

The Herald and News

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Sky Fight

By BILL JENKINS

It is not unusual this time of year to see a couple of small birds giving a hawk, an owl or a buzzard a hard time as the bigger bird flies in search of cover.

But the other morning while driving up the Westside in the wee small hours of the dawn I saw a real job of piling on.

It all started when a large and clumsy hawk found himself the target of a couple of blackbirds. When I arrived on the scene the two little fellers had their feathered foe on the run over an enormous field. And they must have been screaming the bird equivalent of "fight, fight" because all of a sudden small birds from every side began appearing.

And all of them took after that hawk with a will. By the time he went out of sight over a hill he was surrounded by a real horde of tiny pests giving him a bad time.

I guess it's just as true in birdland as it is in manland: The bigger they are the harder they fall.

Lots of deer along the highways and byways these days. If you drive around in the early morning hours you'll almost always see quite a few of them coming back to their forest haunts after getting their morning drink from the nearest lake, stream or irrigation ditch.

Most of them appear to be in excellent shape. The bucks are beginning to show pretty good horns, too.

Saw an old doe the other day that was almost red. Some of them are blue. A wide range of colors.

Somebody really had a ball up on the old Lake of the Woods road last week. And went to a lot of work.

For a space of a mile or more the road is littered with big rocks, old stumps, rotten logs and other debris that was hauled off the hill-sides and dumped in the middle of the road.

Bad part about it is that they, whoever they were, also liberally splattered the roadway and borrow pit with busted beer bottles.

Bad news for those of us who like to take our dogs up in the hills for a run.

Getting so it is hard to find a spot to let them run without danger of slashed paw pads.

If we could just find some way to impress on the sportsmen of this country the enormous loss of wildlife along the highways each year I think it might lead to more careful driving.

Driving across the state line road last week I came across the spot where someone had carelessly plowed into a brood of young hawks. Dead ones all over the place, one still gamely struggling, despite smashed legs and wings to make it to the water just a few tantalizing feet away.

Everywhere you go you see dead pheasants on the road, quail that have fallen to the roaring automobiles, broken deer lying in the borrow pits.

Naturally, it is not always the fault of the driver. Often wild game blunders or deliberately leaps into the path of traffic. But all too often it is a case of too much speed and not enough watchfulness.

The same killing combination that takes so many human lives.

Combs

By FLORENCE JENKINS

Did you know that, at one time, a comb was considered one of man's most valuable possessions?

Arameo World, monthly publication of Arabian American Oil Company, was researching the subject of combs in its June issue and came up with considerable interesting history.

Back in 1649, it relates, one Englishman's estate totaled 27 pounds and was declared to include "one comb," worth almost a full pound sterling.

Egypt is thought to have been the first country to use combs. The early Romans, Danes and Saxons used them, and so did women in the ancient city of Mycenae in Greece—about 1,600 years before Christ.

While the Grecian beauties were ornamenting their hair with them, combs were being used also in worship in pagan temples. Furthermore, they were part of the attire the well-dressed religionist wore. Worshipers of Venus sometimes left their combs in the temples as an offering to the goddess.

Twelfth and 13th century combs have been found which related history and others were decorated with pictorial stories.

Combs have been made from wood, bone, horn, ivory, bamboo, coconut, tortoise shell, gesso and

metal as well as rubber, plastic and nylon in our modern world. Oddly enough, combs have remained pretty much the same; they haven't changed or developed, except the ornamental part of the object.

Superstitions long have been linked with combs. Until quite recently in Malaya, women of one tribe were known to have 20 to 30 medical combs. Each one was for a different illness and they wore them just as people in other parts of the world take medicines.

The Japanese beliefs have been more poetic. The Japanese have long considered it ill-luck to throw away a comb or to pick one up. However, a comb sent as a gift to someone going on a journey is a good omen. It is supposed to help the traveler make his way with ease; just as a comb straightens the hair, so does the gift comb cause the twisting, turning paths one must travel to straighten out.

