The Herald and News

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Boat Safety

By BILL JENKINS

Since boating has taken such a tremendous upsurge a great many new facets of that avocation are beginning to appear.

Had a letter a couple of days ago on the subject from George Yost down in Tulelake. George expressed what seems like a splendid idea and I take the liberty of printing his letter here.

"The recent sad boating tragedy on Hyatt Lake reminds me of an experience I had. I am going to relate it in the hopes that perhaps your paper, with its wide circulation in this land of beautiful lakes and streams, might possibly help to avert tragedies of a slightly different nature.

"We have a small twin engine cruiser, and one Sunday last March my wife and I decided to take a cruise and try out our recently overhauled boat. We got nearly as far as Eagle Point and anchored to cook up a pot of coffee and eat lunch. Although it was a squally day, we were warm in the cabin and enjoyed it for a couple of hours. When we decided to go home, I put on my jacket and made my way around the very narrow walk around the cabin to the front to pull up the anchor. On my way back my foot slipped and I went into the lake. Now, there may be colder water in the world, but I do not believe it, also there was plenty of water. I went in over my head. I swam back to the boat and grabbed the side of the boat to get back in. As our boat has sides about three and one-half feet high, that did not work. Also I am no featherweight and in my wet clothes I must have weighed 300 pounds. I also knew that the back end of the boat, with the twin motors, was no better. By this time my wife was out trying to do something. In nearly freezing water one has only a very short time to make up one's mind what to do. I swam to the front end where my wife was able to get on the fore peak to help. We have a gasoline filler pipe on the front end, so I was able to grab it and with some tremendous tugging on her part I was able to roll onto the deck.

"I believe I beat all records back to Monroe's dock, also on the way to Tulelake.

"Right then and there I conceived the idea of a built-in ladder, one that could not be left home. The next day I was in a metal supply house and bought the material. I made myself a small ladder and bolted it on the back of the boat, where it will stay as long as I have the boat.

"Now, the idea behind all this tale, is that there are numerous beautiful cruisers in this area, some with higher and slicker sides than ours. I wonder if their owners ever thought what would happen if they were alone and fell in. Do not think that it can't happen. It took me six years, but I did.

"In this wonderful land of ours, water sports are increasing at a fantastic rate. Lakes and streams are a God given blessing, but they demand respect.

"And now Bill, any thing I may offer to prevent future accidents is yours for the asking. Thanks."

George has a mighty fine point there it seems to me. Perhaps we would all be a little better off if we would afford a trifle more respect to the physical aspects of our hobbies and avocations.

An accident, particularly a fatal one, puts an awful crimp in any vacation. Just because we are living in a modern age doesn't mean that all danger is past.

Caution, even in this age of TV dinners, push-button living and the lightweight suit, is still a must.

Attractions

By FLOYD L. WYNNE

The section of Southern Oregon and Northern California which we prefer to refer to as the State of Jefferson has been doubly blessed in recent weeks with attractions.

One is a tourist attraction and the other is an attraction of rare beauty indeed.

The tourist attraction is Charlie Crump's continuously flowing geyser just outside Adel in Lake County. The beauty is Terry Lynn Huntingdon of Mount Shasta.

It's quite an honor indeed for any community to possess the fairest beauty in all California, but when you branch out from there and find yourself as the home town of the most beautiful girl in the entire country, that's tremendous news whether you're a small town or a blase metropolitan city.

Terry Lynn Huntingdon is a fifth generation Mount Shastan and although all California claims her through her enrollment at UCLA, she really belongs to Mount Shasta and the State of Jefferson.

Mount Shasta, however, although pointing proudly to the fact that it is the home town of Miss USA, will be unable to stage a giant celebration for Miss Huntingdon in the near future.

In this type of contests, the promoters generally have a long lineup of activities scheduled for the winners. This was true when Miss Huntingdon became Miss California. It will very likely be an even more lengthy and strict schedule now that she's Miss USA.

