

Citizens Announce Utopian State Of Jefferson!



NEW STATE OF JEFFERSON'S official militia is made up of members of Klamath Kurbstone Kowpokes. Officers are, from left, Bob Wilson, aide-camp to Governor Frank Jenkins; Bill Opie, secretary of state and keeper of the state seal; Art Griggs, lieutenant governor; Fred Lawrence, ambassador at large; and Earl Sheridan, director of information. Militiamen are shown below. Photographs were made by Miller-Williams Studio for

the Kowpokes. "Thirteen is an unlucky number for opposition to our 'secession movement,'" Wilson commented, referring to the militia membership total. Telegrams announcing formation of the new State of Jefferson were dispatched to the state capitals of Oregon and California and the national capital at Washington today.

Populace Of California-Oregon Elect Publisher As Governor

By FLORENCE JENKINS
The announcement today of the formation of the State of Jefferson, encompassing all citizens in Southern Oregon and Far Northern California "whose minds seek a semblance of Utopia above and beyond the confines of the present great states of Oregon and California" is the culmination of a movement started just over 100 years ago.
In the 1830's, the gold country of Northern California and Southern Oregon was producing the bulk of the wealth of the area. Official recognition failed because of an overload of legislative work at the next legislative assembly.
The name Jefferson was given to the imaginary state in the middle 1930's when the movement sprang up again to direct attention to the neglect by federal and state highway agencies of roads in the general neighborhood of Crescent City. President Thomas Jefferson was quoted at length on his statements that the United States of America must reach from ocean to ocean and northwestern California residents demanded good roads to connect the area to the rest of the nation. Jefferson also said "that government is best which governs least."
Before the recent treaty between the states of Oregon and California on water rights, another flurry over creation of a new state came about.
An action today by the Klamath Citizens Committee marks the first concrete determination to establish this ideological state.
Telegrams were delivered this morning to U.S. Senator Richard Neuberger at Washington, D.C., and State Senator Harry D. Bolvin at Salem, enlisting their efforts on behalf of the new state. Text of the messages follows:
"This is official notification of the unanimous decision of the Klamath Citizens Committee to form a new State of Jefferson to encompass all of Klamath County and claim as citizens those persons in Southern Oregon and Far Northern California whose minds seek a semblance of Utopia above and beyond the confines of the present great states of Oregon and California."
"And further, that said Citizens Committee has drafted as first governor of the new State of Jefferson, Frank Jenkins, editor and publisher of the Klamath Falls Herald and News and president of Southern Oregon Newspapers, Inc."

Herald and News

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In The Day's News

By FRANK JENKINS

In Sacramento the legislature approves and Governor Brown is expected to sign a bill repealing California's admittedly peculiar cross filing law under which candidates, regardless of party affiliation, can file in primary elections on either the Democratic or Republican ticket, or both.

This cross filing system has tended to weaken, if not actually destroy, party responsibility. At the same time, it has tended to put a premium on personal demagoguery. That isn't good.

It seems to me we need MORE party responsibility, rather than less. Under our two-party system—with one party standing for one set of principles and the other party standing for a different set of principles—party responsibility is highly desirable. It gives the voter something definite to get his teeth into when he is making his choices in the voting booth.

But—

Let's be candid about it. The two-party system would be MUCH BETTER if the parties would adopt honest and sincere platforms instead of putting out a list of pious platitudes designed merely to catch votes.

In Salem, in an effort to stretch income to meet demands, the Oregon legislature is wrestling mightily with the problem of taxes. The problem is to get by without making Oregon's tax climate too unfavorable.

If that happens, Oregon will find it harder to attract the industries that Oregon needs to provide jobs for its growing population.

It's a real problem.

For example:
In 1940, California's per capita state tax, excluding unemployment taxes, was \$38.13. By 1958, it had risen to \$120.60—or 3.16 times.

In 1940, Washington's per capita state tax, excluding unemployment taxes, was \$35.27. By 1958, it had risen to \$137.57—or 3.87 times.

In 1940, Oregon's per capita state tax, excluding unemployment taxes, was \$23.65. By 1958, it had risen to \$106.13—or 4.49 times.

That is to say: Oregon's per capita tax has been rising considerably faster than Washington's or California's. If that trend continues, Oregon will find it increasingly harder to get new industries and more jobs.

JOB STILL VACANT

COULDSOON, England (UPI)—F. H. Collier was the only candidate for a job with the city council. But he lost the election. Officials said he filed 10 minutes too late to be eligible.

Brave Little Mercy Plane Rolls Into Local Hangar; Endurance Flight Delayed

By TOM STIMMEL

The Crusader, a brave little plane with a mission of mercy and the ambition of a world-beater, was rolled into a Kingsley Field hangar last night.

There its engine was dismantled into a huddled pieces.

It was a disappointing blow for the stout little Cessna Skylane 182 and its pilots, Gene Tanner, 40, and Lewis Becker, 43, of Seattle.

They had hoped to stay aloft for 66 days and thus set a world's endurance flying record (the existing record is 64 days, 22 hours).

