

Herald and News

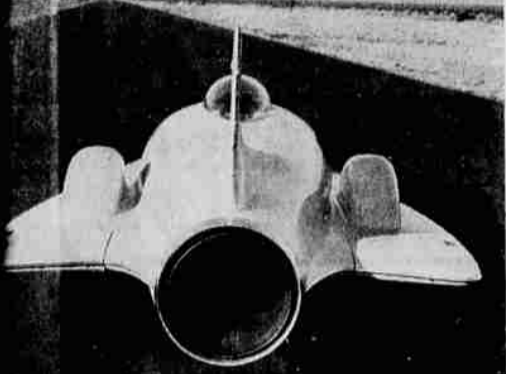
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BILLBOARD



By BILL JENKINS

General Motors, being a prove and aggressive industry, is out on the highways in a hot-rod, the XP-21, experimenting with the possibilities of a turbine car. They say that this test model is not intended for commercial use. But it does raise a lot of questions.

Biggest of which, as you will see from the picture, is—What are you going to do when you get caught in traffic? Can't you just imagine exhaust coming out of that whacking nozzle on the road and washing around your feet?

The Buick first came out in 1910, in the tender models years ago the public prints all of japes about birds building in the ports. With this it will be not only birds, cats, small children and animals, not to mention your pecking a few items in there to get them out of the way.

My little use for cars is type. But then, Mr. Harlow, who is president of GM, and I suppose he knows a deal more about cars than I do. Most anyone does. I don't understand my plain old gas horseless buggy.

More business news from the Far West. Henry Kaiser tells us that more than one third of all the aluminum produced in the United States was made right here in Oregon and Washington. The Pacific Northwest's share was a whopping 943 million pounds, and that was a gain of 35 percent from 1952. Who said we're slipping?

In the history books that future generations will have to wade through the present day will be known as the Era of the Great Stall.

Used to be that people had trouble ironing out arguments. Now we have trouble ironing out arguments over how, when, where and why we're going to argue.

The days of the soft voice and the big stick are gone, the old shillelagh laid away with such other relics as the long rifle, the Peace-maker Colt and the line in the dirt that you dared the other fellow to step across.

Nobody goes around with a chip on his shoulder anymore. They're all piled up in a huge heap at the United Nations, an organization perfectly fitted for the important work of culling over the various chips and getting them classified. And in the meantime, the former owners are out snarling at each other over a discussion table. They might be talking, but we think that in all probability they are trying to spot whether the other man is carrying a gun or not.

CAUGHT IN THE ROUNDS

By DEB ADDISON

FULL to the brim with talk from all kinds of ex-likie sitting back after de-licking a U.S. No. 1 A Klamath baker—the memory lingered like having opened the spud-licked out a lump of browning, memory is not one of comm-lickerated satisfaction. I'll remember one thing—both in the talking and the de-licking of potatoes—our Russel-licker, if they come from Klamath, Oregon or Idaho, are the potatoes in the world. Grow-licker their ups and downs, are subject to the vagaries of de-licker, disease and supply on de-licker, but our Russel-licker are to all other potatoes.

When we were talking about how health-licker and some mistaken trends in de-licker have become a danger on de-licker consumption. It was a de-licker, the Andrews de-licker, the habit of serving their de-licker topped with a liber-licker of plain, cold de-licker. In lieu of butter, it's de-licker. Ray said, they still eat de-licker with cottage de-licker. He said, here's a way to pro-licker de-licker of cottage de-licker AND de-licker all at once.)

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They'll Do It Every Time



ALONG NATURE'S TRAIL

By KEN McLEOD

Our portion of the Klamath River between Keno and Klamath is one of the recognized navigable rivers of Oregon and though today it may be little more than a mill pond it is a river that has its memories of days of the steamboats. When the horseless carriage came into the picture the steamboat vanished from the picture and for a number of decades the river has been forgotten and neglected. With the coming of the railroad, navigation was further curtailed when the roadbed of the iron horse shut off travel to Lower Klamath Lake and its numerous historic landings.

The iron horse completed the demise of the boating era but with the railroad entrance into the scene the lumber industry expanded mightily and its mills began to line the shores of the placid river. The river offered ample opportunities to float logs to the mills and storage for logs— and likewise some troublesome waste. The lumber industry opened the era of industrial pollution of the river, and for a time to one paid any attention to the mounting tide of debris that was the result.

The population of the valley increased, paved roads began to reach every corner of the area and the horseless carriage multiplied. The pressure of population growth is starting to become a problem for us, roads are becoming congested with traffic, places for recreation for our people are being overcrowded to the point that many people are beginning to turn back to the water as a place for recreation. The river, so long forgotten will once again be discovered and traffic again will start to flow upon its waters, not for commerce but for recreation.

