

U.S. Trucking Industry Provides Boon To Nation

By HENRY J. BECHTOLD
UPI Financial Editor

NEW YORK (UPI)—When was the last time you walked down Main Street and failed to see a truck?

Probably not for quite some time. For the roll of the American trucking industry has mushroomed in importance until, today, an estimated 75 per cent of the nation's total freight moves at least part of the way from mine, factory and farm to market by truck.

Chances are very good that the food you buy, the clothes you wear, the materials used to build your house, the car you drive and practically everything you own has been carried somewhere

along the line on trucks.

The trucking industry currently is abreast of agriculture as the largest employer in the nation. The more than 11 million trucks on the road today employ more than seven million persons and provide direct support in income to some 22 to 23 million people.

While the small, independent trucker still is the backbone of the industry, the growing volume of freight moving by highway has sired a number of giant trucking companies, operating huge fleets of trucks and hauling everything from gasoline to ping pong balls.

Typical Trucking Growth

Although in direct competition with the railroads and airlines, it is the truck that links those two carriers with the ultimate consumer of the products they carry, according to Gerald W. Eskow, president of Yale Express System, Inc.

Yale Express is typical of the growth experienced by trucking companies since the end of World War II. Its freight volume has soared 150 per cent in the past five years alone, and its current annual rate of growth is 30 per cent, Eskow noted.

Founded in 1938 by Benjamin Eskow, now Yale's board chairman, with four trucks and five employees, the system now operates 1,230 vehicles and employs more than 1,600 people.

Eskow told United Press International that Yale has grown to the point where it currently handles more individual shipments than any other common carrier and has more department store shipments on a regular basis than probably any other motor carrier in the nation.

He said the major factor behind Yale's success is its "service" rendered to customers.

Pioneer in Automation

Yale has been a pioneer in introducing electronics and automation to trucking operations to achieve greater efficiency and economy of operations. At its truck terminals in the East Yale utilizes IBM machines for routing and billing, and closed circuit TV and two-way radio communications for faster loading and unloading.

Eskow pointed out that Yale's ultra-modern control center has been studied by experts from around the world, the federal government, armed forces personnel and representatives of industries with material-handling problems.

In explaining the operation of a fleet of trucks, Eskow noted that Yale lays out an average of 140 a year in license fees for each of its road trailers and pours more than \$200,000 a year into federal, state, and local coffers for taxes and fees on fuel, registration fees and licenses.



"Just flatter her a little—she'll buy them all!"

Everyone Seems Divided On American 'Prestige'

By United Press International

Foreigners seem to be as divided as Republicans and Democrats in gauging United States prestige abroad.

The rival presidential candidates raised the issue in their second TV debate last week. Vice President Richard M. Nixon said American prestige was at an "all-time high." Sen. John F. Kennedy said it had deteriorated in the past eight years.

A United Press International survey of political writers, commentators and officials in various capitals around the world turned up a measure of support for both points of view.

The answers did reveal that the word "prestige" doesn't mean quite the same to everyone. Some regarded it wholly as the amount of respect a nation can command by virtue of its military, economic or scientific power. Others, more as a measure of the general approval enjoyed by basic American objectives in the cold war.

Nor did everyone make the test with the same yardstick. To some, the big international questions — the space race, Berlin, etc. — were the dominating factors. Others appeared more concerned with narrower issues that struck closer to home.

In Chile, for example, U.S. prestige was rated as being at its highest point since 1952 because of the massive American aid to victims of the recent earthquakes there.

And in Venezuela, one commentator said that otherwise high U.S. prestige had been hurt by the latest American sugar purchase from the Dominican Republic, whose government is under assault as a dictatorship.

Typical comment from some of the countries in Europe, Asia, Africa and Latin America:

France — Paul Nequie, chief editor of "Ouest-France", largest provincial paper in the country: "Certainly American prestige lost momentum in October, 1956, when the United States opposed intervention in Suez. But since then it has gone up again thanks to the courageous efforts of President Eisenhower and Vice President Nixon in defense of the free world."

Britain — Sir Linton Andrews, editor of the Yorkshire Post: "American prestige still towers in the world as it did in 1952. Russia's scientific achievements have hit it some hefty blows, but probably most of us in the United Kingdom still look with undiminished faith to the United States as the leader of the West against Communist aggression."

Spain — Pedro Gomez Aparicio, director of the weekly newspaper "Hoja del Lunes": "The answer is that U.S. prestige has dropped considerably. It is enough only to mention a few things which are themselves unsolved problems: Berlin, Korea, Indochina, the Middle East, Japan, Cuba, the Soviet satellites. In the space race, Soviet propaganda presents to the world only its successes while the United States offers both successes and failures. In international politics, the delaying of a problem is an admission of a mistake in planning a situation or of a lack of energy in solving it."

Sweden — Carl-Adam Nyberg, editor of Expressen: "The Eisenhower era has shown one thing: it is never good with a high military officer as president of a great democracy. This fact has affected American prestige, especially during the past four years."

South Africa — Nationalists largely were unhappy with the U.S. State Department's criticism of the government's use of violence to put down the Sharpeville race riots earlier this year but, as one nationalist news editor put it: "South Africa and the United States are both violently anti-Communist. This forms an extra strong mutual bond between us."

Mexico — Ramon Beteta, director general of the newspaper Novedades: "Mexican public opinion feels the United States is losing the cold war. One must not forget that only the winner has prestige in sports, war and politics."

Treasury Eyes High Corporate Gain

By SAM DAWSON
AP Business News Analyst

NEW YORK (AP) — Corporate profits and confidence in the value of the dollar would seem to be the most unlikely of bedmates.

