

Herald and News

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Along NATURE'S TRAIL with Ken McLeod

When the scientists of General Motors Research started out to discover what caused the knock in the gasoline engine, little did they dream that the search would end in creating entirely new industries and one that would draw its raw material from the sea. But so it did by sending the Dow Chemical Company to the ocean to obtain the bromine that was necessary to make the new gasoline additive.

In the year 1920 when the discovery of tetra ethyl lead was made no one dreamed that they would have to call upon the chemical industry for enormous quantities of bromine. In fact, the bromine industry was a very small affair because the world's demand for elemental bromine amounted to but 2,000 tons a year.

In 1949 this world demand had increased to a little less than 2,700 tons but the demand of the petroleum industry for the entirely new compound of ethylene dibromide aside from this normal world demand for bromine required 40-250 tons of the new product which was largely taken from the sea.

With the development of ethylene dibromide, one would think that science would be satisfied with the progress it had made. But it had solved the problem of deposits of lead upon the cylinder walls and spark plugs of the gasoline engine.

But, this is not the way that science acts for it never rests upon its laurels. The search continues for better additives that would make possible still higher engine pressures. So here again a new challenger to bromine has appeared in the field since the latest development in this series of investigations (as engine pressures have been raised) shows that the lead in the fuel can be converted to a phosphate instead of a bromide.

Los Angeles Indicts Officers

LOS ANGELES (AP)—The county grand jury has indicted five west Los Angeles policemen on burglary charges.

Indicted were Lester M. Friday, 34, Encino; Charles H. Farnell, 32, El Segundo; Charles F. Brock, 31, Los Angeles; Elmer Bolsters, 30, Woodland Hills; and Frank Grossman, 32, Canoga Park. All are patrolmen except Grossman, a member of the vice squad.

On The Record

KLAMATH COUNTY

KNOX — Born to Mr. and Mrs. Raymond Knox, November 1, a girl weighing 8 lbs. at the Klamath Valley Hospital.

DILLAVOH — Born to Mr. and Mrs. Russell Dillavoh, November 1, a boy weighing 7 lbs. 1 1/2 oz. at the Klamath Valley Hospital.

DOTY — Born to Mr. and Mrs. Norman Doty, November 1, a boy weighing 7 lbs. 14 oz. at the Klamath Valley Hospital.

KLAMATH COUNTY MARRIAGE LICENSES

OTTOMAN-NICHOLSON — Norman R. Ottoman, 23, Malin, and Patricia A. Nicholson, 19, Fort Klamath.

SEBENT-RICHARDSON — David West Sebent, 22, Klamath Falls, and Blanche Richardson, 66, Klamath Falls.

KLAMATH COUNTY SUITS

Paul Arthur Sells vs. Patricia Mae Sells, divorce granted. Attorneys for plaintiffs, Edwin E. Driscoll.

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An even greater effect on the consumption of lead in the United States grew out of this development. In 1950, we used something like 105,000 tons of lead to raise the efficiency of our gasoline.

This use put tetra ethyl lead into fourth place as a consumer of lead, following after storage batteries, cable sheaths, and general construction. Joseph A. Costello, vice president of the Ethyl Corporation, has estimated that this use of lead cut gasoline consumption in the United States in 1950 by about 10 per cent, which would be a saving equivalent of about four billion gallons over what consumption would have been had it not been for the lead that was added to the petroleum.

This represents a cash saving to Americans using automobiles of something over a billion dollars in a single year. Stated another way, the 105,000 tons of lead was put to a use that saved 12 million tons of gasoline.

The discovery of tetra ethyl lead therefore becomes an important conservation measure since it conserves a vast amount of an important natural source of energy, a saving that far outweighs the resource value of the lead consumed in its manufacture.

Sometimes ago Horace Walpole wrote a story of the "princess of Serendip" and this story has tickled the fancy of a lot of chemical engineers since it characterizes the development of their industry. It seems that the King of Serendip sent his three sons on journeys about the world. Each went out seeking a particular objective, but each found many things that were pleasant, profitable and interesting, but had nothing to do whatever with the primary objects they were pursuing.

This is a thing that happens time and time again in the field of research and in all branches of chemical studies one encounters in his search for his objective many interesting things that he would like to pursue further, in fact, at times it is difficult to turn away from an interesting discovery and to go back into the groove of the basic problem. These side issues often develop into highly profitable by-products that may even overshadow the original manufactured product.

The fruitfulness of research in discovering such interesting things is now recognized by all research organizations and is known to them as "serendipity."

Everything done in a chemical plant seems to lead to something else that may or may not have been anticipated or expected.