Perhaps that is the basis of the tradition of giving a comb to a new baby. Rather nice thought.

Truck Bill

Coos Bay (To the Editor)—House Bill 72 called by Senator Dimick the most important bill that the Legislature has passed affecting Douglas County, was vetoed at the end of the session by Governor Hatfield.

We of the Oregon Log and Lumber Truckers League, have for three years pressed for the legislation contained in H.B. 72. The veto by Governor Hatfield has not changed our thinking; the legislation is still needed.

Briefly, this bill would have required a new applicant for a log hauler permit to show the need for his service before the granting of the permit. Were he able to show the need, the Public Utilities Commissioner would grant the permit. If sufficient service were being performed in the area covered in his application, the permit would have been denied, thus removing unnecessary competition in a highly competitive field.

With the exception of log and dump trucks, all other volume haulers enjoy this protection.

The second section of H.B. 72 gave to the Public Utilities Commissioner the power to classify roads with respect to surface, width, grade and other factors affecting the expense of hauling over them; and to fix, after hearing, fair and just rates for the haul as indicated by the types of roads used.

Again, this protection is available to the haulers excluding log and dump trucks.

Logging truck operators in Oregon are completely unregulated. There is no bar to the entrance of additional operators to this field even though it should be plain to the least prudent observer that there is an abundance and very probably a surplus of operators and equipment available at any time during the year. There is nothing to prevent established operators in the adjoining states from sending their trucks into Oregon to look for hauling contracts during the winter months when work is not available in their own states. Even if this latter development did not occur, it is a normal fact that approximately half of the Oregon mills close down during the winter season when logging roads are in bad condition, and this fact alone is sufficient to insure something like a 100 per cent over-supply of trucks during a substantial portion of the year.

It seems to be sharp practice of many lumber companies in Oregon to reduce the hauling rates which they are willing to pay during the winter months to a fraction of the normal rates, knowing that with a surplus of hauling facilities in the market and with many of the operators reduced to desperate circumstances by the need for making payments on their equipment, it is possible to have

their logs hauled below the actual cost of operation during the winter months.

It has been stated that regulation of the type found in H.B. 72 did not work in California. Actually it was not tried in that state.

Similar legislation was passed in the first part of the 1957 assembly. In the second half of the assembly, timber operators set up a plaintive wail that they had not been heard (this is reminiscent of Salem, 1959), and the legislation was rescinded.

We are informed that in Washington the regulatory system worked very well at the outset in 1935, but that the system was not modernized to keep pace with changing times. A reorganization of enforcement practice is now under advisement.

Through the foresight of its proponents, H.B. 72 carried an effective date of January 1, 1960. This was to allow time for the PUC department to set up for its administration. Further, in the event that further enabling legislation was needed or administrative streamlining indicated, only a one season would be affected before the Legislature would again convene at which time such problems could be aired.

It seems unfortunate that after the considerations given the bill by both Houses before its final passage, Governor Hatfield should choose to place his veto upon it.

The people of Oregon have the right to expect log trucks or any trucks on our highways to be well maintained, safely loaded and driven with due regard to the rights of others.

The operators of these trucks have the right to expect that their hauling agreements be based upon the cost of the haul plus a fair profit, with consideration given to ability and equipment rather than the current deciding factor, "How cheaply can you haul."

We do not doubt that Governor Hatfield had reasons; perhaps to him important reasons, for vetoing H.B. 72. However, the ones expressed to date seem to be excuses, not real reasons.

Claude A. Davis
Pres. Ore. Log and Lbr. Truckers League
1277 Commercial

Appreciation

Springfield (To the Editor)—We would like to publicly thank some of the wonderful people in your community who were so good to us at the time of our recent highway accident—the truck drivers who stopped to give us immediate assistance; state policeman, Lee Clark, whose courteous help was so appreciated; the Peace Ambulance Service; Dr. Gerald Nicholson and his assistants; William Goen, your local State Farm Insurance agent; Balsiger Motor Company; our personal friends, Mr. and Mrs. Ralph Feller and Coral, who graciously opened their home to us; and other friends, Mr. and Mrs. Buck Paillette who were also very kind to us.

