

Red Minister Stands Pat On Formula For Germany

GENEVA (AP)—Soviet Foreign Minister Andrei Gromyko stood firm today on his formula for a Berlin-German settlement in the face of a Western threat to break off the Geneva talks.

Gromyko insisted on his demand for the creation of an all-German committee as the price of a Berlin truce agreement. He made his position clear at a secret session.

A U. S. spokesman said there was no progress in the 90-minute discussion, which followed a lunch-

son at Gromyko's villa. Officials said that as a practical matter it appears the meetings will continue next week.

U. S. Secretary of State Christian A. Herter told Gromyko at a secret session Monday that unless there is some progress here in the next few days, the West will bring the conference to a speedy conclusion.

It was reported that Herter warned Gromyko for the second day running that the West stands ready to break off the talks unless the Soviets lower their price for a stopgap deal on the future of Berlin.

British Foreign Secretary Selwyn Lloyd and French Foreign Minister Maurice Couve de Murville gave him full support.

Western informants said that the three ministers sought further reaction from Gromyko to their compromise proposal Monday to make the Geneva conference a continuing conference to negotiate on German reunification.

The Western plan called for the East and West Germans to serve as advisers to the Big Four negotiators, with direct negotiations between the two German governments only when the Big Four considered them necessary.

Informants said all the Western ministers were ready to break off the talks almost immediately unless Gromyko soften his position.

Western leaders feel the conference has now reached a real and serious impasse which could lead to a breakdown within a matter of days unless Gromyko backs down.

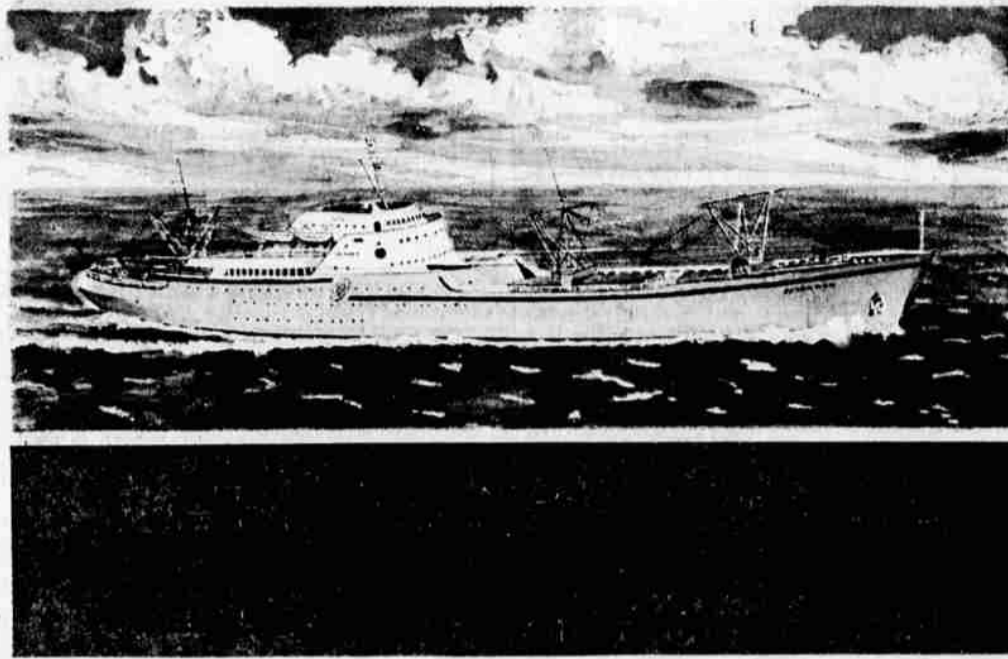
High Western officials said the West never will agree to the all-German committee because the real Soviet purpose is to open up opportunities for Communism in West Germany.

The West today looked to Gromyko for a new proposal that might break the stalemate and save the conference from failure. Gromyko was assumed to be seeking instructions from Premier Nikita Khrushchev.