That means that she'll not be coming back to her home town for some time. However, local citizens are still building plans for an appropriate welcome when she does. It's a rare honor, indeed, and made even more rare when one realizes that this is the first time a Miss California has won the honor of Miss USA.

Congratulations to Mount Shasta, and greatest of congratulations to beautiful Terry Huntingdon.

Charlie Crump's geyser doesn't compare with Terry Lynn in beauty, but it is still an attractive, amazing sight as it continues to pump forth hot water and steam in an unending pulsating flow.

There is no question of its ability to draw tourists.

Thousands of people have apparently found their way to Crump's place which is about four miles out of Adel on a gravelled road.

The state engineer wants to cap it, and a lively battle has ensued over the geyser's future.

Personally, we throw in our lot with the people of Lakeview. The geyser is much more valuable as a tourist attraction than it would be if capped.

Charlie says the water is not wasted, that he is using it for irrigation, and that appears to rebut the argument from the state engineer that it should be capped because it's wasting water.

The geyser, incidentally, is located on land belonging to Crump and not to the state, but the state has rules and regulations governing drilling and the use of such wells.

Let us add our support to those of Lake County people urging the engineer to reconsider and permit the well to flow. We have a great number of tourist attractions here in the State of Jefferson, but certainly welcome another one of such magnitude as a continuous geyser.

Let 'er flow!

Insurance

By FLORENCE JENKINS

Ever wonder how much life insurance American families own?

The Institute of Life Insurance has come up with the answer. It amounts to nearly $500 billion in force this year.

This amount, divided by the number of families, gives an average of $8,800 per family. That's an average, of course. Very few families have exactly that amount. Most of them base the amount they carry on family needs and standards of living.

The Life Insurance Fact Book for 1959, just published by the Institute, states that more life insurance dollars are paid to living policyholders than to beneficiaries of those who have died. In other words, despite the fact that purchasers of shares of common stocks on the market now exceed 20 million, insurance is still considered a good investment and the number of persons taking out annuities and endowment policies continues to increase.

Last year Americans set a record in their purchase of life insurance buy buying $66.8 billion worth of policies during 1958.

Lower policyholder mortality rates during the last decade have helped to keep down the cost of life insurance at a time when the cost of living index has been rising to new high levels. In other words, people with life insurance in this country appear to remain in good health. Last year practically every person who applied for a life insurance policy got one. Only some three per cent of the applicants were refused.

Insurance to supplement other financial benefits expected after retirement is increasing in popularity. Nearly five million persons are now enrolled in pension plans underwritten by life insurance companies today.

Any person can work out his own pension program with his insurance company if he is not included in any group insurance policy.

It makes a sure-fire savings plan for the person who "can't save a dime" while he is earning.

Pony Express

From The Sacramento Bee

There are few pages in early Sacramento history which are more dramatic than the bold plan to create the Pony Express and link the settled east with the western wilderness. Gamblers bet money it could not survive. If rider and horse eluded both Indians and saddle tramp bandits, surely the Rocky Mountains would stop them. And if not the Rockies, then the Sierra.

The gamblers lost. In April, 1860, the Pony Express was organized by William Russell, Alexander Majors and W. B. Waddell. For 18 months Pony Express riders, recruited from among the best horsemen in the West, rode the trail between Sacramento and St. Joseph, Missouri. Only with the introduction of telegraphy to the West in the fall of 1861 did the express collapse.

Next April the nation will observe the 100th anniversary of the founding of the Pony Express. Sacramento has been taking it for granted, of course, that it will be recognized as the western terminus, just as it has been recognized as the terminus throughout the last century.

Now along comes San Francisco with its claim that the bay city, not Sacramento, really is the terminus. It bases its claim on the contention the first rider on the West to East run started from San Francisco.

Indeed, history does confirm that the rider on that inaugural trip started from the offices of the Alta Telegraph in San Francisco, rode to a waiting steamer at the San Francisco docks, put his horse aboard and sailed to Sacramento where he turned over the mail pouch to a waiting rider who began the actual ride — West to East.

