



PRINCIPALS AND SECONDS in Saturday's duel at Bieber prepare to take swings at gold-painted spikes in a race to see whether or not the original gold spike driven at the joining of rails in 1931 would remain in San Francisco with Western Pacific or go to St. Paul with Great Northern, G.N.'s Pres. John Budd (center left) edged out W.P.'s Pres. F. B. Whitman (center right) a few seconds after this picture was taken. Budd's second is Charles Clegg, Whitman's is Lucius Beebe, both noted railroad historians.

In The Day's News

By FRANK JENKINS

In the past week or so, I've driven through a couple thousand miles of more or less arid desert. I mean ARID. Not semi-arid. There never was much loose water in this area, which includes Nevada, Arizona, New Mexico and part of California. There isn't ANY now.

I'm talking, of course, about what for water, or a better word I think of as loose water. There is enough to drink, of course, and enough to wash your clothes and within reasonable limits enough to bathe in, but many hotels and motels have signs in the bathroom asking their guests to go easy in the matter of depth of water in the tub and PLEASE see to it that the taps are all turned off tight so that none of the precious fluid may be wasted down the drain.

"Making casual conversation with a bellhop this morning, I said: Has it rained here within the past week or so? 'Hell,' he answered. 'It hasn't rained here for seven years.'"

He was stretching it a bit for emphasis, but he wasn't too far off, at that.

From Carson City, Nevada, to El Paso, Texas (I put the starting point at Carson City because Reno is on the Truckee river, and the Truckee, which heads in the near-by Sierra, still runs a fairish little stream) there is only one flow large enough to make a river, and that is the Colorado at Las Vegas—or Boulder Dam, to be exact.

The Rio Grande, from its upper reaches clear down to El Paso, is a pitiful sight. I mentioned it only because it is the only one of the big rivers in the West that is not a river of the Colorado. Now you could almost wade across it.

The water is so low that most of the fish have died, thus choking down and practically eliminating a once profitable tourist industry based on sport fishing. If you've never seen an empty reservoir in a wide and rainless desert, you're lucky. It's a grim picture.

If all this were drifting sand and rock and lava desert, it would have no particular significance. We'd then shrug our shoulders and say it never was any good and it never will be any good, and what? It isn't that way. You pass through a gap in the mountains and before you lies a vast plain. Its other side is lost in the blue and purple haze. And, as like as not, IT'S ALL GOOD LAND, capable of producing rich crops in abundance IF ONLY THERE WAS WATER TO PUT ON IT.

You repeat that experience hour after hour and day after day. If you start counting these wide and waterless plains on your fingers, you run out of fingers before you really get started.

Listen: In southern New Mexico and southern Arizona, wherever there is underground water that can be pumped up and put on the land (as long as the water table holds its level), the world grows STAPLE COTTON in riotous abundance—and the world is yelling for long staple cotton.

Big money can be made raising this cotton. And the growing season down there runs practically the year around. What can be done with cotton can be done with vegetables and fruits. And cottonseed cake fattens the cattle that graze on the desert.

Listen again: The Colorado river is about the only practicable source of water for this area. And at Yuma and in the Imperial valley, Colorado river water has shown what it can do when put on this soil. The irrigated land there is a sight for sore eyes.

This being true, how long will it be before there are ALL the Colorado's flow in Arizona and New Mexico, with Southern California meeting its needs by BRINGING WATER DOWN FROM THE NORTH?

You answer that question. I don't like to. It sets my teeth on edge even to think of it. This much is certain: Unless Southern Oregon and Northern California put all their water to work AT HOME, we'll wish we had.

If we don't use it, we'll lose it.

SHOOTING HOURS
November 13
Open 6:24 Close 3:48

G.N. President Wins 'Golden Spike' Race

By MALCOLM EPLEY JR.

A railroad spike changed hands in Bieber, Saturday. It was a gold spike which on November 10, 1931, was driven into a tie at Bieber as a symbol of the joining of the rails of two great railway systems—the Western Pacific and Great Northern.

Great Northern won the "last gold spike" to be driven in railroad tradition at joining points of the railroads when handsome young G. N. Pres. John M. Budd, who was Klamath's G.N. superintendent just 10 years ago, edged out Western Pacific's more elderly Pres. Frederick B. Whitman in a spike-driving duel.

