

The Herald and News

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4-H NEWS

SUNSHINE BAKERS COOKING 1

The Sunshine Bakers, Cooking 1 club held its first meeting October 24 at the home of Mrs. Robert Parker.

MERRILL SEWING CLUB

This was the first meeting of the year of the 4-H Sewing Club of Merrill.

We elected officers as follows: Peggy Carson, president; Margaret Petrik, vice president; Sara West, song leader and Doris Bredeen, news reporter.

Our leader is Mrs. Lope. She told us what to bring to the next meeting. We will also choose the name of our club at the next meeting. Our club meetings are on the second and fourth Tuesdays of each month.

Our meeting was at Mrs. O'Keefe's. We all thank her for the use of her house and the refreshments she served.

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Basin Develops

By DEB ADDISON

The best thing that ever happened to the Klamath Basin was the creation of the Oregon Klamath River Commission by the 1953 state legislature and the appointment of the men who have served on it for more than two years.

Add to that the commission's hiring of Lew Stanley, new state engineer, to do its technical work. It takes a little sober reflection to realize the full significance of the recent announcements by the Oregon and California Klamath River commissions.

The first announcement was that of full agreement on an interstate compact on beneficial use of the waters of the Klamath River system. It still must be ratified by the two states and the Congress.

The second announcement was that of full agreement on terms of a contract between the United States and the California Oregon Power Company on regulation and use of Klamath water in the upper basin and the river canyon.

The work of the two commissions, with the power company and Reclamation, resolved problems on beneficial use of water that have been unresolved since the first irrigation ditch was dug and the first hydroelectric turbine turned.

When this contract is signed by the government and is acted on by the two states the Klamath Basin will be assured of full development of all land that can be irrigated and development of the full hydroelectric potential in the river canyon.

The threat of diversion will be gone forever. Thinking again in terms of long range chamber of commerce effort, it was back in 1945 that we successfully fought off the Army Engineers' proposal to divert the water south. A similar Reclamation proposal was wrestled during the 1949-51 period.

In March 1952 the continuing Water Policy was adopted. That statement of policy is: It is agreed that agriculture shall have prior use of all waters originating in the Upper Klamath Basin.

That all remaining waters, including return flow, shall be allowed to return to their historical channels.

That private enterprise shall be encouraged to develop all the potential hydroelectric power on the Klamath River.

It was from deliberations in forming this policy that the idea came for creating the Klamath River Commission.

Thinking in terms of immediate effect on the economy of the Basin, ratification of the now agreed contract could be guessed at something like this:

Cost of the power company's full project is announced at \$72 million. Spread out over 10 to 12 years, and guessing that 40 per cent of the construction cost will be wages, you have an annual new payroll of at least \$2 1/2 million.

Add this to the \$1 1/2 million from Oregon Tech and the \$3 1/2 million from the Klamath Air Force Base, and you have a \$7 1/2 million new annual payroll to balance out our already well balanced \$30 million from agriculture and \$32 million industrial payroll.

The economy of the Basin looks good, with a capital G, for the next decade.

Duck Herding

By BILL JENKINS

Now that the grain harvest is out of the way and suggestions are too late we get a letter from a fellow by the name of C. A. Kephart, a member of the US Coast Guard, with a new idea on the duck herding situation.

He allows as how the use of surplus blimps such as those used on World War One ship convoys and which hung over the English countryside during the hectic days of the buzz bombs could be pressed into service.

A blimp at each corner of a field, perhaps, with one or more moored near the center, each with a line (sailor's word for rope) either dangling from it or connected to the other gas bags from which could be suspended bits of cloth, aluminum foil and other bright objects that might serve to frighten the birds off.

Any suggestions are certainly welcome when it comes to this business of duck herding, but I am inclined to believe that Kephart's idea would prove if tried, merely another in a long string of unsuccessful attempts to frighten the birds off our grain fields.