But history is just as emphatic, too, in labeling the San Francisco to Sacramento "ride" as a publicity stunt, as a thing of ceremony. Sacramento, from the first day, is designated in history as the Pony Express' western terminal. And rightly so.

Jet Noise

Klamath Falls (To the Editor)—I'm 23, a housewife and mother of two children. My husband tells me this will do no good, but I feel I must try and if nothing ever comes of it, at least it's a good way to let off steam.

Last night, July 21, just as we were finally winning the battle of mind over heat and relaxing into sleep (you know, the wonderful state of being between wakefulness and sleep) Ker-Zoom, Ker-Zoom, Ker-Zoom! The dreaded daytime noise at this hour of night? Jets now?

It's a most frantic feeling to be just about to drop off to sleep (which is a real job these hot evenings) and then have a jet come in for what seemed to me to be a practice landing and then up again. So—you close your eyes and try again and the same thing happens, again and again.

We're all told how necessary these jets are and I'm finally convinced that it is so, but surely it isn't imperative to do this flying late at night. Couldn't it be done around 9 p.m., or at least earlier?

"We get up at 5 a.m. and don't get to sleep during those cool early morning hours. So, you can see, we relish a quiet night.

Mrs. Gary Renne
Rt. 1, Box 572

Editor's Note: Noise is annoying. No one can deny that. Jet planes are noisy. But the young men who fly these noisy jet fighter planes are all that stand between us and a cruel and relentless enemy—who, if he thought he could get away with it without disastrous loss, would destroy us unhesitatingly. These young men don't fly at night because they want to. They'd like as well as any of us to be home with their families at night. But an enemy, if he should strike, would be likely to strike at night. So these young men must be prepared to meet him at night, if that is the way it has to be. To be prepared to meet an enemy at night, they must perfect their skills by night flying. To neglect that would be taking too long a chance.

Vets Mail Bag

Five simple hints for veterans writing the Veterans Administration concerning their claims are given by the VA.

1. Don't write Washington, D. C. — write the VA regional office in your own state.

2. Always give your full name and correct address. Make sure you notify VA of any change of address, and include your old and new adresses in the notification.

3. If VA has given you a "C" number for your claim, be sure to list it in your letters. Otherwise, give your rank or rating and service serial number.

4. If you are writing concerning GI insurance, give your insurance policy number.

5. If you are attending an educational institution or are enrolled in on-the-job training, give the name and address of the training establishment.

Veterans should include this information in all letters, checks and other mail sent to VA offices.

Veterans who follow these hints will receive faster service and replies, and will reduce the VA's cost of handling cases.

Almanac

United Press International

Today is Sunday, July 26, the 207th day of the year, with 158 more days to follow in 1959.

The moon is approaching its last quarter.

The evening stars are Jupiter, Saturn, Venus and Mars.

On this date in history:

In 1581, the Netherlands proclaimed its independence from Spain.

In 1898, Spain sued for peace in the Spanish-American War.

In 1925, William Jennings Bryan died.

In 1941, General Douglas MacArthur was appointed commander of U.S. forces in the Philippines.

In 1952, Illinois governor Adlai Stevenson won the Democratic presidential nomination.

In 1956, Egyptian President Gamel Abdul Nasser issued a decree nationalizing the internationally owned Suez Canal.

Thought for today: It is written in the Bible: "What is a man profited, if he shall gain the whole world, and lose his own soul?"

Quotes

United Press International

CHICAGO (UPI) — Short Hills, N.J., businessman Ralph A. Hart, whose daughter Jacqueline Gay was found in Chicago after being missing for two days, revealing that her story of being kidnaped was untrue:

"It appears that this might well be another recurrence from her 1957 automobile accident with the same kind of imaginary dreams that she had then."

