge lines, went to Section II of the ICC, a committee of three ICC members in Washington, D.C. The proposed reduction in rates for Washington and Oregon was suspended, pending further investigation.

That investigation is now going on through ICC hearings which started on August 18 in San Francisco. The ICC makes a thorough study of the transportation structure, and insists that common carriers do not go below a certain margin of profit.

Pacific Northwest shippers have requested hearings at Portland as it is more centrally located for witnesses from Washington and Oregon. In compliance with their request, the hearings will be continued in Portland early in September.

In presenting its side of the case in favor of the reduction, the Southern Pacific is frank to admit its need for reduced tariffs to back up its effort to regain business which formerly moved by rail.

Europe, Canada and Japan meantime will have a long head start. These nations now are freeing 40 per cent of the products formerly embargoed for sale to Eastern Europe and Red China. The latter will still be off limits to American exporters.

The U.S. Commerce Department doubts if lowering the trade barriers a bit more — as provided in the recent Paris agreement with 14 other nations of the NATO Coordinating Committee on Control of East-West Trade — will open up much more of a market for U.S. goods in Eastern Europe.

American trade with Eastern Europe is off this year from last year's 10-year high, and it accounts for only half of 1 per cent of total U.S. foreign trade.

Washington holds that what the Communist countries want from us mainly is what we still won't want to sell them, come October. That is, products and commodities which we feel could be used for military purposes. The Commerce Department doubts if the Reds will buy many purely civilian goods from Americans.

Western European industrialists are much more hopeful. For example, they are now freeing copper wire for export to Eastern Europe and Red China. Copper wire was once a major British export to the Soviet Union. Red China has been getting its copper from South America. The British think they can recapture the Soviet market and add the Chinese to their customer list.

The United States now embargoes 922 items for sale to the Reds. It isn't saying yet how many of these will be freed for trade. It is going to add some items because military advances have brought certain chemicals and electronic products into the strategic category. But America plans to drop more items from the list than it adds.

Strict controls were clamped on East-West trade in 1948 as a cold war measure. Last year there was some relaxation of controls and U.S. exports to the Soviet Union and the satellites rose to 86 million dollars, compared with 11 million in 1956. Imports from behind the Iron Curtain rose to 61 million dollars. Poland accounted for the giant share of the 1957 trade — 73 million dollars of our exports and 27½ million dollars of our imports.

Figures released this week by Commerce Secretary Weeks show that in the first six months of 1958 licenses to export to the Reds totaled 10½ million dollars. Latest available figures show that imports from Eastern Europe in the first two months of 1958 came to 9½ million.

From Poland and the Soviet Union we have been getting hams, bacon, feathers, bristles, undressed furs; from Czechoslovakia semiprecious stones, industrial diamonds, beads and glass; from East Germany fertilizers, cameras and artificial fruits and flowers.

We have been selling the Reds coal mine drill rigs, auto parts, textile machinery parts, tobacco, soybean oil and phenol.

The Soviet Union has had its embargoes against us too. And what it will let its people buy from us is still pretty much a mystery. The Iron Curtain isn't very big yet. But in a slow trade year anything looks good to many foreign traders.

ice for being burned up on the duplication of calls but it is a situation that can be remedied I am sure.

If the Chiloquin telephone central were requested to inform anyone calling the Peace people could inform the party making the call that our ambulance was on the way and vice versa. I know the ladies in the Chiloquin Central Telephone Office would advise the caller either way around.

The Chiloquin Ambulance Service is a local organization sponsored by the Chiloquin Volunteer Fire Department and Chiloquin Fire Belles is a volunteer service without charge to those needing such service and the drivers are not paid for the time or loss of time in this worthwhile work.

The Chiloquin Ambulance Service started quite some time ago when local people realizing the need for such service started such a movement and Mr. Barnes and Mr. McDonald of the local B. and M. Mill purchased the old Chiloquin police paddy wagon and donated it to the people for a disaster car, the Chiloquin Garage working it over and making it usable for such service.

The interested people then found that they could secure a good ambulance at an extremely low price, this ambulance being built for such service was in excellent shape and fully equipped and modern in all respects, whereupon local people, people of Klamath Agency, Fort Klamath, Sprague River and Beaty contributed to the purchase of this ambulance and it answers calls from anywhere in any of these communities.

As to your statement if I read it right, will say that the drivers that go out on the service have received instructions in first aid and am told that they are able to handle the ordinary emergency as well as most ambulance drivers but of course could not give plasma or medical treatment to an injured person.