The decades of use of the river by industry has left its mark in hazards to recreation, sunken logs, dead-heads and the discarded chunks that were so easy to get rid of by floating down the river. Then there is the tremendous quantities of bark that come from the logs. For years the industry found it a very simple expedient to merely open the boom when the

bark became too great within it, thus the people down the stream could handle the problem the mills created. This abuse of the river has set up a controversy regarding the influence of mill waste upon fish life and the heavy load of organic matter wasted from the mills to the river has been suspect of creating biological disturbances that are decidedly detrimental. Bottom samples taken in the studies made during 1953 of the river show that 50 per cent of the organic matter there is composed of wood fiber. As this material decomposes it takes oxygen from the water, the oxygen that is needed for the sustenance of aquatic life.

The problem today is not so much crying over the abuses of the past but what are we going to do about the future. To clean up the river from the hazards of sunken logs and debris that is dangerous to the recreational use of the river will be a large task and cost considerable money. It is a task that eventually will be done for the basic recreational opportunities presented by the river cannot be denied.

The biological dislocations that have taken place from pollution of the river, by both industry and human occupation is another factor and eventually the complex relationships will have to be studied before they can be understood. There are at present at least four sources of pollution whose effects must be determined before a complete understanding of the biological forces at work in the waters of the stream can be placed in their proper order of importance.

These sources of pollution are first—the waste from lumber mills using the river for log storage and transportation. Second—the pollution load discharged to the river from the city of Klamath Falls. Third—the pollution load created by decaying algae washed down the river from Upper Klamath Lake. And fourth—the pollution problem created by drainage waters from farmlands of the Basin.

To make the river a safe place for the recreational enjoyment of boating is a much simpler problem than the problem to make the stream into a "fisherman's paradise." There is no reason, however, that the river should not become a good fishing stream for those species of fish its waters are most suitable of supporting.

The problem of handling mill waste is a difficult problem, the most complicated problem present in this case is to get the mills to recognize their responsibilities, a subject which they have not cared to look too closely into. Much of the sawmill problem is actually caused by thoughtlessness than by any willful desire to flaunt responsibility—the river is such an easy way to dispose of unwanted material.

Sam Dawson

NEW YORK (AP)—Steelmen are beginning to wonder if that expected order pickup is going to come in February after all. Or will it be put off until March?

Their customers seem to have a much larger inventory of steel than steelmen had counted upon in their earlier predictions. The steel mills have made this same error of underestimating their customers' supplies before.

The big steel strike of 1952 showed that, Customers didn't have to shut down their plants for lack of steel, in any such numbers as the steel companies had supposed when the strike began.

Metal users may have scraped the barrel for supplies, but most of them kept on going during the strike. Their stocks proved later than cutting the mills or the government control agencies had supposed.

When consumers started living off inventories late last year, steel companies widely predicted that by now most of them would have to start ordering again. But so far the orders haven't poured in as expected.

One thing that could change this picture quickly would be a threat of a new steel strike. Most of the steel companies will be negotiating a new wage contract before June 30.

There may be a fair amount of strike-hedge buying of steel if the bargainers get close to contract termination without agreement, the Iron Age, metal trade weekly, notes today.

The weekly thinks the present slow pace of steel production will continue for several more weeks and then improve mildly. It forecasts a probable high for the first half of March.

But if strike-hedge buying should be added to this hoped-for spring buying upturn, steel business could look pretty good during the first half.

The steel unions are expected this year to intensify their bid for a guaranteed annual wage. And the companies are expected to be tougher to deal with this year, with demand less urgent and production nearer the break-even point.

OIL STAINS

To remove cod-liver oil stains, sponge with glycerine or carbon tetrachloride; then launder.

HAL BOYLE

WASHINGTON (AP)—What in the world is Washington, D. C.? Most great cities of earth you can peel like an orange, and get at the heart and the pulp of it. They give even the most casual visitor a definite feeling. New York is a tower. . . Paris is a beating pulse and the eyes of a new love telling old lies. Naples is a song in the night and bread crumbs on a tablecloth. . . London is stolid courage in a fog. . . Shanghai is mystery and poverty that smiles at its own misery. . . Calcutta is a naked beggar pleading for alms beneath the shade of a Victorian monument. . . Berlin is a question mark, saluting itself. . . Bombay is a tired mongoose fighting a bored cobra, while each waits for the Point Four program to give it a better way of life. . . Athens is a blue sky and antique statues and a wine with a resin taste, just as it tasted when Socrates drank it long ago. . .