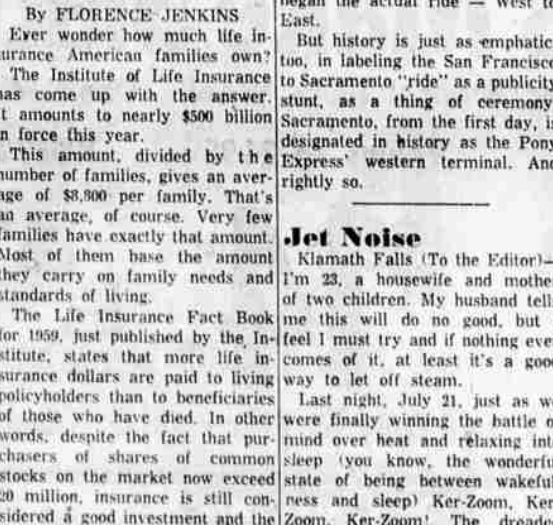
MOSCOW — Vice President Richard M. Nixon, amiably discussing Soviet Foreign Minister Andre Gromyko with Gromyko's boss, Premier Nikita Khrushchev:

"We have great respect for Mr. Gromyko. Some people say he looks like me. I think he is better looking."

HYANNIS, Mass. — Senate Rackets Committee counsel Robert Kennedy commenting on Teamsters President James R. Hoffa's announcement that he would sue Kennedy, NBC-TV and Jack Paar for statements Kennedy made on Paar's show:

"I would welcome the suit. It will get the facts before the courts."

SHORT RIBS By Frank O'Neal



CHAMBER COMMENTS

by GEORGE T. CALLISON
Assistant Mgr.
KLAMATH COUNTY CHAMBER OF COMMERCE

A check on operations at the state line information booth midway in the tourist season reveals a number of points on which this summer's travelers are alike. Most people are (1) in a hurry, (2) carrying their own camping equipment (perhaps as many as nine out of 10), (3) plan to take in the Centennial Exhibition at Portland, and (4) intend to drive straight through on Highway 97 to the Dalles and then down the Columbia River Highway to Portland.

In the six weeks the booth has been open, over 2,100 persons have stopped for information. With the average passenger load between three and four to a car, that figures about 600 vehicles. However, only those who sign the guest book or fill out a tourist information card are counted, and there are many who stop by who just don't want to take the time to register.

The distribution of tourists as to their home state makes an interesting study. California, of course, has the largest representation. The midwestern states of Michigan, Iowa, Illinois, Wisconsin, Ohio, Indiana and Minnesota are well represented, as are the northeastern seaboard states of New York, New Jersey, Massachusetts, Connecticut and Pennsylvania.

Few, if any, people are coming through from the southeastern states, except for Florida, the south-central states or the western plains states. A number of Texans have stopped in, but there have been no visitors yet from the 49th state, and only one car load from Hawaii. Canada is well represented, and there have been visitors from England, Australia and France.

While the young people manning the booth are ready with any information the traveling public may desire (and they frequently come up with dillies) they concentrate, of course, on the attractions in Southern Oregon in general and in the Klamath Basin area in particular. Crater Lake is still far and away the region's greatest drawing card. The most serious drawback is still the lack of state camping grounds.

In addition to serving as an unerring fount of information, Bill Shreeve, the male member of the booth staff, has helped fix a score or more of flat tires and has watched and listened approvingly as several travelers showed him their unique method of converting a pickup truck into a camping trailer. Bill says that, so help him, they all looked pretty much alike to him.

Both Bill and Judy Hadley, incidentally, do wear shoes. The information booth, contrary to a previously published report, does have a floor!

The only near crisis to develop thus far at the information center arose a couple of weeks ago when a truck-load of boys from the Torrance, California, YMCA stopped off for a while. The truck was well on its way toward Klamath Falls when Bill and Judy noticed that two of the boys had been left behind. A quick telephone call to the Oregon State Police brought a happy solution to the dilemma and the two boys were soon reunited with the rest of their party.

The state line booth has undoubtedly taken some of the tourist pressure off the downtown chamber office this summer, although there are quite a number of travelers stopping for information.