Herald and News

Price Five Cents—14 Pages KLAMATH FALLS, OREGON, TUESDAY, JULY 21, 1959 Telephone TU 4-8111 No. 6432

World's First Atomic Freighter



N. S. SAVANNAH

America Launches Nuclear Vessel

'TAIN'T SO

No, it isn't true. The Park and Recreation Department is not flouting the request to conserve water by sprinkling the parks.

George Price, new P and R director, phoned the Herald and News Monday to report he received a number of calls vigorously criticizing the use of water in the parks.

Price explained that water for the parks does not come from the Oregon Water Corporation wells, but rather is taken directly from either the irrigation canal or the lake. "We are not using water from the city's water supply for sprinkling parks," he stated.

At present Conger Field, Moore Park, Gem Stadium, Alameda and Veterans Memorial Park are being sprinkled from either the irrigation canal or Upper Klamath Lake.

Milestone Hit By Cavalcade

NYSSA, Ore. (AP)—The greatest milestone—next to the finish itself—was at hand today for the On-to-Oregon wagon train.

Oregon was that milestone. The seven wagons left Independence, Mo. April 19 on the 2,000 mile trip to Independence, Ore. to help publicize the Oregon Centennial. They are scheduled to reach Independence Aug. 15.

After crossing the Snake River to Nyssa today, the wagons take the Old Oregon Trail route to The Dalles, where the wagons will be floated downstream on rafts as they were a century ago.

The cavalcade left Independence in a rainstorm with a send-off by a group that included ex-Pres. Harry S. Truman.

Waiting for them at the Oregon border were a blazing sun, Sec. of State Howell Appling Jr. and Centennial Commission Chairman Anthony Brandenthaler, and State Sen. Anthony Yturri (R-Ontario).

The Hillsboro mayor and a delegation from the Washington county seat flew in in seven private planes for a special welcome for the wagon driven by Weaver Clark, a Hillsboro leatherworker.

The train travelled through Kansas, Nebraska and Wyoming in rainstorms, and 120-degree temperatures in the Idaho desert. All along the way civic groups sponsored barbecues and square dances, and loaded the modern-day pioneers down with provisions, pets and gifts.

The hardy 50ers stood off periodic Indian attacks, and one legal one.

A complaint charging trespassing was served on Wagonmaster Tex Serpa by a rancher from Glem Ferry, Idaho. Jack Henley charged the wagons had camped on his property without permission.

Serpa pleaded innocent, and two witnesses testified a foreman, Jay Emery, had given the wagoners permission to camp on Henley's ranch. The complaint was dismissed.

World's First A-Freighter Hailed As Bold Experiment

CAMDEN, N.J. (AP)—The launching of the first atom-powered merchant ship, Savannah, was hailed today as a "bold and enterprising experiment in the daring and distinguished annals" of American science and seafaring.

Acting Secretary of Commerce Frederick H. Mueller set forth that view in an address a few minutes before the 21,000-ton Savannah slid down the launching ways.

"This ship," Mueller said, "was born of the inspiration of our distinguished President, Dwight D. Eisenhower, and became a reality through his leadership and enthusiasm translated into legislation by the Congress of the United States."

The President's wife was there for the traditional ceremony of giving the ship its name and sending the Savannah into the water. It is the country's first non-military atomic vessel.

Another speaker, Sen. Clifford P. Case (R-N.J.), said the Savannah was "only the beginning of development of nuclear vessels of all kinds." He noted that elsewhere in the building yards work was under way on a nuclear submarine and that Congress is considering a proposal for the Navy to build a second nuclear-powered aircraft carrier.

After the speeches, Mrs. Eisenhower was to strike a bottle of champagne and speak the brief part allotted by tradition to ship sponsors.

"I christen thee Savannah," it has been a long time, more than 140 years, since those words were first spoken and a little 320-ton paddle wheel steamer also called Savannah slid into the water.

That ship was the first ship with steam power built for Atlantic crossings. It carried an 89-hour supply of coal and wood to provide steam, and relied heavily on

its sails for an initial ocean crossing that took 29 days.