I doubt if it would have any more effect than the searchlights, flares and planes that have already been tried — some with a measure of success, others without. I've got a hunch it might be about the same thing as putting a cop-type scarecrow up in front of a food-filled table in the hopes that it would keep a starving man from snatching a handful of meat.

I could be wrong and maybe it would work. But after several years of observing efforts to scare the migratory birds out of the fields I'm staying a skeptic until I see a method pattern successfully on a consistent basis. I think that a duck has enough reasoning power to figure out that the herders aren't trying to kill him — although a lot of them are killed and left lying — but only to frighten him off. So at best all he does is to get off the ground, move over a few yards and settle down in another patch of grain where he resumes his leisurely feeding.

Just like anything else, you don't

know until you try. But I've got a pretty strong idea that if the migratory waterfowl season were opened earlier, when the birds are here in the Basin and doing the damage to the grain, that hunters would serve as a perfectly adequate means of keeping them off the fields. And hunters would do less damage than the birds do by far. It would be cheaper for the land owner to supervise hunting operations and even provide a few blinds at strategic points than it would be for them to have to take care of scaring off the birds.

Naturally all this is pretty much a question of whistling in the stars as long as we have such powerful pressure from so many directions to keep the birds in the northern states and off the California rice fields until they can harvest their crops. Seems that the rice crop is more important than wheat or barley.

Something to think about anyway.

Speaking of hunting reminds us that word comes from over in Lake County that a fellow by the name of Ivan Moore, a Eugene resident, killed a muley buck.

We're always hearing of does with horns but this is the first muley we've run into. The deer was dropped at 410 yards, according to reliable witnesses, with scope sighted 270. Some shooting!

A quick run-through of the trade magazines points out a couple of new items on the market these days. One is a reducing gum, supposedly to take off pounds through reducing your appetite. Just another in the long, long line of products designed to make life less enjoyable.

And the other is aluminum heels for shoes. This seems to me to pose a certain threat when the going is slick, but maybe it'll be the coming thing.

Success

By HALL BOYLE
NEW YORK (AP) — Today's success story.

In the humming world of Rockefeller Center, one of America's busiest cities within a city, Louis Falsetti is a more familiar figure than John D. Rockefeller Jr., or his five sons.

"Louie" — or "Luigi" — as many of his clients call him — came to the United States 50 years ago as a boy of 15. Since then he has shined an average of 50 pairs of shoes a day, or about 650,000 shines.

His most memorable customer was President Harry Truman, who took his shine standing up during a morning walk, paid 25 cents and said, "Thank you."

"He was a very good man — I always admired him," recalled Louie, who doesn't go into politics but puts an equal glow on Democrats and Republicans alike.

Louie, who says "with me business is always looking up," has raised two children.

At the age of 15 Louie's father took him back to Italy.

"They paid me 15 cents a day to carry rocks for a building," Louie said, "and I told them if I could only see America again I would never see Italy again."

After four months Louie did come back to the United States, became a citizen and never has returned to Italy.

"I still don't want to go back," he said. "I have nobody there any more — only my three nephews and my sister-in-law."

"When I saw the Statue of Liberty when I came back I said this was God's country, and I still say all the time God bless America. I don't say this because it is the thing to say, but because this is the best country to live in."

About his sons Louie is proud. One is a salesman, one works for a steel company.

"I don't mind shining shoes," he said, "but I don't want my sons to have to."

"It is the thrill of my life to work. I like to mingle with people. You may not learn an awful lot shining shoes, but you do hear a lot."

Louie usually hums an Italian operatic aria as he moves from office to office, carrying his shine kit and kneed pad.

"When Caruso was alive I knew more songs," he said. "I used to see more opera then. Now I am married, the expense is more high, and I have to watch out for the dollar. It is 15 or 16 years now since I have been to the opera, but I still remember the melodies. I carry them in my head always."

Louie, who is 5 feet 5, and combs his gray sideways across the top to split the bald spot, underwent a serious throat operation last March. He was off work three full weeks, the longest absence of his life, and hundreds of his clients missed him.

