

\$150 Million Park Bond Proposed In California

SACRAMENTO (UPI) — Gov. Edmund G. Brown, determined to save California's natural resources from exploitation, today proposed a new \$150 million park and recreation bond issue.

It would go on the November 1964 ballot.

In a special message to the legislature, Brown blamed defeat of a similar bond issue in June 1962—1,886,915 to \$1,893,701—on an overloaded bond ballot.

"The shock waves of California's population boom have already affected all our recreational resources," said the governor.

"Just in the last decade some 27 million people swarmed into our beaches and parks, a gain of 359 per cent. Yet we increased our beach and park acreage only 19 per cent."

As a stopgap, the governor asked the lawmakers to approve augmentation of his fiscal 1963-64 budget by \$19.1 million.

This money would be used in 21 specific areas to acquire beach and park property. It particularly would pay attention to needs of population centers.

Brown said the price of land in California is increasing at a rate of 10 per cent a year and urged the state to begin acquiring land before it is "gobbled up by private developers."

Under the \$150 million bond proposal, \$40 million would be set aside for state grants to local governments. He called this "an

Abstractionism Discussion Set

The Art Study group of the Klamath County American Association of University Women will discuss "Abstractionism," Portfolio 4, Metropolitan Museum of Art, New York, at a meeting Wednesday, April 17.

Mrs. O. A. Gookley, leader, will be assisted by Mrs. Natalie H. Swanson, portrait artist, who will be in charge of an additional part of the program. Accompanied by symphonic music, Mrs. Swanson will present "Participation in Abstract Drawing."

Anyone interested is invited to attend the 10 a.m. meeting at the home of Mrs. Charles Johnson, 1005 Newcastle.

'DENNIS THE MENACE'



"If that man at the nursery found some shoes on socks by his fishbowl, he'd save 'em, wouldn't he?"

OTI Slates Red Cross Bloodmobile Wednesday

Under the sponsorship of the Circle K Club, students at Oregon Technical Institute will host the Red Cross Bloodmobile visit April 17. Donors hours are from 10 a.m. to 3 p.m., with the operation headquarters at the Student Union Building. Target for the day is 200 pints.

Students at Oregon colleges compete in blood donations for the Annual Award for Institutions of Higher Learning Cup of the Pacific Northwest Regional Blood Center. In 1962 Willamette University earned first place, Lewis and Clark College was second, and Oregon Technical Institute was third with 21.6 per cent of their enrollment contributing blood during the school year.

This year OTI plans to capture the award by having two visits per year to the campus, thus enabling it to compete with colleges having a similar number of visits.

Last year's donations were termed outstanding by Red Cross officials in view of the fact that they had only one visit.

Circle K members invite all local donors to come to the campus for their donation of blood.

It is estimated that one million persons in the United States take sleeping pills.

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Doctors Reveal How To Be Happy Though Bald; Some Skin-Headed Gents Even Organize Clubs

Editors Note: It's possible to be happy though bald. The following report, the third of four on the subject of baldness, discusses how a man can raise his spirits when his hair goes.

By BARNEY SEIBERT
United Press International
CHICAGO (UPI) — Baldness may result from a psychological shock, and the process of growing bald may cause one, physicians have found.

There is even a condition of self-induced baldness called "trichotillomania" in which a neurotic person pulls out his own hair.

Dr. Albert M. Kligman of Philadelphia, writing in the February, 1961, Archives of Dermatology, told of a man whose hair fell out after he was convicted of murder but grew back when he was pardoned.

The American Medical Association magazine, "Today's Health," noted that mere addition of a toupee often transforms a bald man into a "completely new personality...hopeless introverts become extroverts."

Two Pittsburgh doctors, William B. Guy and Walter F. Edmund-

son, writing in the February, 1960, Archives of Dermatology, said, "Needless to say, the emotional overtones (of baldness)...are great. Some men take the state of their hair seriously. Practically all women do."

But those who shy away from toupees or scalp treatments may wish to follow the example of two European groups.

In France several hundred men organized the "Club of the Bald" which has as its emblem the tillyard ball. The members vow never to wear toupees or submit to hair restoration. The baldest members are accorded special honors.

In Cologne, West Germany, a similar club was organized. Its motto is "When the hair is gone, true comradeship reigns."

Those who take their baldness with such equanimity are following the lead of the University of Pennsylvania's Dr. Albert Kligman, who said, "Man possesses two structures which are completely useless in our modern society—hair and nails...the men

who have no hair at all are in the avant-garde."

