

Herald and News

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NEW YORK (AP)—Chemistry may break the deadlock between the government and the oil industry and produce synthetic gasoline commercially "much sooner than many think."

This is the opinion of the research manager of Koppers company in Pittsburgh, in announcing that its research department is going to set up a pilot plant for the conversion of coal to synthetic liquid fuels.

What they'll aim at is not so much the synthetic gasoline they'll make but the valuable chemicals the process will also turn out.

Government officials are plugging steadily for commercial plans to turn coal or shale into gasoline and fuel oils.

They contend this would be a national safeguard if war should deplete present supplies of petroleum. And they think the synthetic gasoline can be produced from our abundant coal and shale supplies almost as cheaply as from petroleum.

Oil industry leaders have criticized this condition. They claim the synthetic gasoline would be far more expensive to produce and they say that the tax money and steel would be better used to expand the oil industry facilities.

They also say oil reserves are sufficient for even a war emergency.

Dr. G. F. D'Alleio, Koppers research manager, agrees with both sides to some extent.

He says: "While plants to make gasoline from coal are costly to build and gasoline could not presently be produced in them at prices in competition with petroleum gasoline, research is finding ways to produce an increasing number of valuable chemicals in such processes."

"These processes can be regulated to produce more chemicals and less gasoline. It is here that upgrading of products may result in a 'coal to gasoline' plant becoming economically feasible much sooner than many think."

The Koppers pilot plant at Verona, Pa., will produce gasoline of aviation rating, but also a long list of aromatic chemicals such as benzene, and also phenols and cresols, alcohols, aldehydes, ketones and fatty acids.

The commercial value of these would make plant operation profitable, D'Alleio says.

Koppers is spending its own money on this pilot plant — but government officials have proposed that government backing be given to those wishing to enter the synthetic fuel field.

James Marlow

ABC'S

WASHINGTON (AP) — Mr. I get confused. "We the people..." it says right here in something I've been reading. Constipation, they call it. Bunch of bigwigs got together a long time ago in Philadelphia and wrote it out. Pretty hot stuff.

"We the people..." it says, meaning, I take it, to the people own the government. I guess that includes me because I pay taxes.

But sometimes I wonder. Sometimes I ask myself: Just whose government do the politicians think this is?

I know politicians run the government. Guys like me elect them. I don't like them much. Never have. Too many of them get too big for their britches. Every time guys like me elect them it's like using a bicycle pump on them. It puffs them up.

But I guess I haven't got too much right to complain. Somebody's got to run the government. So guys like me elect them to take care of the details while I make a living.

Of course, they make a pretty good living out of it.

But that's all right so long as they remember who's paying them and the government belongs to guys like me, as well as to them.

Something just came up to make me think. This talk about stealing in the government. Internal revenue, particularly. Burns me up. Guys playing around with my money. "Clean 'em out," I say. And I really mean clean 'em out. So

President Truman sends a plan to Congress to make internal revenue cheaper to run and cut down on the chances for stealing.

Nobody been talking louder about cleaning out internal revenue than Congress and now all of a sudden, I read in the papers, Congress gets a big chill. It begins to look like a man who suddenly got a forkful of mud when he orders gravy. Seems this is the trouble: There are 64 internal revenue collectors and a whole bunch of offices scattered around the country. Mr. Truman wants to cut down on the offices and cut the 64 collectors to 25. But that's not all.

As it is now the senators can name all 64 collectors—guys that did them favors or put up dough for their campaigns, or something. Anyway, they can name all 64 and the President appoints them for the senators. But under the new plan the senators couldn't appoint even one. All 25 would be regular government civil service people who got promoted to collectors because they had been doing good work.

So if the senators okayed this idea even one, all 25 would be regular government civil service people who got promoted to collectors because they had been doing good work.

I wish there was some way I could remind them sometimes about the question that pops up in my head sometimes: Just whose government is this?

Automotive Engineers Eye New Developments For '52

By David J. Wilkie
AP Automotive Editor

DETROIT (AP) — It used to be said an automobile engine was only good as its bearings. This view is being upset by engineering progress, according to speakers before the Society of Automotive Engineers here.

New materials have been developed that produce bearings that actually outlast engines and free engineers from one of the limiting factors of engine design.

Arthur B. Shaw, of General Motors' Moraine Products Division, described what is called the Moraine-400 bearing. Basically it is comprised of a steel backing clad with a cadmium-silicon-aluminum alloy overlaid with a tin-copper-lead babbitt.

Shaw said the new bearing has outlasted three to four crankshafts and blocks in a test engine. He estimated the new bearing has six to 10 times the life of conventional bearings, with four to six times the load-carrying capacity.

Materials shortages and other shortages and other defense restrictions have not hampered engineering work in the industry's laboratories.

This has been well demonstrated in the work that has been completed on experimental cars; power braking and power steering.

One speaker on power steering told the engineers five car makers probably will have the steering aid in this year's models, compared with one, Chrysler, in 1951.