Thanks to all these people we were soon able to continue our vacation trip, and to remember our stay in Klamath Falls with a deep glow of pleasure, in spite of the circumstances which accompanied it.

Mr. and Mrs. E. Raymond Pitts

Earth Men

By FRANK ELEAZER

WASHINGTON (UPI)—The only scientists you hear much about these days are the space men. But a House merchant marine subcommittee the other day turned up some earth men, and it was sad to see how low they've been feeling.

"We've been scouting around for something exciting for earth scientists to do—to attract attention, attract money, and at the

same time something that will be worthwhile scientifically," reported Gordon G. Lill, a Navy geophysicist.

So what have they come up with?

The world's deepest hole in the ground to be dug in the ocean. They already have named it the Mohole.

To practice for this historic submarine effort the earth men must first dig a hole that isn't the world's deepest.

The estimated price for both holes—No and less—is 15 million dollars. We taxpayers will probably have to pay only half. Committee members agreed this was a bargain. Rep. Thomas M. Pelly (R-Wash.) said a moon rocket or two can cost more, and a lot of these don't even work.

Lill and Willard Bascom, officials of a whimsical scientific group known as AMSOC (for the American miscellaneous society) which fathered the Mohole, said it's awful how little we know about earth. Much of what we do know, they said, is based on deduction.

What they plan to do is punch man's first hole in the earth's crust, to see for sure what's really inside. By sampling the strata as they drill into the floor of the ocean they hope to confirm what are only theories now. Through sediment laid down over the last two billion years they hope to get a new look at the past.

They will drill in the ocean because that's where the earth's crust is thinnest. They have their eye on two possible spots—one in the Atlantic 200 miles north of Puerto Rico and the other in the Pacific near the equator due south of San Diego.

They figure to drill in water maybe 14,000 feet deep, to a total depth, water and earth, of about 31,000 feet. The deepest hole dug to date is an oil well in West Texas, which goes down 25,340 feet.

Unlike others currently engaged in poking holes in the ground, the Moholeers hope the worst way not to hit any oil. Unplugging a gusher into the ocean could be mighty messy.

How about the Russians Committee members wanted to know. Are they trying to beat us into the earth?

They probably are, said the earth men. It is known anyway that the Russians have their own Mohole committee, and that they claim they are ready to drill.

The subcommittee seemed to think the hole thing was pretty exciting. Chairman George P. Miller (D-Calif.) was so carried away he spoke of "new vistas" to be opened up by our hole.

Almanac

Today is Thursday, June 25, the 176th day of the year, with 189 more days to follow in 1959.

The moon is approaching its last quarter.

The morning star is Saturn. The evening star is Mercury.

Venus, Mars and Jupiter. On this date in history:

In 1868, North Carolina, South Carolina, Georgia, Florida, Alabama and Louisiana were readmitted to the Union.

In 1876, Sioux Indians under Sitting Bull massacred General George Custer and 208 men of the 7th Cavalry Regiment at the Battle of the Little Big Horn.

In 1886, Arturo Toscanini, then only 19 years old, conducted an opera for the first time, when the regular conductor failed to appear for a performance of "Aida" at Rio de Janeiro.

In 1906, Pittsburgh millionaire Harry K. Thaw shot and killed Stanford White, the nation's most famous architect, in the nightclub atop the old Madison Square Garden.

In 1914, fire destroyed a large part of Salem, Mass., making 15,000 persons homeless.

In 1950, the Korean war began.

Thought for today: The journalist and cartoonist, Bill Mauldin, said: "Look at an infantryman's eyes and you can tell how much war he's seen."

Quotes

United Press International BATON ROUGE, La.—Lt. Gov. Lether Fraxar, declining to take over as acting governor while Gov. Earl K. Long is being held in a mental institution:

"I don't know what I'm going to do."