The same is true of research. Any excursion into the unknown may come back with unexpected values that could never have been foreseen when the research project was started. Arthur D. Little said, "Many chemical industries are distinguished by the number and importance of their by-products; others by the necessity they are under of making collateral products, as when the electrolysis of salt for chlorine involves a proportionate production of caustic soda."

It is as though a cotton mill in order to make 35 yards of cloth was forced to turn out 40 shoes. The demand for cloth and shoes may not always be in this proportion and there may also be some difficulty in satisfactorily allocating costs between them.

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They'll Do It Every Time By Jimmy Hatlo



Sam Dawson

NEW YORK (AP)—Automation is moving in on that symbol of American manpower efficiency — the automobile assembly line.

Other huge machines that can dig and load six to eight tons of coal a minute are helping to revive the once ailing coal industry but they are cutting working crews in half.

Makers of electrical equipment and aircraft are eyeing automated machines like those Chrysler has installed in its semiautomatic engine assembly line in Detroit.

Labor, management and politicians argue whether automation will mean the loss of present jobs or, instead, creation of more jobs through a higher standard of living. And while they argue new marvels of automatic and semiautomatic machines keep coming.

The Cross Co. of Detroit which installed the new machines on the Chrysler line estimates they save up to 25 per cent in assembly costs of engines. There are 150 workmen on the quarter-mile long line now, turning out 150 V-8 engines an hour. On the old assembly line it took 200 men to turn out that many.

The new Chrysler engine line has 280 operating stations — and at many stands there's a machine instead of a man. Cylinder blocks are fed into one end of the line by a machine, right cylinder heads at another point, left cylinder heads at a third. As these castings move along automatically, one engine part after another is added. At the end of the line completely assembled engines are removed for installation in new cars.

The Ford Motor Co.'s plant at Cleveland has a 500-foot automated production line for making engine blocks.

In some coal mines new monsters are moving in to replace older forms of mechanization. They are reported cutting work crews from 17 men to seven or eight.

Thanks in part to the steady trend toward mechanization in recent years which has held down the once fast-rising price of coal, the coal industry is pulling out of a bad slump.

In 1949 nearly 600 million tons of bituminous coal was mined, but this dropped to less than 400 million last year. The revival this year is putting output about 21 per cent above last year.

One of the big factors this year has been the growing demand of Europe for American coal to keep its steel mills going at a record pace.

L. C. Campbell, president of the National Coal Assn., hails production strides attending mechanization in the past 20 years and adds, "and the end is not in sight."

JAMES MARLOW

WASHINGTON (AP) — Some kind of insurance against disasters — at least against floods like these which followed the visit of Hurricane Diane — may come out of Congress in 1956.

But before Congress approves such protection, it will have to cut its way through three questions which are now very tangled: How kind of disaster insurance? What kind of insurance for any one individual? And who handles it?

This week the Senate Banking Committee has been holding hearings to find out what government officials propose. None of them has provided a specific plan yet. They promise to have one by the time Congress returns in January.

There is no flood insurance available in this country now, although this fact seemed once again to have been lost sight of until the floods broke loose in New England last August when Diane let the enormous rains loose.

As a result of those floods 179 persons were killed, 6,992 were injured, 813 homes were destroyed, and the damage amounted to more than 450 million dollars.

One of the reasons for the lack of flood insurance, it seems, is the scattered, but nevertheless limited, nature of the problem. The only ones who would want or need it would be those living near streams

or river which might boil over. People living on high ground in the area wouldn't need it. Just because that type of insurance would be limited, the price of it would be high if private companies handled it, perhaps out of reach of those who needed it.

Then there is the problem of occurrence that a private company would have to consider: How often would a stream or river be expected to overflow as a result of natural phenomenon, like extraordinary heavy rains?

Say it was figured that on River AAA, after a search of the records, a flood could be expected on an average of every 50 years. That might seem like a good insurance risk.

But suppose River AAA flooded three times in 150 years — still have been lost sight of until the floods broke loose in New England last August when Diane let the enormous rains loose.

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HAL BOYLE

NEW YORK (AP) — Giving away money can be almost as exciting as winning it.

Jack Barry says he gets all stirred up inside when he dishes out the big dough, even though it comes out of a sponsor's pocket and not his own.

Barry, master of ceremonies on the new NBC \$100,000 giveaway show, "The Big Surprise," on occasion has found that a question can become as big an ordeal to him as it is to the contestant.

"The tension builds up in you," he remarked, "because you sometimes get as deeply involved emotionally with the contestants in the 20 minutes you deal with them as you would if you had known them for 20 years."

When they win, a wave of excitement hits you, too; a feeling which lasts until you suddenly realize it is really somebody else who won the money and not you.

However, Barry can console himself with the thought that once he meets his grocery bill, TV emcees aren't paid off in peanuts.