"They sent flowers, wine and books to the hospital," said Louie. "But they didn't miss me. They missed my shine. Without me where could they go and get a good shine? I always bring a good shine to them."

Highway Plan

By MAX WAUGHOR

The proposed completion of an all-weather highway between Medford and Klamath Falls via Lake of the Woods has been an important item of discussion the last few months between the Oregon State Highway Commission and the county courts of Klamath and Jackson counties.

The completion of existing paved roads on the route would involve the improving of 16 miles of highway by Jackson County and only five by Klamath.

The state plan is for the counties to provide 60 per cent of the funds and the rights of way and to maintain the route. The state would provide 40 per cent of the cost of construction.

The Klamath County Court rejected this proposal and sent a counter-proposal to the highway commission asking the state to take the responsibility for building the five miles in Klamath County. In return, the county would take over responsibility for the state secondary highway running from Rocky Point junction to Loosely Road south of Fort Klamath. The state has yet to reply to this counter-proposal.

Jackson County has indicated acceptance of the state's plan and has said it will allocate its federal aid secondary road funds for the next eight years for the building and maintenance of the route.

If Klamath County decides to back the joint road plan it would ultimately provide a better east-west, all weather highway.

Since the Klamath Basin and the Rogue River Valley were settled in the mid-19th century the main connection between the two areas has been the Greensprings Highway — used by stagecoach, freight wagons, diesel trucks, sports cars, all confronted with sharp curves, steep grades, icy pavement and fog.

The topography of the Greensprings precludes extensive improvements in the curvature or grading of the highway, whereas, the Lake of the Woods route offers a flatter all-weather route which would lend itself better to the development of a modern high speed highway.

This new road would help strengthen the spoke in a main east-west highway with Klamath Falls the hub of a distribution wheel.

In view of the fact that Jackson County would be responsible for about three times Klamath County's burden, cooperation on our part seems a must.

Examination

By JAMES MARLOW

WASHINGTON (AP) — That economic giant straddling the continent, General Motors, will undergo a four-week examination which may disclose a great deal about GM and perhaps a great deal about how the auto industry operates.

Beginning tomorrow a Senate antitrust subcommittee headed by Sen. O'Mahoney (D-Wyo.) will hold hearings on GM. Witnesses will be GM executives, economists, and people who deal with GM.

O'Mahoney says this is not an investigation. One man who will be working with O'Mahoney on this case said the hearings are not an effort to show there is anything illegal about GM or its way of doing business.

Why then the hearings at all? The subcommittee says it wants to know how GM got so big. It wants also to find out what effect such bigness has on the economy.

The subcommittee is not singling out GM for attention. It has questioned other automakers this year. The most startling evidence of GM's bigness was its announcement in late October that its total sales the first nine months of 1956 were \$1 1/2 billion dollars and its profits \$12 million.

That's the highest dollar profit figure for any corporation in American history and the figure is certain to go over one billion by year's end.

Recent mergers in the auto industry — not involving GM — reduced the number of individual companies from nine to six and O'Mahoney has raised the question of whether some of these survivors may not go out of business, too.

But GM won't be a casualty. O'Mahoney summed up some of GM's business this way: "It produces more passenger cars than all the other five firms combined; it is by far the most important producer of auto parts and accessories; it is a principal producer of trucks, buses, diesel engines and locomotives; it is a major factor in the manufacture of refrigerators, stoves, air conditioning equipment, and other things; and it is the biggest supplier of goods bought by the government."

While this is an impressive picture of the biggest corporation in history, O'Mahoney's committee wants to look into the practices of GM and other automakers with the dealers who sell their cars.

O'Mahoney said last week complaints have been received that GM and other producers forced dealers to buy unwanted cars, parts and accessories and even dictated the size and type of their business places, advertising, and accounting.

When O'Mahoney's group gets through with all this examining of the auto industry, what will it do with the information? Will it change anything? The subcommittee itself can't do anything except report its findings.