They had hoped, too, to visit the 48 states in continental America with their promotion message for the American Cancer Society, and land at Idlewild Airport in New York in June.

Instead they were just 11 days aloft, and one state away from their start, when fuel pump trouble forced them to land at Klamath Falls—flying time from Seattle 11 days, 11 hours and 45 minutes.

But they plan to try again. The little Crusader was dismantled by Liston Aircraft people here preparatory to a complete, major overhaul of the new engine with only 360 hours of flying time.

It took from 8 until 12:15 last night to disassemble the engine. Its parts will be checked with a "magnifluxing" process, needed replacement parts will be flown in and, if all goes well, "we should have her together tonight," a Liston mechanic said.

Last night, eating a dinner in the Airport Cafe that was to have been lifted to them aloft, the disconsolate pilots were undecided about their plans. They were sure they wanted to try for the record again, but they weren't sure about continuing the Cancer publicity flight.

By this morning, they had decided. Their Crusader will be brought to peak performance, the bugs will have been ironed out, and they will be off again.

Klamath Falls was to have been a routine refueling stop for the record-seekers. Their advance party, Mel Minor and Ralph Williamson, got into the city about 3 and made final preparations.

They found they were without the necessary convertible which would race down Runway 32 beneath the speeding plane with plastic bottles of gasoline to be lifted aloft. But they rounded up a 1959 Ford Thunderbird from Baisger Motor Com-

pany and had the trunk lid removed to provide working room.

It had to be a fast car, because the Crusader—laden with extra gas tanks and extra radio equipment—could slow down only to 95 to 100 miles an hour.

Local pilots in light planes scrambled aloft to welcome the Crusader high above the city. Vern Williams and Merle Rush, with Herald and News photographer Otto Ellis aboard, led the pack. The Crusader was not sighted for at least half an hour, but finally it was spotted at an 11 o'clock position while the searchers were somewhere above the Great Northern Railway yards.

Tanner and Becker sounded cheerful over the radio, but they were having trouble, too. Williams attempted to organize a rendezvous with the Crusader and some dozen light planes and two Air Force jets all in the air over the city—a situation that pressed the Kingsley Tower operators.

But soon the Crusader radioed it was having fuel pump trouble. There was gas in the cockpit, they said, and they turned off the radio except for essentials.

With the exception of Ned Putnam, who followed the Crusader to offer moral support, the welcoming committee returned to the field.

The Crusader passed over the field and dropped a pulley-part of its special fuel pump used to pump gasoline from a belly tank to wing tanks. Liston replaced set screws in the pulley and it was returned aloft via Williamson in the speeding Thunderbird.

But the repaired pump began pumping gasoline into the cockpit. It was too dangerous to risk, and as Williamson said, "They just weren't able to hack it."

The decision was made. The 90-to-120 gallons of gasoline stayed on the ground, the next-step flight to Las Vegas was postponed, and the Crusader humbly touched ground after more than 11 days in the air.

The flight was sponsored by the American Cancer Society in name only, Williamson said. Financing was arranged through a group of Seattle citizens headed by a Dr. R. D. Callison.

But the pilots would try for the record again, Williamson assured. "Gene has lived for this thing for five years," he said. "He's a little unhappy now, but some day this guy is going to make it."



OFFICIAL SASH of the office of governor of the new State of Jefferson was presented, along with the Great Seal of State, to Frank Jenkins, who has been drafted into the post of governor of the new state. Spokesmen for the Klamath Citizens Committee who petitioned the newspaper editor and publisher to accept the post were Bill Opie, left, secretary of Klamath Kurbstone Kowpokes, and Bill Wilson, right, president of that organization. The petition was granted and Governor Jenkins' post proclaimed today.



THE DOUBLE X marks the Great Seal of the State of Jefferson, displayed here by Bill Opie, secretary of state of the new State of Jefferson, who secured the original seal from the archives at Yreka.

Governor Jenkins Issues First Decree

What is the State of Jefferson?

It is a state of mind. The State of Jefferson is founded by the imaginations of its citizens. If the people of the State of Jefferson truly imagine their state to be the most perfect state in all the universe — why, it IS the most perfect state in all the universe. It's just that simple.

Let's have no controversies over where our capital is to be. The capital of the State of Jefferson is IN THE HEARTS OF ITS PEOPLE.

Weather

Northern California — Variable clouds through Saturday. Variable winds 8-15 miles an hour near the coast.

Klamath Falls and vicinity—Fair through Saturday. Low tonight 32-40; high Saturday 68-75.
High yesterday 72
Low last night 40
Precip. last 24 hours 0
Since Oct. 1 4.36
Same period last year 14.35

CRATER LAKE

Skiing is wet in the park on 36-inch pack; roads bare and temperature 41 degrees at 8 a.m. Low last night 33 and high yesterday 56 degrees. Warming but open Saturday and Sunday.

Span Panel Gives Ruling

SACRAMENTO (UPI)—A project to double the capacity of the San Mateo-Hayward Bridge should be financed with money obtained in tolls from users of the San Francisco-Oakland Bay Bridge, the California Toll Bridge Authority decided Thursday.