The spike had been in W.P.'s coffers since Arthur Curtiss James drove it at the original rail-joining ceremonies. The spike now goes to G.N.'s St. Paul headquarters.

OTT's homecoming queen, Jessie Lee Long, presented the golden nail to the winner on a purple velvet cushion.

Budd, though younger, had to come from behind to edge Whitman as he pounded his spike to the head in 13 seconds.

The duel took place in a wind-driven rain, similar to the original spike-driving of 20 years ago. And as the presidents worked, stripped to their shirtsleeves, two giant diesel locomotives nosed on the tracks behind them.

Seconding the presidents were a pair of international characters, Charles Clegg and Lucius Beebe. Both were dressed in formal attire probably not seen in the plateau country since the gay 20's—beaver hats, flat gray ties, morning coats with tails and gray trousers.

EDEN'S SPEECH, his first in the U.N. since the founding conference at San Francisco in 1945, was notable for its mild tone and lack of attacks on the Russians.

He urged all U.N. members—including the Soviet Union—to work from the small issues to the great "with real good will."

Backing up U.S. Secy. Dean Acheson's policy statement last week on every point, Eden cited the British-French-American disarmament proposals as one example of how the East-West disputes could work from the small issues to the large.

"We suggest," he declared, that the less important categories of armed forces and armaments, then move on to those that are more important and secret, and therefore more difficult to handle. . . .

"The sooner we can agree on the simpler categories, the sooner we shall have confidence to tackle more complex tasks."

APPEAL appealed to Soviet Foreign Minister Andrei Vishinsky to reconsider his scornful rejection of the Western proposals. The Russian had submitted, instead, his own disarmament plan calling for a world arms conference.

Eden also urged, as Acheson had before him, that agreement be reached to:

1. End the war in Korea;
2. Resume free trade through free democratic elections;
3. Give Austria a treaty ending the occupation by France, Britain, the Soviet Union and the United States;
4. Permit Italy to the United Nations.

Big Majority Given Peron

BUENOS AIRES, (P)—Argentina has returned Pres. Juan D. Peron to another six years of power in a record-breaking election which gave him a thumping majority over his main opposition.

Peron's chief opponents, the Radical party, conceded his overwhelming victory on the basis of government figures and unofficial incomplete returns from yesterday's election.

TOTALS With about one-third of the votes counted, the interior ministry announced that Peron had a total of 1,503,101 votes to 719,283 for Dr. Ricardo Balbin, Radical party candidate.

The pro-government press hailed Peron's victory as a vote of confidence by the people. It said his final majority will be bigger than in his first election in 1946, when he polled 55 percent.

Radical leaders declared that women, voting for the first time in an Argentine general election, were the main instrument in the Peron victory.

WOMEN A record number of voters—possibly 6,000,000—showed up at the polls, with women outnumbering the men. Forty-seven women, all Peronistas, are seeking election to the house of deputies (congress). Senora Eva Peron, ailing wife of the president, heads the powerful Peronista women's party.

U.P. Streamliners Crash In Wyoming, Eight Killed

Herald and News

Price Five Cents — 12 Pages Klamath Falls, Oregon, Monday, November 12, 1951 Telephone 8111 No. 2659

Keno Road Wreck Kills One

Canyonville Woman Dies In Collision

One woman was killed and several injured in a rash of automobile accidents over the weekend, mostly caused by the first snowfall of the season in the Klamath Basin.

The dead woman was Mrs. Jetta L. Perkins, 41, of Canyonville, Ore., who died outright Sunday afternoon when her car sideswiped a gasoline tanker on Oregon 66 about five miles west of Klamath Falls.

Her death brought the county's 1951 traffic toll to 21.

Klamath Three other persons fatalities in the car were injured. Mrs. Perkins' daughter, Lorraine Hayer, 17, and the girl's husband, Louis Gerald Hayer, 18, remain in Klamath Valley hospital today, but their condition is not considered serious. Hayer was in surgery today for a dislocated hip and fractured wrist.