Today's Savannah is steam-powered, too, but the fire will come from nuclear fission. The atomic reactor indirectly will heat the water and create the steam to spin its giant turbines.

In christening the Savannah at the launching today Mrs. Dwight D. Eisenhower completes a construction ceremony started on May 22, 1958 when Mrs. Richard M. Nixon, wife of the vice president, presided at the ceremonial keel laying.

The Savannah was built primarily because President Eisenhower wanted a ship now as an example of his campaign for peaceful use of atomic energy. He also wanted a basic prototype from which other and better merchantmen will be built.

Shipbuilders might have taken longer to design and construct a vessel that could earn her way in commerce.

Basin Water Now Plentiful

"The splendid cooperation of water users of the Oregon Water Corporation system, especially those living in suburban Klamath Falls, made it possible for us to get the system back into full operation by about 8 p.m. Monday," Glenn D. Bowen, water company manager, said this morning. "We have plenty of water again."

The trouble started at 6:10 a.m. Monday when a 2300-volt service cable failed and put all the pumps off at the Conger Avenue pumping station, he explained. Rush Long, of Steinsel Electric, was on the job at once. Electric service from the pole out in the yard leading to the pumps had to be restored. Two fuses replaced and a small transformer changed out.

"We were able to pump intermittently," Bowen said, "but we had to kill the whole line from time to time as equipment was replaced. It was about 10:40 a.m. when we got everything going again."

The water level in the reservoirs had dropped alarmingly, but, because residents of the area cut down on the amount of water they were using, the levels rose rapidly after all the pumps were back in operation.

A 40-horsepower booster pump has been installed at the South Reservoir near the Great Northern roundhouse, Bowen said.

"That assures that reservoir being full every night and adds about a half million gallons a day to our pumping capacity," according to Bowen. "The system pumps about 12 million gallons in a 24-hour period."

During extremely hot weather, the period of greatest domestic use is between 3 and 9 p.m., Bowen pointed out. A great many homeowners make it a practice of watering late at night and very early in the morning, which helps equalize the supply, he added.

FAN-CY THAT — NO FANS

The current heat wave has sold the town out of electric fans.

Telephone appliance dealers or department stores and ask if they have any electric fans and the girl on the switchboard will tell you: "Yes, one in front of my desk which is blowing hot air around."

One dealer thought he had over-bought when he got a dozen fans with water cooling units and now wishes he had a carload.

Although the weatherman predicts no let-up for the remainder of the week, Klamathites may take hope in the news that several appliance stores are expecting reshipments of fans this week.

Seat Belts Save Riders

BOSTON (UPI)—A modern airliner's simplest safety device—the seat belt—was credited today with saving 69 persons from injury when the nose wheel of an American Airlines plane collapsed on landing Monday night.

The front end of the four-engine DC-6 nosed down with a jar when the wheel mechanism gave way seconds after the craft touched the landing strip at Logan International Airport at 1:50 miles an hour on a flight from New York.

Morton Nash of New York, said there was a "terrific vibration" as the nose scraped along the runway. "We were all pitched forward, but our safety belts kept us in our seats."

Right Defended By Press To Criticize Khrushchev

STOCKHOLM (UPI)—Scandinavia's "hostile press" today defended its right to criticize Soviet Premier Nikita S. Khrushchev by doing more of it. Some newspapers complexed him with Adolf Hitler.

The Swedish Evening Express, the Norwegian, Swedish and Danish press, defended the press' right to criticize Khrushchev by doing more of it. Some newspapers complexed him with Adolf Hitler.

The action threw Scandinavia into an uproar and jolted the Geneva foreign ministers' conference. Scandinavians said the action probably cost him most of what little popularity he enjoyed there.

A Moscow dispatch said the Russians still have not been told of the cancellation but that "some announcement" was expected today. Khrushchev is touring Communist Poland and the Moscow newspapers devoted their front pages to his tour and his speeches on collective farms and corn growing.

Khrushchev himself has said nothing about the cancellation. He is scheduled to address Communist leaders in Warsaw this afternoon and could mention it then.