The authority adopted a resolution urging the Legislature to permit it to carry out the financing plan which it said would save the state about \$4,500,000 in interest charges.

Earlier, the authority approved the project which calls for a second bridge parallel to the existing San Mateo-Hayward span. If the new financing plan is not approved by the Legislature, the bridge will be paid for by bonds secured by tolls on the San Mateo-Hayward and Dumbarton bridges.

The Toll Bridge Authority's action was described by Gov. Edmund G. Brown, who is authority chairman, as "the first step in consolidating revenues from all Bay Area bridges."

Department of Public Works officials have suggested that additional bridges could be financed more easily if tolls from all Bay Area spans were directed into the same fund.

Legislative action would be needed to pool the bridge revenues.

SETTLEMENT MADE

LOS ANGELES (AP)—Swedish actress Ingrid Goude made an out-of-court settlement Thursday for a reported \$4,800 in a traffic suit brought against her by a retired policeman. Mary Ross, 60, complained she was injured when a car driven by Miss Goude, 21, hit an auto in which she was a passenger.

Harry Bridges Quells Move Of Protest

SAN PEDRO, Calif. (UPI)—Harry Bridges, controversial union leader, apparently has quelled within the International Longshoremen's and Warehousemen's Union a reported protest movement against him.

Bridges, president of the union, flew here from New York Thursday and went into a three-hour closed "stop work" meeting with 3,500 members of Local 13.

When the meeting broke up, an old Bridges supporter, Peter Moore, had resigned his position as ILWU regional director and Bridges appeared to have everything under control.

Moore was reported to have denounced Bridges in a speech during the meeting for his "preoccupation" with working out a transportation combine of unions with teamster boss James R. Hoffa and neglecting the "pork chop" problems of union members.

Rank and filer were reported displeased with resolutions passed last month in Seattle at an ILWU caucus. One of the resolutions urged U.S. recognition of Communist China.

But Bridges and other union members were mum after the meeting which had temporarily halted handling of cargo at Los Angeles-Long Beach Harbor.

Moore was unavailable for comment, and Bridges refused to comment on one of the pamphlets circulating about the harbor which said in part:

"Should we be proud of the Seattle actions, which go against everything American? The rank and file of the union ought to vote on these resolutions and policies. Harry should make the first explanation."

Bridges Monday invoked the Fifth Amendment before the House Un-American Activities Committee when asked if he ever had been a member of the Communist party.

He told the committee that he would "do what I could" to prevent U.S. aid to Nationalist China in the event of a war between the Nationalists and Red China.

NO USE DENYING

MILDENHALL, England (UPI)—The U.S. Air Force has ordered personnel of this base to stop throwing empty beer cans around the British countryside — and not to deny they did it.

The British don't care for those American brands of beer, either inside or outside, a spokesman said.

"Said committee feels it is fitting and proper that Klamath Falls be the capital of the new State of Jefferson by reason of its being the last frontier of the Old West in Oregon and because of its unique philosophy of optimism which is resulting in an unprecedented upsurge of economic prosperity."

"This action amounts, in the upper reaches of men's minds, to secession for this area as a Renaissance of rugged individualism."

"Practical purposes of the formation of this idealistic State of Jefferson include increasing awareness of the importance of retaining all water rights now existing in the area; retention of Crater Lake National Park by Klamath County, and the establishment of the Klamath Kurbstone Kowpokes as the official militia of the State of Jefferson."

"It is agreed in this move that no travel restrictions shall be imposed in the State of Jefferson during the Oregon Centennial observance, but that all cooperation be given to visitors to the end that their stay shall be longer in the State of Jefferson and Oregon."

CITIZENS COMMITTEE

Bill Opie
Bob Wilson
Bob Beach
Frank Kennedy
Amos Burnett
Bob Flamme
Mike Balsiger
T. B. Walters

Senate Okays Gas Tax Hike

SALEM (AP)—A one cent a gallon increase in the state gasoline tax was approved Thursday by the Senate State and Federal Affairs Committee with the provision it be referred to the people at the 1960 general election.

The committee first tabled the House-passed measure to increase the tax to 7 cents a gallon, but then changed its mind in favor of the referendum.

If the House fails to go along with the referendum clause, the Senate committee indicated the bill would be dead.

The annual 6 million dollar additional revenue is intended to match federal highway grants. Of the 6 millions, \$4,100,000 would go to the state and the rest to counties and cities.

Zellerbach Quits Post

SAN FRANCISCO (UPI)—Crown Zellerbach Corp. announced Thursday night that Harold L. Zellerbach, chairman of the firm's Executive Committee and acting board chairman, has retired from active management although he will continue to advise officers of the corporation.

Earlier, A.B. Layton, president of Crown Zellerbach, told stockholders that earnings for 1959 might run from 10 to 15 per cent higher than last year.

He said that because of intense competition and no recent changes in prices, such earnings would still be at a lower rate than in 1958 and 1959.

STATE OF JEFFERSON MILITIA



LEW HAMBLIN



CARL DOUGLAS



TED HALL



BILL McFADYEN



BILL KINSEY



SPIKE PITTMAN



HARVEY MORGAN



DON VANDERHOFF