He didn't designate the five, but aside from Chrysler, it is known power steering will be introduced this year by Cadillac, Buick and Oldsmobile.

Ford has been experimenting with the device but whether it will be ready for introduction on this year's Lincoln models has not been indicated.

They'll Do It Every Time



By Jimmy Hatlo

It has been some time since Communist negotiators at Panmunjom have offered a significant concession, or in fact any proposal at all.

In recent meetings, the United Nations conference have been doing all the conceding, almost to the point of endangering the Allies' future military security on the Korean Peninsula. This has been done in the interest of indicating our firm desire to reach a settlement, to prevent the talks from bogging down.

For example, we have abandoned our demand for aerial inspection over North Korea during an armistice period, and have agreed to limit troop rotation (the Reds wanted it halted altogether).

But if these concessions are not to be matched by similar yielding on the Communist side, there can be little hope of further significant progress in the truce parleys. As one UN negotiator stated, we have not come to Panmunjom to arrange for the destruction of our forces.

STALL

The Reds are stalling, clearly awaiting new instructions from higher authority — possibly Moscow. Meanwhile they fill the void with insulting epithets.

Soviet Foreign Minister Vishinsky's suggestion that the UN Security Council try to help bring the talks to successful conclusion may provide one key to the delay. The Communists may have decided they have gained all the advantage they can at Panmunjom. They may feel that future advances depend upon transferring the negotiations to the larger political arena.

If this is their hope, the responses of top Western officials make it evident they are doomed to disappointment. We have no intention of giving the Reds a chance to mix broad political questions with the specific military issues under negotiation in Korea. Nor do we intend to throw them into the Security Council where Russia can veto any solution not satisfactory to her.

On the other hand, the Reds' aim may be simpler. Having seen what striking concessions we have already offered in an effort to keep the talks moving toward settlement, they may be convinced that continued stalling and stubbornness will push Washington to yield new ground.

'FINAL OFFER'

But we declared on announcing

Whiskey Ad Ban Sought

WASHINGTON (AP) — A bill that would ban broadcasting of whiskey advertising over radio and television—but not beer or wine—is before Congress.

Introduced Wednesday by Sens. Johnson (D-Colo.) and Case (R-S.D.), it carries penalties not only for radio and TV operators, but also certain makers and sellers of whiskey.

Actually, radio and TV stations in the U.S. do not now accept whiskey advertisements. But there is no law against it. Radio stations in Alaska and Hawaii do, and the bill would apply to these territories.

The bill gives the Federal Communications Commission the right to revoke the license of any station violating the ban.

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EAGLES

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Mail donations for this good cause accepted.

SUNDAY

Special March of Dimes Class Initiation Sunday, 2:00 p.m. - Entertainment and Feed to Follow

BLOOD DONATIONS ASKED

Klamath Falls citizens are being asked, along with all other communities, to donate to the blood bank. On TUESDAY, JAN. 22, a mobile blood bank will be in Klamath Falls to receive donations. If you care to donate you are asked to fill out the attached coupon and mail it to the Red Cross offices in the armory prior to that date. The clinic will be open from 12:30 to 5:30 p.m. Fourteen persons can be accommodated every 15 minutes. Please list an alternate time on your card. Nursery service will be furnished for those with small children. Transportation to and from the armory will be furnished those requesting it. The blood will be taken at the Armory.

KLAMATH COUNTY BLOOD PROGRAM
Donor Pledge Card

Name _____ (Home)

Address _____ (Business)

Telephone _____ (Home) _____ (Business)

Group Affiliation _____

I am willing to donate my blood through the Red Cross Blood Program to assist in saving someone's life.

PREFERRED TIME _____

(Signature)

Pilot Has Fine Time

OKLAHOMA CITY (AP) — A plane's wild gyrations over an Oklahoma City suburb set the whole community a-tir.

Telephone calls flooded police headquarters. Some reported the plane was out of control. Police rushed out to see and, mouths agape, watched the plane looping spectacularly, once passing under a power line.

When the plane landed at the downtown airport, police nabbed two aboard.

They were identified as Air Force Lt. Clifton R. Ashley, 27, Granite Falls, Ore., and his brother Homer, 30, of Fairfax, Va.

They were booked on a charge of reckless flying. Homer, who said he was a postal clerk, also was charged with public drunkenness.

The lieutenant insisted he was the pilot.

"My brother doesn't have a license and has never been up before. He just went along for the ride," he said.

Police said they were holding both, however, because the plane, by the correspondent good individual medical advice would seem to be desirable.

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COFFEE Chose and Sanborn lb. 83c

TUNA Nestle's Sweet Milk Chocolate, lb. can 49c
Van Camp's 6-oz. cans 23c

ORANGE JUICE Royal Club 46-oz. can 29c

CHEESE Pabst-ette 2-lb. loaf 89c
Grade 'A' Large Fresh Ranch

EGGS Dozen 59c

Gelatin Royal 4 pkg. 25c

INSTANT COFFEE Maxwell-House jar 39c

OLIVES Royal Club Pitted large can 39c

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