There were widespread doubts that the "hostile press" was the real reason for calling off the widely publicized visit. Many Scandinavians thought he might have called off the trip for reasons of health.

In Geneva the Western foreign ministers pressed Andrei Gromyko for some explanation but unambiguously said he remained silent. Many diplomats believed it health the reason but there was some fear the Soviet was preparing some new diplomatic offensive.

Premier H. C. Hanson of Denmark expressed regret Monday that Khrushchev "should attach more importance to the press" than to his formal invitation. Sweden's Tage Erlander said the "surprise" was a "painful surprise." Norway's Einar Gerhardsen said the visit could have improved relations.

Most Scandinavian newspapers today saw no loss in the cancellation and editors obviously resented Russian interference in what they printed.

"Khrushchev's demand that the freedom of the Swedish press should be limited best unveils the proposed visitor's character and purposes," Stockholm's Dagens Nyheter said.

Nixon has set this as a prime role of the flying 11-day tour of the Soviet Union he is to begin Thursday.

The vice president, accompanied by newsmen and government aides, will take off Wednesday by jet airliner, a few hours after double checking with President Eisenhower what he should say to the Soviet leaders and their people.

Nixon is reported hoping to demonstrate by his comments and behavior that he is a reasonable man, not the aggressive war monger Moscow has pictured him.

But he is also ready to make clear that regardless of how much American leaders and their people want peace, they will never be frightened into a Munich-like deal under Soviet threats.

Nixon has scheduled a Sunday morning meeting with Soviet Premier Nikita Khrushchev for what promises to be a sweeping, blunt discussion of the Berlin crisis, the Soviet-American deadlock on disarmament and nuclear testing, and the Soviet campaign for more American trade.

Khrushchev is expected to join Nixon in Friday's formal opening of the big American National Exhibition in Moscow's Sokolniki Park. Khrushchev is also to be Nixon's host at a buffet luncheon Friday. Nixon is to return the compliment at a small American Embassy dinner Saturday.

Their small scale foreign policy talk, however has been set for Sunday at Khrushchev's summer home on the outskirts of the Soviet capital. This is Nixon's only engagement for the day, making it likely the two men will talk privately for some hours.

Nixon already has made it known he intends to treat Khrushchev's comments as private, to be relayed only to President Eisenhower and Secretary of State Christian A. Herter in Geneva.

Solon Urges Gas Tax Hike

WASHINGTON (AP)—Sen. Richard L. Neuberger (D-Ore.) again urged today a temporary increase in the federal gasoline tax to keep the nation's big highway construction program going.

"The giant road-building effort initiated by Congress in 1956 is running out of gas," Neuberger said in a floor speech. "Unless Congress acts soon, much of construction on the program will grind to a halt."

He said failure to meet target dates will mean unemployment in the construction industry, delay of life-saving safety-engineered roads, disruption of state and local highway and community-development planning, and a road network inadequate to meet immediate traffic demands.

He pointed out that some states are scheduling no further bids until the matter of financing the federal highway system is clarified by Congress. He said also that W. C. Williams, president of the Western Assn. of State Highway Officials, has indicated concern on the part of state governments over the fact that appropriations are uncertain and that there is no assurance for periodic payments on contracts already awarded.

In The Day's News

By FRANK JENKINS

Interesting figures: Personal incomes of Americans rose to a RECORD annual rate of \$82.9 BILLION dollars in June. It was the tenth time in 12 months that American incomes jumped to a new high.

The department of commerce says its figures indicate that our national output (value of everything we produce) may climb to a staggering 500 BILLION dollar rate by the end of this year.

Those are rosy figures. But there's a catch in them. They are quoted in DOLLARS. Dollars can shrink in value.

Let's look at some other figures:

Last year, foreign car makers sold 377,825 units in the United States. This year, they expect their U.S. sales to run up to 600,000 units.

In all of 1949, West German firms sold only TWO cars to the U.S. This year they expect to ship 160,000 cars to us.

That's quite a record of growth.

One more figure:

Five years ago, the United States built 70 per cent of all the cars built in the world.

Last year, the U.S. built a little less than 50 per cent of all the cars built in the world.