If it thinks there should be con-

trois written into law over huge corporations, it can recommend that to Congress. But it would be a good guess — in a time of prosperity like this — that Congress would think quite a while before tinkering with something as big as the auto industry.

Cagey Knowland

By BRUCE BOSSAT

No one has been cageier than Senator Knowland of California about what he might do politically if President Eisenhower decides not to run in 1956. But now we have the first informed report that the Californian may become a presidential candidate.

Should this come to pass, it would be an event of substantial significance to the Republican party. For Knowland's bid would cut directly across the presidential aspirations of his fellow Californian, Vice President Nixon, who is acknowledged to be the leading GOP prospect right now.

According to the New York Times, it is possible to "speculate with confidence" that in the event of Mr. Eisenhower's withdrawal Knowland would declare no later than March 7 that he intends to enter the presidential primary in California.

He would do this as a serious candidate, not as a "favorite son" merely trying to hold the California delegation for another.

There are only two conceivable ways in which Knowland could take this step. He could put up a slate of delegates of his own regardless of what Gov. Goodwin Knight does. Or he could work out an arrangement by which he and the governor would collaborate in selecting a slate.

In the latter case, the slate might be pledged to Knowland at the outset or it might be nominally pledged to Knight with the understanding that the delegates would go for Knowland after one ballot. No one who doesn't know well the minds of Knowland and Knight can say whether either such plan is a practical possibility.

But if Knowland, with or without the aid of Governor Knight, could make a hard primary drive in California, it would mean nothing but trouble for Nixon. As has been so often said, the vice president could not hope to take the nomination if he could not go into the GOP convention with full home state support.

Nixon's men in California, working under wraps at this stage, are confident they might win over Knight if it should come to a Nixon-Knight showdown. Knowlands entry into the lists would, however, complicate the picture.

If all three men put in primary slates, Nixon, as the man with the head start, might be the chief beneficiary from the divided voting. But not necessarily. Three-cornered races often hold surprises.

If Nixon had to buck a Knight-Knowland combine with a slate of his own, he might find the going very tough.

A great catalogue of "ifs," all this. But it illustrates well the uncertainty that a Knowland candidacy would throw over Nixon's prospects in the 1956 Republican campaign.

Vets Mail Bag

One out of every five severely disabled Korean conflict veterans enrolled for vocational rehabilitation training, would mean only one of 10 with lesser disabilities sought training, a study by Veterans Administration reveals.

Those rated 60 per cent or more disabled, apparently are not content to sit on the sidelines. VA says that despite severe handicaps are making comeback to productive living by overcoming their handicaps by various types of training. The group 20 per cent or less compares with the group 20 to 30 per cent disabled, in that one out of six has taken training.

The study revealed that the disabled trainees are aiming for high-level professional and managerial occupations in greater numbers than for any other type of jobs. Of the 30,000 who have thus far entered training, 41 per cent are in professional and managerial fields.

Ranking next is trade and industrial training with 35 per cent, clerical and sales with 13 per cent, agriculture 6 per cent; and service occupations 2 per cent.

Average age of the disabled veterans was 35 years when they entered training, yet more than half of all of them were supporting dependents while in training.

Veterans with nearly every type of disability have entered training, according to the VA survey. Forty per cent have orthopedic disabilities; 20 per cent have nervous or mental conditions; 10 per cent have had respiratory ailments; 7 per cent heart conditions, and the remainder a wide variety of other disabilities.

The training program for disabled Korean conflict veterans has been in operation nearly five years. Since it has a good many years to go, some of the training patterns and characteristics of veterans may change as time passes, VA says.

Question of the week: Q. During my active service, premiums on my GI term insurance policy were under waiver. I recently was discharged, and I decided to reinstate with 120 days of my discharge date. Will my premiums remain under waiver during my new period of military service?

A. Yes. So long as you returned to active duty within 120 days after discharge, VA will continue to waive your premiums during your new period of service.

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