But so intimately do the economies of nations live together these days that even the profit squeeze in this land is something to be considered in the cross pull of world trade competition and in striking a balance between world currencies. Or in any dangerous flight of gold from the U. S. Treasury.

Balance of international payments may seem a vague proposition to most Americans. But the value of their dollar and the effect that a change in world confidence in it might have on its value is something they do understand. And many fret, if only confusedly, over the loss of gold in the last three years.

Almost everyone agrees that the health of the U. S. Treasury plays a vital part in the world's confidence in the health of the dollar.

That's where corporate profits come in. If they hold as high as

the Treasury hopes, it can end a surplus. If business profits — and tax collections from them — slip badly, it couldn't.

People don't worry about their deposits in a bank when they know the banker can lay his hands on the money to back them. The United States has been the world's banker since World War II. A healthy fiscal situation here breeds confidence in Uncle Sam as a world banker, even when his balance of payments is in a cycle of deficit—so long as the downswing doesn't last too long.

Our balance of payment deficits in the last three years means that the total outflow of dollars abroad — for imports, for foreign aid, for overseas business investments, for travel, for military establishments—has exceeded the money we took in by selling our exports, by profits on foreign investments, by selling services.



Suit Names KF Medics

Two doctors have been named defendants in a \$100,000 damage suit filed in the county clerk's office by a former patient, Florence Castle.

Mrs. Castle maintains Drs. Raymond Tice and George R. Nicholson gave her a blood transfusion March 3, 1959, with the wrong type of blood.

Co-defendant is Klamath Medical Service Bureau.

Other suits on file:

Adolph Drazil maintains that Vaclav Drazil changed his will, altering an agreement that Adolph would receive a Klamath County farm property in event of Vaclav's death. Adolph said he moved from Madras to work the farm on a profit-sharing basis with the understanding he would be benefactor. He seeks a declaratory judgment to support the oral agreement and void any change in the will.

George R. Stacy Inc. maintains Vik Construction Company and Rickfalls Inc. still owe \$4,204 of a \$6,779 bill for construction materials delivered in 1959.

John M. Owens Electric maintains Iron Mountain Lumber Company owes \$1,343 on a \$7,343 labor and materials bill.

I. E. Campbell has filed a double claim against Glenn Funderberger, alleging Funderberger owes \$3,218 of a \$3,219 promissory note signed last December and \$371 to satisfy a check returned from the bank because of insufficient funds.

William Van Meter seeks \$25,000 damages from Jay Hawk Petroleum Company as a result of a station wagon - truck accident last January 18 at the intersection of California and Nevada streets. Van Meter said the truck skidded on ice and crashed into his station wagon. He also seeks \$600 medical damages and \$1,000 loss of earnings.

VA Officers Meet Chief

By FRANK ELEAZER
United Press International

WASHINGTON (UPI) — Some 350 Veterans Administration hospital and office managers here from all 50 states were routed grumbling out of bed at dawn the other day for a scheduled audience with President Eisenhower. The early reveille was part of a hurry-up-and-wait operation familiar to all veterans and calculated to get everybody up, bathed, shaved, dressed, breakfasted, assembled, in-and-out of buses, assembled again, and into the White House rose garden by 8:25 a.m.

So when they all were assembled for the third and final time outside the President's office, Ike popped out with a bright smile and apologized for what he said he was afraid some of his visitors considered an unseemly hour.

Everybody tried, and with remarkable success, to make the laugh sound gay rather than hollow.

Ike went on to explain that he was an old soldier and—as if this was the whole point of the meeting—that of course this made him a veteran.

"Some of you people, some day are going to have to take care of me," he admonished the group with a grin.

Well, that will be the day. The happy fact is that Eisenhower won't have to worry when he leaves the White House, even if he hasn't managed to save a dime from his \$150,000 annual salary and expense account as President.

And, even in the unlikely event that all his investments turn sour and his farm fails to pay, he still won't lack for three meals a day. And, he can even count on a little to spare on such other necessities as club membership and a continuing supply of golf balls.

That is because Congress, in 1958, decided that our ex-Presidents never should have to go out and hunt for a job. It voted to pay them \$25,000 a year for as long as they live. Their widows then get \$10,000 yearly.

Float Plans Are Discussed

MERRILL — Klamath Basin Potato Festival parade float plans were the main topic of discussion at the regular grange meeting of Merrill Theta Rho Girls October 6 at the IOOF Hall.

Patti Bureleigh, president, was in charge.

Homemade candy or cotton candy will be sold by the group at the festival.

Nineteen members and four Rebekahs were present.

During the Civil War era, Cincinnati, Ohio, was nicknamed "Porkopolis" because of its fame as a pork-packing center.

THE FIRST OF THE NEW OLDS F-85's

HOT NEW NUMBERS FOR '61

CLASSIC 98, DYNAMIC 88, F-85 88

TAKES DELIVERY ON OLDS F85 — Vince Colosimo, right, takes the keys to his new Olds F85 Station Wagon from Mel Miller, of Dick B. Miller Company, local Oldsmobile dealers. Colosimo has just recently opened a new automotive service and automatic transmission shop on Oregon Avenue. The F85 is Oldsmobile's entry in the low price field, powered by the new aluminum 155 HP V-8 "Rockette" engine and combines high performance with economy of operation, a six passenger car ideally proportioned for handling ease, attractive styling and eye appeal. Mr. Colosimo's F85 is the first to be delivered here.

TOURISTS CAN'T LAND

CASABLANCA, Morocco (UPI) — Hundreds of American tourists missed seeing Casablanca Wednesday when a waterfront strike prevented their 35,000-ton luxury liner from docking.

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