Foreign manufacturers are generally agreed that there are four reasons for their success in invading the American car market:

1. Low purchase cost.
2. Low cost maintenance.
3. High gas mileage.
4. Foreign styling.

Note that of these four reasons, three have to do with COST—first PURCHASE cost, and after that OPERATING cost.

Only ONE has to do with what we are coming to call "status."

Our manufacturers, of course, are coming to SMALL cars this fall.

But their small cars are expected to sell for about \$2,000. The price range on the cheapest models of the foreign cars—which account for the vast bulk of sales here—runs from \$1098 at the New York port of entry to \$1645.

That leaves a rather wide gap in the purchase price. From all we can read in the way of advance forecasts, the American small cars will be more costly to operate and maintain.

This situation that exists in the automobile market represents a cloud on our economic horizon that is presently only the size of a man's hand.

But it suggests this question: Are we pricing ourselves out of markets?

If we are, it will be reflected in loss of jobs in the United States.

Miss Turkey Chaperoned; Scribe Speaks No Turkish

By PATRICK McNULTY

LONG BEACH, Calif. (AP)—I had a date with Miss Turkey in the Miss Universe contest Monday night.

We went on a moonlight cruise on a yacht, and then had a candlelight dinner overlooking the blinking lights of Alamitos Bay.

Sound romantic?

Well, gather around me, all you bachelors, for this sad story.

Miss Turkey has a chaperon. And I don't speak Turkish.

Aboard the private yacht were several candidates in the annual international beauty pageant, along with a few reporters and chaperons.

After touring the harbor for about an hour, we settled down for dinner at a waterfront cafe. The chaperon, Imasad Kurkjian, explained that Miss Turkey is learning English at a surprising rate. "Offer her something," the chaperon said. I picked up a plate of hors d'oeuvres.

"Thank you very much," said Miss Turkey, delicately selecting an olive-wrapped anchovy.

"You see," said the chaperon, triumphantly. "Now tell her something in Turkish."

We finally worked out something that sounded like: "Chalk-you-sell." This, Mrs. Kurkjian said, means: "You are very pretty."

"Chalk-you-sell," I said, smiling like Cary Grant over my soft drink.

"Thank you very much," said Miss Turkey, looking my way with the biggest, brownest eyes this side of Istanbul.

My steak arrived. The waitress set down Miss Turkey's entree, believe it or not—turkey.

Scout's honor gentlemen, Miss Turkey had turkey. Mrs. Kurkjian, whose husband, James, is a rug merchant in Long Beach, explained that Turkish people, who raise few cattle, rarely eat beef.

Miss Turkey, who is 19-year-old Ezel Olcay, looked my way again with those big brown eyes. She pointed to her plate.

"Miss Turkey miss turkey," she said, apparently nostalgically referring to her native land. "You speak English better than I supposed," I said, again looking over my glass like Cary Grant.

"Thank you very much," said Miss Turkey, lowering her brown eyes.

Where do you go from there? Why, back to the Miss Universe contest headquarters, that's where—and with the chaperon.



Weather

FORECAST—Klamath Falls and vicinity: Mostly clear and hot through Wednesday with chance of afternoon or evening lightning storms in mountains. High both days 90-95. Low tonight 58-64.

High yesterday 95
Low last night 64
Precip. last 24 hours 0
Since Oct. 1 5.82
Same period last year 19.42

Northern California — Fair through Wednesday except scattered thunderstorms in high mountains in the evening. Little change in temperature. Southerly coastal winds 8-16 miles an hour from Point Montara northward, but northwesterly and 10-20 elsewhere on the coast.



A WILD RIDE ON A BAD HORSE was what Lary Daniels was in for when this picture was taken in Lebanon three years ago. Daniels, who will be one of the top ranking professionals to compete in the Klamath Basin Rodeo Association's 25th annual rodeo here over the weekend, is shown on Miss Klamath, famous bucking horse. The big show will feature all phases of rodeo events in two night shows and a day show on Sunday. Tickets are available at the association booth in the Willard Hotel.