Yes, most great cities are a definite feeling. But what in the world is Washington, D. C.? I know it is the capital of the United States, and that George Washington was able to sleep better near here than at Valley Forge, but what else? I have come here many times, but all I get from it is a feeling of puzzlement. To me it is a vast jigsaw puzzle made up of thousands of sights and impressions, but I never have been able to fit them into a pattern, and I am beginning to doubt if there is a permanent one. This is a political city, and the only permanent thing in American politics is the next election. . .

Every once in a while I have a feeling I'd like to go out to the Lincoln Memorial all alone at midnight, look up at the statue of the Great Emancipator and ask, "Mr. Lincoln, tell me about this place." But I'm afraid the only answer would be a sigh. After all, they shot Lincoln here.

What in the world is Washington, D. C.?

Well, it isn't America any more than New York is. . . It is a mass of officials kneeling with their ear to the ground, and each one whispering nervously to his neighbor, "What are the grass roots saying? . . . It is a place where most people come to from somewhere else; they still call home. . . a camp of transients who have pitched tents here for a purpose, and then move on.

It is a two-way escalator where politicians pass each other while carrying out the will of the people. Gladly on the way up. . . It is full of the front-page faces of yesterday; the faces of those who mistook what the grass roots were saying and no longer want to go back home. . . and they sit in their clubs and talk with old cronies of forgotten battles the voters no longer care about. . .

What in the world is Washington, D. C.?

Above all it is to most of those here a job. . . a warm desk out of the rain. . . a reach for prestige, the greatest fulcrum of power the universe has ever known. . . A fellow who comes here and doesn't want anything is a tourist. It is a government girl saying, "Maybe if I'd stayed in Dubuque I'd be looking after a husband now instead of looking forward to a pension. . . It is a lobbyist's reach for the dinner check, and I say, "Well, congressman, as I was saying, it is only what the people want." . . . But he doesn't say whose people. . . Nothing is done here without invoking the name of that great mystery—"The People." . . . It is a small boy turning to his mother in the Senate gallery, and saying, "Mama, are you sure those men down there are really senators?"

It is compromises and pleading and committees. . . It is a place where the cocktail party is a weapon, and gossip is not so much a vice as an industry. . . It is a town where everybody wants to feel he's in the real inside, part of "the big know." . . . It is a forum, a sounding board. . . It is a lonely integrity and private chicanery. . . And jet-propelled opportunism. . . And stubborn sincerity. . .

It is museums and monuments and tons of secret documents and scores of busts of famous Americans, including "Flat-Mouth," the noted Chippewa chief. . . "Does it never change?" a visitor asks, and a cynic answers, "Sure, it changes from organized chaos to a confused optimism—depending on how you look at it."

What in the world is Washington, D. C.?

I still don't know. But I do know that the only thing that holds it together are the dreams of 161 million Americans—and a small ball lot box.

WASHINGTON (AP)—Not a word better than events of the past three days the gap between the United States and Russia how dim is the chance for agreement on their biggest problem. After many speeches here in Moscow about getting long exchanges of notes extending months, and much making the two powers reached the sitting down in the same talk.

Not talk about what they want to talk about, just talk about ranging the time and place of the real talks.

The three allies—United States, Britain, France—have exchanged notes with Russia since last month, trying to set up a meeting their foreign ministers. . .

Representatives of the Western powers in Berlin met to settle the talks. All this week they've been talking to be in East Berlin. This country wanted more half in West Berlin.

Last night the four representatives gave up, dumped their agreement back in the higher officials.

But even if the preliminary talks settled, the United States and Russia are in complete disagreement on their major European problem, Germany.

The United States wants to see West Germany united with the West. The Germans, after eight years of the Russians, would rejoice in being united with the West German allies.

What would this mean to the United States? Secretary of State Dulles made clear in a Monday night what hopes the country has for Germany.

He outlined America's military strategy, based on West European defense against Russia, lack, backed up by this country's potential for "massive" retaliation.

He said Europe cannot be defended unless Germany is able to rearm. He said it can't be under the present armistice conditions, although it could be unified European army if France agreed to go along.

But the last thing Russia wants is a rearmed Germany. It's the past year, by many trying to avoid just that.

Dulles could hardly tell the Russians at Berlin for a rearmed Germany. And Russia hardly yield to him.

President Eisenhower and his Premier Malenkov exchanged speeches during 1953 on the subject of peace. The two countries' member Eisenhower suggested they sit down and talk materials for peace. If that was indicated, maybe they could talk about getting rid of atom bomb.

Russia responded with the claim that banning the atom should come first, and the right to talk about that. Two powers sit down to peaceful use of the atom.

This week Dulles and the Russian ambassador began talking arranging American-Russian talks on the atom, as Eisenhower suggested.

But in his Monday night talk this country's new military strategy, Dulles said this country longer will depend on huge forces, matching man for man with the Communists in the but will try to prevent any of this way.

