

Dairymen In California Losing Production Fight

BERKELEY (UPI)—California dairymen will drink more milk than they can produce in 1975, according to the opinion of two University of California specialists here.

In a report released recently in the university's November edition of "California Agriculture," R. L. Simmons, assistant special agent at the Berkeley Agricultural Experiment Station, and Ray Bressler, professor of economics, predict population growth in the state will increase faster than milk production.

The two men reported that "in spite of a change in California's milk production from 7.3 billion pounds per year in 1953 to 12 billion pounds in 1957, the state's output will still lag behind population growth. This growth was estimated in the report to reach 24 million persons.

Simmons and Bressler claimed that the greatest factor in California dairy production is anticipated to be "increasing production per cow."

The state average production was reported to increase from its present 8,600 pounds per cow per year, to approximately 10,000 to 11,000 pounds in 1975, the men reported.

"In Southern California dairy farms are expected to increase in size," Simmons and Bressler forecast, "with 1,000-cow farms perhaps typical."

At the same time, however, the Southern California population was expected to more than double. The two researchers said this would force the migration of dairies toward the desert and north into the Central Valley.

Western Union Probing Leads To New Discovery

NEW YORK (UPI)—This is a story of Western Union's venture into the realm of serendipity.

It's a little venture into a new communications medium that the company says soon will be producing \$2 million in annual revenue.

This serendipity stuff is the process of finding out new things that you weren't looking for. It comes from a 204-year-old fairy story about the three princes of Serendip who always were discovering new things by accident.

"This WU item is called Intrafax. It's a leased facsimile system with which businesses can speed their intra-company communications.

It is capable of transmitting full letter-size pages containing letters, drawings, lists of statistics, maps or blueprints—in fact anything a company wishes to circulate in its various plants and warehouses.

Intrafax has 2,000 installations and according to the Western Union it is demand is growing rapidly. The father of this device is the compact deskfax machine used by 33,000 firms to send and receive teletypes in "picture" form at the touch of a button. It produces a product about the size of a telegram, about half the size of the Intrafax product.

Intrafax, says Western Union, has revolutionized the speed of internal operations for hundreds of firms. All sizes of business papers and forms can be flashed in seconds to offices where immediate action can be taken.

The beauty of the device which is about the size of a bread box is that any one can operate it. Simply insert the message or

map or other document and press the button.

Intrafax systems now in use range from simple transmission between two points in one plant or city, such as from the sales to the order department of a textile company, or the purchasing to the shipping department of an electrical manufacturing company, to big systems connecting dozens of scattered offices or plants.

With business spreading out in wide areas, the system of intercommunication for the various units presents more and more of a problem.

The same applies to the armed forces. Just now Western Union is installing a 12,000-mile nationwide facsimile network for distribution of weather maps to 49 Air Force bases. In 21 Air Force bases in 17 states, Intrafax systems speed messages from communication centers to distant points in the same bases.

Federal Reserve banks transmit billions of dollars daily by Intrafax in money transfers to member banks. Thirty-six branches of the County Trust Co. of Westchester County, N.Y., verify signatures with central bookkeeping department when cashing checks. Many banks expedite credit information and loan approvals by the machine.

Airlines use Intrafax for reservations. Brokers are using them for orders between branches. Railroads transmit reserved space tickets and insurance companies transmit policies and other forms.

The uses are so varied that even Western Union is surprised at the lucrative business its venture into serendipity is producing.

Automobile seating has become a major factor in the engineering of the modern day automobile. The shape of the seats and their positioning, say some experts, also is becoming a big factor in car sales.

Certainly that's the view of Chrysler designers who have introduced the swivel front seat in 1959 cars. The seats swing outward to facilitate entry into the car.

It is a tradition in the car industry that every major engineering development by one car maker soon appears in competitors' cars. Thus there is much speculation in automotive quarters as to how many auto makers will have swivel seats in 1960.

The seats are extra-cost options on several models and standard on others.

Promotion of the new type seats prompted extensive research into car seating history. De Soto Division of Chrysler Corp., one of the makers offering swivel seats, reports that there have been only six major developments in such seating since the first successful gasoline-driven vehicle was built in the early 1890s.

The passengers in those early, high-bodied vehicles did not step or back into the vehicle. They climbed into it. And they found themselves sitting almost directly above the engine.

The first major seating development, De Soto reports, came at the turn of the century with introduction of the rear seat. Then followed the adjustable seat in 1913; rumble seat, 1917; six-way adjustable seat in 1936; introduction of numerous new fabrics in 1950 and the swivel seat in 1959.

Many makes of cars now strictly museum pieces pioneered in the development of means to facilitate entrance and exit for motorists. There was, for example, the introduction of running boards in 1909 by the Silent Northern.

Following World War I most two-door model cars had a front seat that folded forward to permit access to the rear.

There were earlier attempts to introduce swivel seats. They failed because they did not function as the inventors expected. In 1941 Hudson offered a seat swinging inward to facilitate stepping into the rear compartment.

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Administrator with Will Annexed: J. ORTH SIMMONS, Attorney for Administrator. No. 313, Nov. 5, 12, 19, 26.

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Executor: L. ORTH SIMMONS, Attorney for Executor. No. 301, Oct. 29, Nov. 5, 12, 19.