Another item, our local Dr. Kerwood, in case of an accident, is ready and if anyone is injured he is there to give help and attention. He has been to most of the calls made for our ambulance, which is something that other ambulance services for the most part lack.

Another item, we are 30 miles from Klamath Falls, and in case of a serious accident our ambulance can have the patient to the hospital by the time a Klamath ambulance reaches here and could very well save a fatality.

You mention the Fort Klamath call and will say that the call came in and it was answered promptly by the Chiloquin Ambulance, and Dr. Kerwood who examined the injured. He said they were not critically injured. It is true that there was a delay as the gas pump went out and they called the disaster car which responded to take the injured people to the hospital. This can happen to any car on the road.

This being a community service and nonprofit everything being done for people in distress, we locally feel that it is a worthwhile organization and all are proud of it as well as its record.

They keep a record up to date of all calls, of the time of call, who they serve, where taken and time spent in this service.

I do not think this is something that can't be ironed out in duplication of calls and that it can be arranged so all will be satisfied.


Walter Zimmerman

Hopeful
By SAM DAWSON
AP Business News Analyst
NEW YORK (AP)—Americans who have been watching their export business fall off sharply this year are eyeing hopefully today an opening chink in the Iron Curtain.

But it will be two months before they are told just what new terms they may offer for sale to the Soviet Union and its satellites. Their competitors in Western

More Ambulance
Chiloquin (To the Editor) — In regard to your editorial concerning the mix-up of the Chiloquin ambulance on calls with Peace Ambulance Service will say that this mix-up is regrettable and no one blames the Peace Ambulance Service.

Pogo



WE SHOW HOW TO POST CARD TO A GIRL. WIVES - E FOR HER TO READ FOR US.

SWISS. I DON'T KNOW YOU FOLKS COULDN'T READ... THE CARD SAYS "DEAR POGO, COME TO THE ACROPOLIS IN GREECE AN..."

WHY YOU REASON... WHAT'S THE REST OF IT SAY?

FRENCH! I CAN'T READ FRENCH... WHAT'D YOU TELL ME IT WAS FRENCH... NOW THAT I KNOW IT'S FRENCH I CAN'T READ THE REST OF IT.

Quotes
United Press International
INDIANAPOLIS — Zeppo Marx, one-time straight man of the Marx Brothers comedy team, in testimony before a grand jury investigating a big time gambling ring:

"I wish I was back on the farm."

CHICAGO — Comedian Bob Hope, named honorary mayor of Chicago, whimsically disclosing plans to convert famed Michigan Avenue into a golf course:

"The first thing I'm going to do is make Michigan Avenue a par five."

WASHINGTON — Rear Adm. Hyman G. Rickover, on Denmark's refusal to let the U. S. nuclear submarine Skate dock at Copenhagen for fear of atomic mishap:

"The Navy considers that in the operation of nuclear-powered ships the health and safety of the crews and people in the vicinity are protected."

CHICAGO — State Sen. William J. Connors, Democratic ward committeeman named heir to the \$15,300 estate of George Alison Maloy, 81, a longtime ward precinct captain:

"He was a real nice little guy. I didn't know he had 15 cents."

They'll Do It Every Time

By Jimmy Hatlo



YOU CAN SAY WILMOT WAINSCOTT WINDBERRY, ARTIST, MAN OF LETTERS, BIG-GAME HUNTER AND WORLD CITIZEN—AUTHOR OF "GREEN CHILBLAINS," "A DUODENAL CAN BE FUN" AND "HEMLOCK ON THE ROCKS" WINNER OF THE EN GARDE POETRY PRIZE—FOUNDER OF...

SOME INTERVIEW—JUST TIME FOR A COMMERCIAL AND HIS LITTLE INTRODUCTION...

POOR HENNA... IT'LL TAKE TWO DAYS TO MAKE THE CUE CARDS FOR THAT BUM'S PEDIGREE...

HES NOT THROUGH YET—HELL GET IN A FREE PLUG FOR HIS BARBER...

GETTING THE RUN-DOWN ON THE CHAT-CHAT SHOW'S SELF-IMPORTANT GUEST... THANK AND A TIP OF THE HATLO HAT TO ANDY CROWIN, GOLFSTOWN SPA, MANCHESTER, N.H.

GRANGE NEWS

NEW PINE CREEK—The East-side Grange met in the hall last Saturday night and endorsed the Goose Lake Valley TV translator project as one of its community service projects. Master Claude Noble appointed a committee to work with the community project service chairman, Irvin L. Faris.