Dr. M. Wharton Young has a theory on which he has been working for 30 years that baldness may be indicative of the deep thinker. He thinks deep thinking causes the brain to grow, enlarging the skull and reducing the amount of fatty tissue in the scalp.

"Many intellectuals are bald but idiots and morons are seldom so," he said.

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Demos To Meet

The Klamath County Democratic Club will hold a dinner meeting Wednesday, April 17, in the Shasta Grange Hall, Shasta Way and Patterson. The dinner, beginning at 7:30 p.m., will cost \$1 per person. A program and speaker will follow.

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How to reduce wear and tear on your car

1. Anticipate stops and your brakes will last longer. Except in case of emergency, there's really no need for sudden, brake-slammings stops.

When you see a stop coming, take your foot off the accelerator. Your engine will slow you down—and you'll save wear and tear on your brakes.

NOTE: A braking stop at 60 mph is about four times as tough on brake linings as a stop at 30 mph.

2. Avoid bumping the curb—and save tires three ways. Bumping into the curb can: (1) Throw wheels out of alignment. This can increase tire wear up to 50 per cent. (2) Break tire cords and shorten tire life. (3) Flatten tubeless tires by breaking rim seals.

So be careful when you're parking. And if you ever should bump the curb hard, ask your Shell dealer to check your front tires and your wheel alignment.

3. Increase pressure in rear tires when hauling heavy loads. An extra four or five pounds of air will help rear tires withstand the extra weight. To make things easier on springs, distribute the load evenly throughout your car.

NOTE: The heavier the load, the more power your car needs to move it, especially uphill. TCP,* one of Super Shell's 9 working ingredients, helps Super Shell give you power when you really need it for heavy jobs.

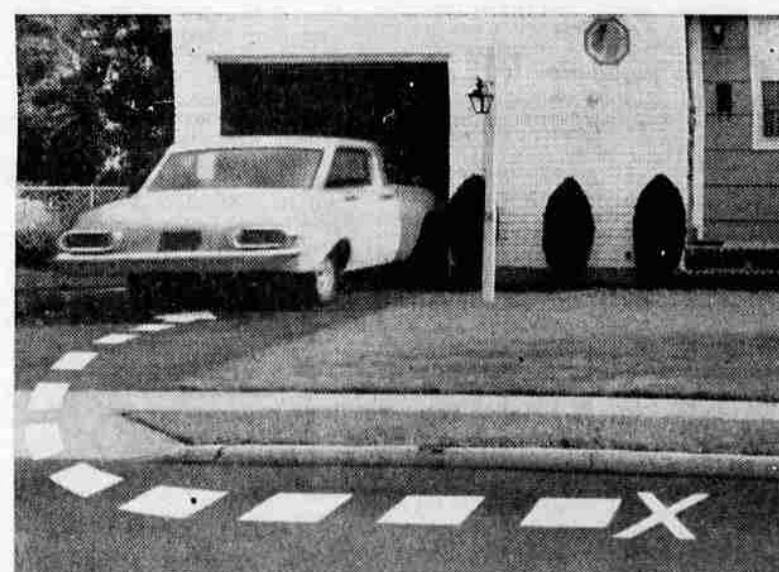
4. Don't park in front of your house—then drive into the garage later on. When you start a cold engine, moisture condenses inside. This moisture turns to steam and goes out your exhaust once your engine heats up.

But on trips of a few hundred feet, your engine can't heat up. The moisture stays inside—can lead to increased wear and sludge formation.

So, if you possibly can, drive right into the garage when you arrive home.

5. Make sure your fan belt isn't too loose or too tight. Too loose a belt can lead to an overheated engine, a run-down battery. Too tight a belt can damage generator and water pump bearings.

For a rough check on fan belt tension, lay a stick across fan belt pulleys, push



Do you know why it's bad practice to park in front of your house, let your engine cool—then put the car away later on? For correct answer, see item 4.

the center of the belt down firmly and measure distance between stick and belt. Correct distance should be about 1/2 inch for most cars.

6. Ask your Shell dealer to show you the heat control valve on your exhaust manifold—and to fix it if it sticks. If the heat control valve doesn't move freely, a number of bad things can happen—including burned valves, loss of power and rough running.

Once you know where it is, you can easily check the valve yourself by pushing it down with a pencil or screwdriver.

Just make sure your engine's cold so you don't burn yourself.

7. Treat your car to a regular check-up. All cars, even the brand-new ones, need periodic inspection—to catch small troubles before they cause big damage.