Dale Pruett, 35, also of Canyonville, received facial cuts, but was not kept at the hospital. The truck driver, Edward Wilson of Medford, was not hurt.

The Perkins party had been here duck hunting, and were heading home. The Signal Oil Co. tanker was coming to Klamath Falls with a load of gas.

State police, investigating the accident, said apparently the truck trailer slipped on the wet pavement as it was rounding the curve. Mrs. Perkins car struck the drive wheels of the truck, then the front wheels of the trailer. The car was crushed against a guardrail and Mrs. Perkins was pinned inside, killed instantly.

Mrs. Anna Grimes, 60, route 3 box 384, was released from the hospital today after treatment of a head injury received Saturday night on Oregon 66 about nine miles west of town. A car driven by Oscar L. Grimes was sideswiped by a vehicle driven by L. A. Dragoo of Medford.

Leo Cabarran, 33, of Weed, remains in the hospital as a result of an accident on US 97 south of Mt. Hebron. He rolled his car over Saturday night and was brought to Klamath Valley for surgery treatment of head lacerations.

The week's snow was a cause of dozens of minor accidents all over the Klamath Basin, most of them more annoying than serious. A local garage reported its wrecker crew pulled in about a car an hour over the weekend.

That work is still going on, should be finished in a few days. In the Bly-Beatty area \$35,314.76 was spent, primarily on the Ivory Pine and Camp 6 roads which in the past have been among the worst in the county in the winter.

Other expenditures were: Fort Klamath area \$10,826.88; Dairy-Bonanza \$13,881.32; Merrill area \$10,752.67; Malin area \$26,012.10.

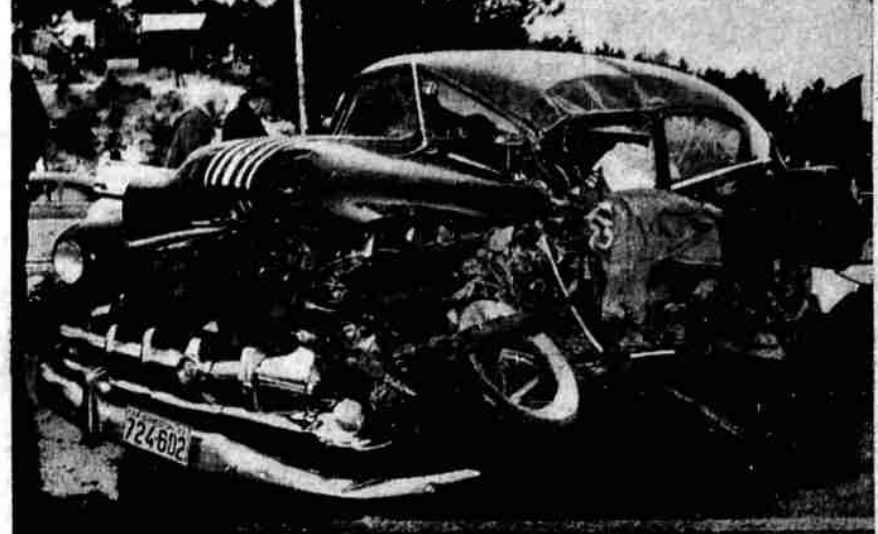
MERRILL Approximately \$10,000 more is to be spent this fall in the Merrill area. Work on the Anderson road is going on now.

The county rock crusher which has been located at the Dehlinger pit at Stukel has been moved to Harpold dam, across Lost river from where it sat for several years in Poe valley, and is to provide rock for the next few years for work around Langell valley, Dairy, Hildebrande and Bonanza.

The work this year in various parts of the county has included replacing some wooden bridges with concrete culverts.

SPRAGUE RIVER The second largest chunk, \$50,480.00, went into the Sprague River road, getting an 11.75 mile section from that road from just above the town of Sprague River out to Oregon 66 built up and ready for eventual paving.

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TRAPPED IN HER AUTOMOBILE, Mrs. Jetta L. Perkins, 41, of Canyonville, died Sunday afternoon in a collision on the Keno road. Picture shows the damage to her car, and Mrs. Perkins' body is inside, covered with a blanket. Three other persons were injured.