And right now, Barry is riding high financially as the new king of the giveaway, a position he seems likely to hold until someone dreams up a program on which the sponsor will reward the winning contestant with the key to Fort Knox.

In addition to acting as little shepherd of the \$100,000 prize, Jack also serves as producer and emcee for three other programs—"Life begins at 80," "Juvenile Jury,"

and "Winky-Dink and You." Whether you're just learning to talk or are living on borrowed time, Jack has a question to ask you on a program tailored to your age level.

Barry is typical of the new type of television emcee, who is brightly eager to shower you with cash if you can show your head holds even the smallest nugget of knowledge.

The old style emcee often had a different aim—to see that only a certain amount of the sponsor's money was given away. Sometimes they had it neatly figured out just how often they wanted the jackpot won.

Barry says the attitude on the new huge giveaway program is just the opposite. "They've found out that the money is less important than the good will of the audience," he said. "The more money we give away, the happier people will be, the more they'll watch the show and the more they'll buy the sponsor's product."

Barry also pointed out that the method of picking contestants has changed.

"Instead of grabbing anybody who wanders into the studio with an out-of-town accent," he said, "an effort is made to find people who are both deserving and interesting. And the questions they are asked are questions they can answer with luck, brains and memory."

He didn't explain why anybody who had luck, brains and memory needed to appear on a giveaway program to make a fortune.

BRUCE BLOSSAT

It has been observed before that no one can know whether or not the popularity of President Eisenhower and his program is transferable to any other Republican.

But clearly the top GOP leaders are taking a considerably more optimistic view of that problem now than they were immediately after the President was stricken.

By the same token, Democrats whose first reaction was that they could triumph handily over anyone the Republicans might put in Mr. Eisenhower's place now are viewing their 1956 prospects more cautiously.

Both sides know, of course, that it is foolish to try to speak with any certainty about an election that is a year off. For one thing, the major party candidates and their personality impact are not known. For another, events make issues and the events of 1956 cannot now be foreseen.

But this much can be said: The condition of the United States, at home and in its relations abroad, seems to favor the Republicans.

In other words, because the nation is reaching new heights of prosperity and appears in less danger of war, the GOP can deal from a situation of strength. They are in the saddle, and presumably the voters will dislodge them only for good cause.

As indicated, that cause could be a strong Democratic personality or unfavorable events either on the domestic scene or beyond our borders. If neither of these elements works to Democratic advantage, then they will have to try to show somehow that today's peace and prosperity are not well founded and thus not to be trusted.

If it comes to that, it may take some real doing. Samuel Lubell, able political analyst, thinks the Republicans will win next year if general conditions remain the same and the Democrats don't come up with a marked superiority in candidate quality.

He argues that the 1954 general elections turned on economic issues—farm distress and an industrial downturn—but that the Republicans were stronger on an economic basis than they had been at any time since 1932.

They lost control of Congress, yet the margin was narrow and many key races were almost a dead heat. Off-year gains for the "outs" usually are heavier.

Lubell points out that as of now farm distress is greater than in 1954, but the industrial recession is over and the economy generally is booming. From this he argues that basically the Republicans are in a considerably stronger position—strong enough, indeed, to win.

Naturally these are only speculations, albeit the speculations of a practiced student of elections. At the very least, perhaps, they may serve to correct notions among party men and voters that elections are automatic affairs decided by a single factor—like the President's illness. There will be nothing open-and-shut about the 1956 contest.

Peron Stops At Caracas

CARACAS, Venezuela (UP) — Venezuelan authorities took special precautions today to protect deposed Argentine Dictator Juan D. Peron during his stop-over here on his way to Nicaragua.

The Paraguayan military transport carrying Peron from Asuncion, Paraguay, was expected to arrive here before dawn. It was reported that Peron would spend several hours here before continuing the flight to Managua, the Nicaraguan capital.

The director of national security announced special precautionary measures have been taken to insure against any untoward incident during Peron's lay-over. The press was informed that no interviews or photographs would be permitted.

Peron ended 30 days of exile in Paraguay Wednesday and left for Nicaragua amid great secrecy. He left Asuncion at dawn and made a brief stop at Rio De Janeiro before heading toward Caracas.

Reports from Asuncion said Peron planned to make Nicaragua his future residence. He is a personal friend of Nicaraguan President Anastasio Somoza.

The new Argentine government was officially informed of Peron's departure by the government of Paraguay.

Peron took refuge in Paraguay Oct. 2 after his 10 year dictatorship was ended by revolution.

Sources in Paraguay said that Peron had been preparing his trip to Nicaragua for the past two weeks. His secret was well kept by the diplomatic representatives of the South and Central American Republics he approached for necessary documents and permits.

It was learned that Peron was traveling under a Latin American "safe conduct" paper carrying the visas of the countries he will pass through to his new place of asylum.

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