So, ask your Shell dealer to put your car on his lift soon and take a look. That's the best way to spot leaking brake fluid, a loose connection, or anything else that needs fixing.

Your Shell dealer will give your car a free bumper-to-bumper inspection every time you get a Shell lubrication.

Klamath Falls Shell dealers de-bunk a myth about car care

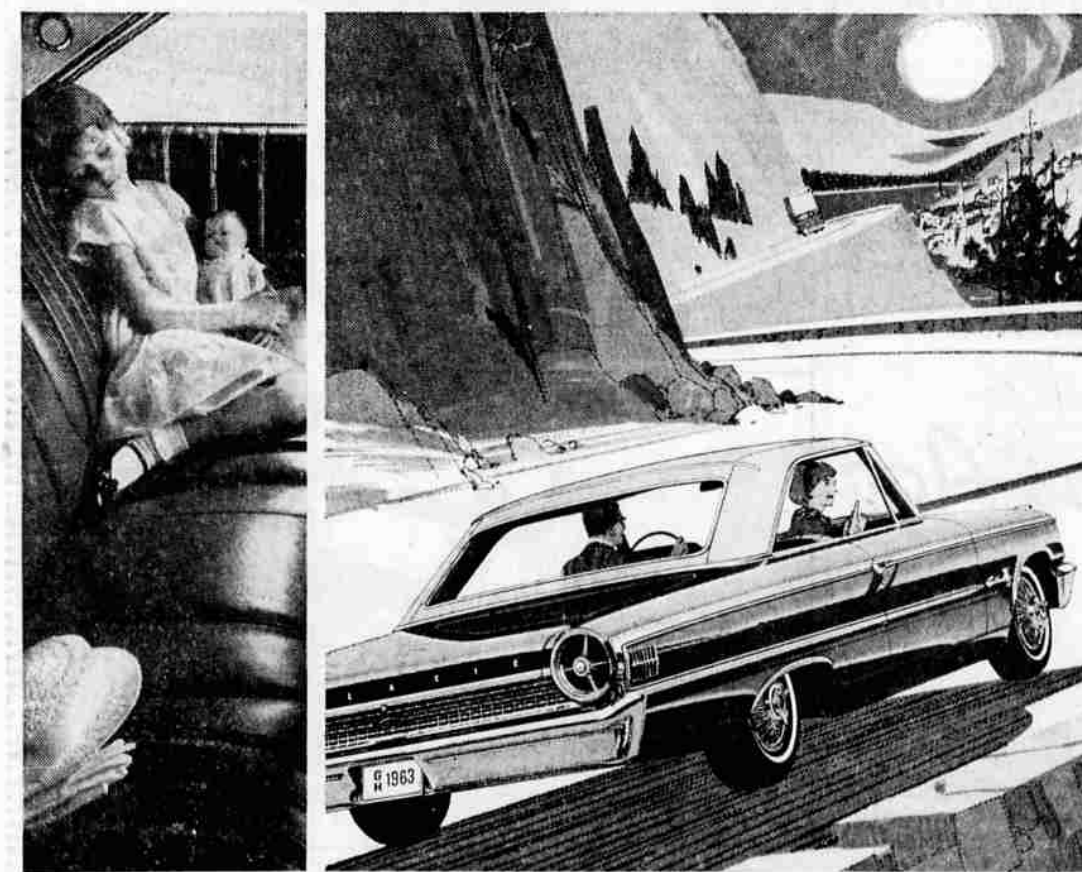
It's a myth that discolored motor oil is worn out—and should always be replaced

Time was when dark, discolored motor oil always meant the oil should be changed. Now, it's not necessarily true. Reason: most of today's premium motor oils look dark and discolored right away. Actually, they're working—holding tiny dirt particles in suspension so they can't build up on critical engine parts. When should you change? The American Petroleum Institute recommends every 60 days in summer, every 30 days in winter.

That's the real lowdown. You can count on your Shell dealer for straight facts and honest work. See him soon.



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But a solid, road-smoothing ride is only part of Ford's total performance story for 1963. Look how Ford swept the field this

year in the grueling Daytona, Riverside and Atlanta 500's and in the demanding Pure Oil Performance Trials. Only a car with total performance—the best combination of strength, balance, precision control, braking power and road-clinging suspension—could roll up so many wins.

Before you buy any new car, test-drive a Super Torque Ford. If you haven't driven one lately, you can't really know what a new Ford is like. Make this important discovery—if it's built by Ford, it's built for performance...total performance.

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