ROAD WORK SUMMARY		
Location	Miles	Cost
Fort Klamath area	11.74	\$ 10,826.88
Klamath Falls-Midland	12.16	75,062.84
Merrill area	2.96	10,752.67
Malin area	6.10	26,012.10
Dairy-Bonanza	6.42	13,881.32
Bly-Beatty area	20.97	35,314.76
Sprague River project	11.75	50,480.00
Totals	72.10	\$222,300.62

Klamath Road Work Costs For Year Total \$222,300

Klamath county spent \$222,300.62 on roadwork this year up until November 6, according to report of Engineer W. R. Canton to the county court.

The roadwork was done in most sections of the county and included grading, construction and graveling. The Klamath Falls-Midland vicinity, which includes the suburbs, received 12.16 miles of roadwork, \$75,062.84.

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Trains Hit In Blinding Snow Storm

BULLETIN
EVANSTON, Wyo., (P)—One Union Pacific streamliner smashed into the rear of another streamliner passenger train in a blinding blizzard today and eight persons were known to be dead.

EVANSTON, Wyo., (P)—A Union Pacific streamliner crashed into the rear of another in a blinding blizzard west of Evanston today and first reports said five were killed.

The passenger trains, both eastbound for Chicago, were the City of San Francisco and the City of Los Angeles. First reports said the San Francisco train smashed into the rear of the other.

The unconfirmed reports that five had been killed came from the Evanston Herald office. An editor said the information came from a state highway patrol officer.

He said engineer Rees Paul and electrician John Branstetter, both of Evanston, were reported to be among the dead.

He stressed these reports were unofficial.

KF Kidnap Jury Fails To Agree

SACRAMENTO, (P)—A jury failed after eight hours deliberation Saturday to agree on a verdict in the case of two 17-year-olds charged with kidnaping an Oregon truck driver.

The youths, Buford F. Faust and William C. England, both of St. Paul, Minn., were accused of kidnaping James Edwards, 24, Medford.

Date for a new trial is to be set November 19.

The mothers of both of the boys, Mrs. William England and Mrs. Jess Faust, were here from St. Paul to aid them.

'HEARTBREAKER'
The jury deliberated eight hours before being dismissed. It stood 11 to 1 for acquittal and the attorney for the defense, Norman Samuelson of Sacramento, termed the deadlock "a heartbreaker."

The boys are in the Sacramento county jail.

Faust testified he and England met Edwards on a Medford street as he asked them about a car and that he picked them up later as they were trying to hitch a ride east toward Klamath Falls.

Faust admitted taking \$80 from Edwards as the three shared a Klamath Falls motel. He testified that was after Edwards made improper advances toward England. Faust admitted threatening Edwards with a revolver.

Faust said Edwards told them they were not the first boys with whom he had been involved and apologized to them. Faust testified the 24-year-old truck driver agreed to take them to Dorris, across the California line, despite the incident.

Edwards denied making advances and said he permitted the boys to share his motel because they were without money. He said they forced him to drive them toward California, and that he jumped out of the car as it was stopped at the border for the agriculture department inspection. The boys got out of the car and ran.

They were arrested on the highway a few hours later by Dorris Police Chief Fenton Mahrt. The incident occurred September 21.

CAPTURE

Car Rammed Deliberately?

SUFFOLK, Va., (P)—Did a motorist deliberately ram his car into one in which his wife and a soldier were riding yesterday?

The husband, Clarence O. Thomas, 35, of Portsmouth, was killed. His 28-year-old wife, Pauline, and the soldier, James Wilkins Breakfield, 26, also of Portsmouth, were injured.

State Trooper N. C. Davidson said, "It looked like a case of one car deliberately crashing into another." He ascribed it to jealousy.

Davidson quoted witnesses as saying that the Thomas car went past the Breakfield auto, suddenly made a U-turn, came back and rammed the other car.

Mrs. Thomas and Breakfield were taken to a Portsmouth hospital. Attendants said her condition was poor and the soldier's was satisfactory.

Breakfield's wife gave birth to a daughter last Tuesday at the same hospital.

9 O'clock Special
TERRY McCORMACK, 10-year-old son of Mr. and Mrs. T. P. McCormack, 1815 Main, was photographed this morning carrying his early paper route.