Standing ready to blast the tacker with "means of its choosing." What means? He didn't say. There's no doubt meant atomic weapons.

Dulles, therefore, couldn't well agree on banning the bomb.

Hugh Pruett

Astronomer, Extension Division Oregon Higher Education System

Since those supposed to be authorities tell us that the 20th Century began on January 1, 1901, we are now starting the fourth year of the second half of this century.

The earth was nearest the sun for any time this year early in the morning of January 2. It will be most distant — 3,000,000 miles farther away — on the afternoon of July 3. The earth's orbit is not a circle but is slightly oval with some sections nearer the sun than others. However, since the average distance is 93,000,000 miles, from a very accurate drawing representing the orbital shape, one cannot detect that it is not a circle excepting by carefully made measurements. Drawings illustrating the ovalness are always greatly exaggerated.

There will be a total eclipse of the moon visible wherever the sky is clear in practically all of North and South America on the evening of January 13. This will be discussed in considerable detail in this column next week. On July 15 there will be a partial lunar eclipse with 41 per cent of the moon's diameter in the shadow, but this will occur before moonrise in most of North America.

There will be three solar eclipses visible somewhere in the world during 1954. The first of these occurred January 4 by any United States time standards. (Almanacs giving London time correctly state "January 5.") This was the annular (not "annular") or ring type, where the moon was a little too far from us to block out the solar surface completely. A narrow ring of light was left around the outer edge of Old Sol. This eclipse was visible only around the south polar regions.

On the morning of June 30 there will be a solar eclipse rated as total. The narrow path of totality will start at about longitude 100 degrees west and extend northeastward across Minneapolis and on to Europe and end in India. Over most of North America, Europe and Asia, the eclipse will be partial.

On December 25 there will be another annular solar eclipse, but it will be visible only in Southern Africa, Australia and the Indian ocean.

The brilliant planet Venus, which for some time has been absent from the western early evening sky, will pass almost behind the sun on January 29. After that it will set after sunset. Then it will be several weeks before this planet is far enough from the solar glare to be seen, but when finally it is, it will be our splendid "evening star" almost all year, or until shortly before Nov. 15, when it will pass almost between us and the sun and again become a "morning star."

Since we are now at a time of sunspot minimum, auroras will hardly be very abundant this year.

Bruce Bioassat

Surely this ought to be the year of decision on the question of the European Defense Community.

Everyone knows that its fate hinges upon what the French do about it. And everyone knows that France's political leaders are extremely unenthusiastic about EDC. Their lack of enthusiasm stems, of course, from their fear that Germany would tend to dominate the six-nation army. To balance that fear, the French want assurances from both Britain and the United States that they will keep armed forces in Western Europe a long time—perhaps 50 years.

Beyond this, the French would also like to have the British associated with EDC—indeed with all efforts at European unity—much more closely than Britain itself wishes.

On the question of troops in Europe, both Britain and the U.S. understand the political importance as well as the strategic value of contributing forces to the general defense. At the same time, Secretary of State Dulles has warned that American lawmakers' patience will wear thin if France does nothing and Germany is consequently barred from taking part in its own defense.

Apparently the French have imagined that they could wait for greater assurances from America before going ahead. But certainly Dulles has now disabused them of that notion. We expect the French to act first. When they have approved EDC, then we may extend to them firmer guarantees of continued American military participation in Europe.

But up to now the French have not moved in response to Dulles' prod. Instead, they are looking more kindly toward Britain, in the hope of finding there the prior assurances that could make EDC palatable to timid French politicians.

Fresh reports from London hint that British leaders are listening politely to these new overtures from France. Jean Monnet, architect of European unity efforts in the economic sphere, is trying to link Britain more tightly with the European Coal and Steel Community over which he presides. He believes that if he can succeed in that, he will have laid the foundation for a broader unity—including Britain—in the political and military fields as well.

Even Chancellor Adenauer of West Germany is said to endorse this attempt, since European-minded Germans realize any aid by them for leadership would be viewed with grave suspicion.

So, in this first stage of what ought to be EDC's year of decision, Britain seems to hold the key. If the British can overcome their reluctance enough to tie in more closely with Western Europe, then the French may at last move to ratify EDC.

Without that, the whole enterprise may deteriorate into a waiting game between France and America. If neither then were willing to act first, the project might collapse, leaving Western Europe's defenses imperiled. For no practical alternative to EDC has yet been proposed by any Western statesman.

TICKET

DALLAS, Tex. (AP)—A cabin crane driver got a ticket yesterday for going 15 miles an hour on an expressway—where the minimum speed is 40.

FOR RAIN, SLEET OR SNOW

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