And there still are the countless telephoned requests for information of every imaginable description to which every chamber of commerce falls heir. It probably was the heat that caused one person to call this week to inquire where she could get some crushed ice. The name of the local ice distributor and the location of automatic dispensers didn't satisfy, as she explained, because "they don't crush it fine enough!"

Labor Aide Attends Meet

TULELAKE—Auburn Coe, representative of the California Labor Placement Bureau, attended the last meeting of the directors of the Tulelake Growers Association.

Coe reported more money had been requested for the placement service, but he had turned thumbs down on the request because of the shortage of funds in the department. He said, also that placements out of the office the past two years did not warrent an increase, according to the figures.

Although the figures are down the past few years, this indicates the trend foward mechanization. It was brought out that in 1958 the labor placement load on the office had been equal to that in past years, as it took as much work to place one or two workers on a bulker as it did previously to put a crew of 30 out to hand pick.

It was agreed by the directors to accept the offer of 72 hours in July, 84 in August, 144 in September and 192 in October as the state's contribution, plus mileage incurred in making farm visits on placements.

During the time the state pays for the placement service, this amount is deducted from the salary paid to the manager. Placements are made to non-members on the same basis as to members.

Dress Contest, Fiddler Ball Due In Medford, August 7-9

A Centennial Fiesta will open in Medford at 6 p.m. August 7 and end the evening of August 9. Klamath Falls area residents are invited to attend Sunday afternoon and participate in a pair of contests at the Medford Armory.

The contests are an old fashioned dress competition for men and women and an oldtime fiddlers' set-to. Costumes may be modeled by anyone. They must be authentic, but not copies of old garments. Winners will receive $50 in merchandise certificates. Anyone experienced in playing recognized tunes on the fiddle is eligible for the second contest. The winner will get $25. Neither contest requires an entry fee.

Contestants should send their names, addresses and phone numbers to Bill Dugan, 325 South Holly Street, Medford, or phone SPring 2-2849.

George Holtzinger, general chairman of the Fiesta, mentions a bazaar-type celebration, a talent show, games and refreshments as some of the things to be featured Friday evening.

Buttons the Clown will entertain Saturday afternoon. Rides on a live donkey and mechanical animals, photography, games and other attractions have been set up for children. A free dance will be conducted "modern" style Saturday night.

A special attraction will be a display of cars by the Oldtimers Club. Booths will sell such items as antiques, curios, souvenirs, baked foods and food specialities, Christmas gifts, homemade candy, dolls and refreshments.

Games of skill for all ages are on the itinerary and more than 6,000 prizes — from balloons to a new four-door sedan — will be awarded.

The Fiesta is sponsored by Sacred Heart Catholic Parish of Medford. It is recognized as an official state Centennial function. No admission is charged.

Driver Sleeps; Pickup Wrecked

YREKA—Billie Ray Taylor, 16-year-old daughter of Mr. and Mrs. Ray Taylor of Big Springs, overturned her 1958 pickup last weekend six miles east of U.S. Highway 99. She was driving home after the Montague stampede and told investigating officers she fell asleep. A tractor with a lift was used to free the girl, who was taken to Siskiyou County General Hospital where she was treated for a lacerated left hand.

During 1958, Canada produced more than 70 per cent of the nickel output of the free world.

Rocket Plane To Fly Soon

EDWARDS AIR FORCE BASE, Calif. (AP)—The Air Force reports the X15 rocket plane passed its final test Friday and is ready for its first powered flight—possibly within the next two weeks.

The black, missile-like craft was filled with tons of fuel on a captive flight Friday. The 70-minute test was designed to check how fast the plane could jettison its 18,000-pound fuel load and its characteristics at its gross weight of 32,000 pounds.

The flight was made with the X15 hanging beneath the wing of a big B52 jet bomber.

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Here's a good way to start. Send today for the new free booklet, **"How To Deal With Your Tensions". Write: Box 2500, New York 1, New York.**

This booklet, written by psychiatric experts, gives valuable, easy-to-follow suggestions about how you can handle your tensions, and thus live happier. It also tells where to find professional help, if needed. Send for it today.

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