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Bone Mae Comer, Administratrix.

Ganong & Ganong, Attorneys for Administratrix. No. 493, Oct. 22, 29, Nov. 5, 12.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Common Council of the City of Klamath Falls, Oregon, has fixed the boundaries of KLAMATH FALLS OFF STREET PARKING DISTRICT, as follows, to-wit:

BEGINNING at a point in the center line of 4th Street in Klamath Falls, Oregon, said point being 120 feet northwesterly along the center line of 4th Street from the northwesterly line of Pine Street; thence southeasterly along the center line of 4th Street to the southeasterly line of Klamath Avenue; thence southeasterly to the southeasterly line of Klamath Avenue to the center line of 11th Street; thence northwesterly along the center line of 11th Street to a point which lies 120 feet northwesterly from the northwesterly line of Pine Street; thence southeasterly parallel to and 120 feet distant from the northwesterly line of Pine Street to the point of beginning.

To determine what property, if any, within the boundaries of said district, cannot be benefited by the proposed parking district, and what shall be excluded from said district, the Common Council will on the 24th day of November, 1958, at the hour of 7:30 o'clock P.M., of said day, at the Council Room in the City Hall of Klamath Falls, Oregon, hold a public hearing, at which persons or parties may be heard on the question of excluding property from said district.

Done this 5th day of November, 1958.

Martha Warnke, City Recorder. No. 307 Nov. 5, 12, 19.

WANT AD CLASSIFICATION DIRECTORY

*** AUTOMOTIVE ***

Trailers 50
Auto Miscellaneous 50
New Cars & Trucks 54
Used Cars & Trucks 50
Help Wanted, Female 14
Help Wanted, Male 10
Situations Wanted 18

*** REAL ESTATE ***

Rooms 22
Apartments For Rent 22
Houses For Rent 26
Miscellaneous Real Estate 26
Real Estate Wanted 26
Real Estate Exchange 26
Real Estate For Sale 26
Business Opportunities 26

*** SERVICES ***

Car of Thanks 5
Funeral Homes 1
Meeting Notices 1
Lost & Found 1
General Notices 4
Personalities 4
Public Charity - Services 7
Miscellaneous 10

*** MISCELLANEOUS ***

Transportation 12
Educational 12
Financial - Loans 34
Housing - Remodeling 34
Food - Heating 34
Food - Produce 34
Boats 34
Radio - TV - Music 34
Livestock & Poultry 42
Machinery 42
Miscellaneous 42
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Real Estate For Sale 26
Business Opportunities 26

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Meeting Notices 1
Lost & Found 1
General Notices 4
Personalities 4
Public Charity - Services 7
Miscellaneous 10

*** MISCELLANEOUS ***

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Educational 12
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Food - Produce 34
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Notice is hereby given that the Common Council of the City of Klamath Falls, Oregon, has fixed the boundaries of KLAMATH FALLS OFF STREET PARKING DISTRICT, as follows, to-wit:

BEGINNING at a point in the center line of 4th Street in Klamath Falls, Oregon, said point being 120 feet northwesterly along the center line of 4th Street from the northwesterly line of Pine Street; thence southeasterly along the center line of 4th Street to the southeasterly line of Klamath Avenue; thence southeasterly to the southeasterly line of Klamath Avenue to the center line of 11th Street; thence northwesterly along the center line of 11th Street to a point which lies 120 feet northwesterly from the northwesterly line of Pine Street; thence southeasterly parallel to and 120 feet distant from the northwesterly line of Pine Street to the point of beginning.

To determine what property, if any, within the boundaries of said district, cannot be benefited by the proposed parking district, and what shall be excluded from said district, the Common Council will on the 24th day of November, 1958, at the hour of 7:30 o'clock P.M., of said day, at the Council Room in the City Hall of Klamath Falls, Oregon, hold a public hearing, at which persons or parties may be heard on the question of excluding property from said district.

Done this 5th day of November, 1958.

Martha Warnke, City Recorder. No. 307 Nov. 5, 12, 19.

WANT AD CLASSIFICATION DIRECTORY

*** AUTOMOTIVE ***

Trailers 50
Auto Miscellaneous 50
New Cars & Trucks 54
Used Cars & Trucks 50
Help Wanted, Female 14
Help Wanted, Male 10
Situations Wanted 18

*** REAL ESTATE ***

Rooms 22
Apartments For Rent 22
Houses For Rent 26
Miscellaneous Real Estate 26
Real Estate Wanted 26
Real Estate Exchange 26
Real Estate For Sale 26
Business Opportunities 26

*** SERVICES ***

Car of Thanks 5
Funeral Homes 1
Meeting Notices 1
Lost & Found 1
General Notices 4
Personalities 4
Public Charity - Services 7
Miscellaneous 10

*** MISCELLANEOUS ***

Transportation 12
Educational 12
Financial - Loans 34
Housing - Remodeling 34
Food - Heating 34
Food - Produce 34
Boats 34
Radio - TV - Music 34
Livestock & Poultry 42
Machinery 42
Miscellaneous 42
Miscellaneous 42
Miscellaneous 42

LEGAL NOTICE

NOTICE TO CREDITORS

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR KLAMATH COUNTY

Notice is hereby given that the