TALLAHASSEE, Fla.—The Rev. David H. Brooks, a Negro minister, applauding the life sentences given four white youths for raping a Negro coed:

"But I cannot help thinking of the four Negroes now in the death house at our state prison for raping white women."

They'll Do It Every Time

By Jimmy Hatlo



Probation Given Thief

SAN FRANCISCO (AP)—John Clytus told Judge Gerald Levin he robbed the state unemployment office of \$1,500 not for the money but to get publicity for his literary efforts.

The judge let him off with a six-month jail term and five years probation, but warned: "This is not the best way to get publicity for your magnum opus."

Clytus, 29, was arrested several days after the holdup in April when he complained to police that "some dirty crook" broke into the Greyhound locker and stole the \$1,500 he had hidden there.

He told Judge Levin he had intended to hold onto the money until he had sent a manuscript to a publisher.

URGE CHARTER OVERHAUL

WASHINGTON (UPI)—Sixteen senators headed by Sen. Joseph S. Clark (D-Pa.) introduced a resolution Tuesday calling for review and revision of the United Nations charter. Fourteen House members introduced the same proposal in that body. The resolution calls on the President to take the lead in advocating a conference before 1962 to completely review the U.N. charter.

Ace Seeks 27th Plane

WASHINGTON (AP)—Capt. Eddie Rickenbacker, the intrepid ace of World War I, wants the record straight. He says he shot down 27 German planes instead of 26.

The Air Force said Wednesday that Rickenbacker, now 68 and head of Eastern Air Lines, has asked that he be credited with "an additional aircraft" in that war more than 40 years ago.

The matter will be studied by the Board of Correction of Military Records, which will make its recommendations to the secretary of the Air Force, the Air Force spokesman said.

Rickenbacker was a leader of the famous "Hat in the Ring" squadron of American aviators who scored so heavily against their German counterparts in the flimsy, primitive aircraft of the day.

The Air Force gave no details of Rickenbacker's request that his record be upped.

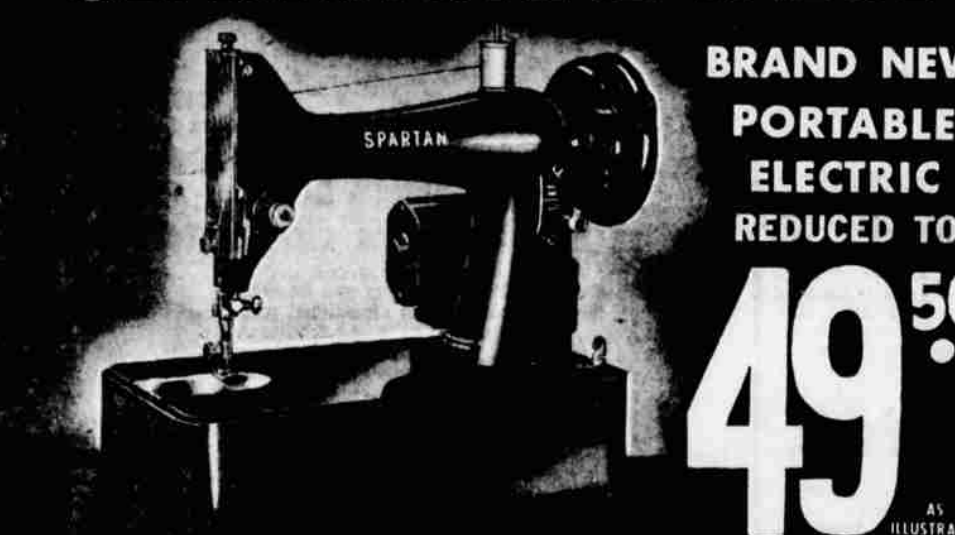
But a reliable source said a former adjutant of his squadron, now working in the Panama Canal Zone, had provided the Air Force with old records proving Rickenbacker had downed a 27th enemy plane in the last days of the war.

In the confusion of the war's end, the record was not forwarded to headquarters.

The telegraph and telephone systems in New Zealand are owned and operated by the government.

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