Mrs. Grace Bernard, chairman of the Home Ec Club, reported that members of the club worked on the display for the grange booth for the Cedarville Fair this weekend. Some of the members volunteered to work on the booth August 20 and others on August 21.

The Pomona Grange will meet at the Eastside Hall on Saturday, August 23, and Home Ec Club members are asked to bring their chicken pies for the main dish course. The meeting will begin at 12 noon with a dinner and all members are urged to attend.

RECORD FLOP
NEW YORK (AP)—"Jane Eyre," recent Broadway production, has gone into the record books as one of the costliest flops in show business annals. Its loss is estimated at \$600,000. The adaptation of the Charlotte Bronte novel was done by Huntington Hartford, millionaire business man and the play's sole backer.

Realty Ramblings
by Orville Reichenberg

Monday, September First, is Labor Day. This is a day set aside to pay honor to those whose toil, might and ingenuity have contributed so greatly toward making this great country of ours the best place in the world in which to live.

Most of the good things we have are produced by Labor. Should we not all rejoice that this century in which we live has for the first time in history made it possible for Labor itself to enjoy those good things which it has produced for the enjoyment of others.

I certainly am not capable of paying to Labor the tribute which it so richly deserves, but the following verse, taken from Mary Elizabeth Blake's "The Laborer," expresses well the feelings of all of us.

Hail to thee, laborer! Upon whose face God set his seal of Grace! Whose might hath built the Pyramids; Whose hand feed all the hungry lands; Lift thy proud head, and bear thy flag unfurled, Above the foremost rank of our advancing world!

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Gov. Harriman Renomination Said Certain

BUFFALO (UPI) — Renomination of Gov. Averell Harriman to head the 1958 Democratic state ticket was regarded today as a certainty, but the battle for the U.S. senatorial nomination was wide open with at least five top-grade candidates in the field.

The senatorial contest is between New York County's crime-busting Dist. Atty. Frank Hogan, former Postmaster General James A. Farley, former Air Secretary Thomas K. Finletter, former Atomic Energy Commissioner Thomas Murray, and state Commerce Commissioner Edward A. Dickinson. The names of Rep. James Delaney and New York Mayor Robert F. Wagner are also mentioned, the latter as a possibility in an eleventh hour "draft" movement.

Hogan was considered by many of the incoming delegates as having a good chance to win the senatorial nomination. He was reported to have the backing of Carmine DeSapio, Democratic national committeeman and party boss.

Plans call for the two-day convention to be opened at 11 o'clock Monday morning by Mayor Frank A. Sedita of Buffalo.

After adoption of the state party's platform and other procedural matters, Harriman is expected to be renominated for governor by acclamation.

The governor is scheduled to make his speech of acceptance at 9:30 Monday night.

Colonel William Prescott gave the order, "Don't fire until you see the whites of their eyes," at the battle of Bunker Hill.

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In order to maintain the finest service for all our customers we have just purchased and installed the latest in technical equipment. It's new and accurate... no increases in prices.

If you have had motor trouble — let us analyse it with this new equipment!

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39th Annual Lake County ROUNDUP and FAIR

Aug. 30th 8 p.m. Aug. 31st 1:30 p.m. Sept. 1st 1:30 p.m.

Lake County Historical Pageant

Friday, August 29th - 8 p.m.
History of Lake County 1848-1958

Lakeview, Oregon

3 BIG RODEO PERFORMANCES

\$7,000.00 Purses
Small Entry Fee

- Cowboy Bronc Riding
- Cow Cutting Contest
- Cowboy Barbeback Riding
- Quarter Horse Racing
- Calf Roping Contest
- Boy's Calf Roping
- Brahma Bull Riding
- Team Roping Contest



DANCES

Friday, Aug. 29th, 10 p.m.
Sat., Aug. 30th, 10 p.m.
Sunday, Aug. 31st, 10 p.m.

Music by Herb Carry and His Dixieland Band

at the MEMORIAL HALL

Special Attraction

Bus Carson

- Trick Rider
- Fancy Roper

and his TRAINED HORSES

LUMBERJACK DAY

Saturday, Aug. 30th 1 to 5 p.m.

- Truck Driving Contest
- Truck Loading Contest
- Axe Throwing Contest

\$300 in Prizes
Free - No Admission Charge

See the Big Parade, 10 A.M., Monday, Sept. 1st

You Will Laugh at Funny Clown... Troy Nabors