

# Mountain Sheep, Pleasant Area Shape Up As Bigger Fight Than Hells Canyon

WASHINGTON (AP) — A controversy over the Mountain Sheep and Pleasant Valley dam sites may succeed Hells Canyon as the biggest private-versus-public power fight in the Pacific Northwest.

Groups claiming to represent 4 million persons in the Northwest — the National Hells Canyon Assn. and Northwest Public Power Assn. — are opposing the Pacific Northwest Power Co.'s plan to construct the Mountain Sheep and Pleasant

Valley projects in the Snake River between Idaho and Oregon.

They have asked the Federal Power Commission for permission to intervene against the proposal and to hold hearings on PNPC's dam construction license applications. The deadline for filing such petitions fell Friday.

PNPC seeks a license for dams costing an estimated \$143,700,000 and for transmission lines costing \$66,300,000 to carry the projects' capacity power production of 1,183,000 kilowatts.

PNPC was formed by the Montana Power, Pacific Gas & Light, Portland General Electric and Washington Water Power Co.'s.

The National Hells Canyon group said in its petition it represents 2,300,000 members of farm, labor, rural electric cooperative, public utility and other groups.

The Northwest Public Power Assn. is comprised of members of 99 rural electric coops, electric utility districts and municipal electric groups with claimed membership of 1,750,000.

Both associations opposed the Idaho Power Co.'s application to build three dams in the Hells Canyon reach of the Snake, where the federal Hells Canyon Dam has been proposed, upstream from the Mountain Sheep and Pleasant Valley sites.

The FPC granted a license to Idaho Power but the Hells Canyon Assn. is preparing a court appeal. Both associations contend in their petitions that hearings should be held on the Mountain Sheep-Pleasant Valley plan because it involves basic issues similar to those of the Hells Canyon fight.

The Hells Canyon Assn. also declared the granting of the Mountain Sheep-Pleasant Valley license without a hearing would be prejudicial to its court appeal in the Hells Canyon case.

The Northwest Public Power Assn. urged FPC to conduct "full hearings" in the Pacific Northwest and to compare the benefits of the Mountain Sheep-Pleasant Valley and Nez Perce proposals.

This group asserted the establishment of PNPC "as a super electric generation syndicate would constitute a dangerous step in the direction of creating an enormous private monopoly and private control over electricity matters, and economy in general" in the Northwest.

Such a "corporate octopus," the association said, would "defy" state and federal regulation and become an "economic and political ruling force."

PNPC replied that the Northwest Public Power Assn. does not qualify as an intervenor under the federal power law and FPC rules and its "scurrilous and contemptuous" petition was "filed to delay and hinder the work of the commission and not to protect any interest of the petitioner."



**DRESSED IN FRONTIER ERA CLOTHES** for the Oregon Technical Institute's homecoming parade Saturday, Nov. 5, Jessie Lee Hosford, left, Sandra Rae Pemberton and Leonard Hosford hold items which were used on the float they planned. Mrs. Hosford holds a small chest her great-grandfather, Lindsay Applegate, brought across the plains in 1843. Sandra Rae holds an old lamp, also a relic of a trip across the plains. The float was sponsored by the Klamath Children's Theater group. Riding on the float during the parade were Jessie Lee Hosford, Sandra Rae Pemberton, Leonard Hosford, Janet Schissman, Jean Yaden, Lefty Wilder, Cynthia Tatmull and Tommy Oden with his western band. Fathers of the YMCA Indian Guides aided in constructing the float. The theme of the float was "The Old Oregon Trail."

## Council Gets Damage Claim

Members of the city council in its session Tuesday were investigating a \$2,000 claim filed by Richard Barlow, who claimed his son, Richard Barlow Jr., 6, was permanently injured due to negligence on the part of the municipality.

In a letter presented to the city council during its session Monday night, Barlow stated that his son accidentally put his foot in scalding hot water flowing from a storm sewer at Mortimer and Fleishacker streets.

City Engineer E. A. (Taxi) Thomas was honored Monday night for 30 years of service to Klamath Falls. Mayor Paul Landry presented the engineer with a 30-year certificate issued by the League of Oregon Cities. Mayor Landry is vice president of the league.

In other activities, the council received a report from the Klamath Bus Company, covering the line's operations for the past nine months. The report showed income of \$31,777.22 with expenditures totaling \$33,692.24, leaving a deficit of \$1,915.02.

The council granted Hillah Temple of the Shrine permission to stage a parade in the downtown area Saturday, November 26. During that weekend, 750 Nobles of the Shrine will be attending fall ceremonies in Klamath Falls.

**COMMUNIST BROADCAST**  
TOKYO (AP) — Peiping Radio said Tuesday Communist China and the Philippines should be able to live in "peace and friendly cooperation, if no foreign influence is allowed to create misunderstanding and doubt between us."

## Keno To Hold School Circus

The student body of Keno School will hold a carnival Thursday evening, November 10, starting at 7:30 p.m. in the Keno School gym.

A queen, to reign over all school festivities for the remainder of the year, will be chosen during the evening. Candidates are: first and second grade, Dorothy Flowers; third and fourth grade, Kathleen DeGrande; fifth and sixth grade, Iris Sloan; and seventh and eighth grade, Donna Freer.

There will be novelty games and entertainment for the whole family. Proceeds will be used by the student body for the purchase of additional recreational equipment for the school. The recreational and sports activities of the year are climaxed by a tournament and winners for the year are presented medal awards at the close of the school year.

The carnival is open to the public.

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## Morse Urges More Boxcars

WASHINGTON (AP) — Sen. Morse (D-Ore) thinks the railroads should be required to increase the number of freight cars in service before they become eligible for tax writeoffs on new car construction programs.

He expressed the view in a letter to his Oregon constituents in which he discussed the continuing shortage of boxcars.

Morse said that in the past 5 1/2 years, railroads have taken out of service approximately 30,000 more cars than have been added.

"What is even more disturbing," he said, "is that the Office of Defense Mobilization, upon recommendation of the Defense Transport Administration, has granted over 1 1/2 billion dollars in quick tax writeoff certificates to the Class I railroads to build new cars during the same period."

The senator said he has written the two agencies "urging that, if they continue this expensive program they should require that the railroads actually increase the total supply of cars."

The two agencies, Morse said, "should police the use of tax certificates much more closely and attach conditions to them that have not been in force to insure that cars will not merely be replaced but augmented," and added:

"The loss of tax revenue under these certificates represents an additional burden on the general taxpayer. Add to this the loss of taxes from lost sales and wages due to the freight car shortage and the program as administered during the past two years is highly questionable."

## GOC Supervisor To Appear On TV

J. L. O'Donahue, supervisor of the Klamath Falls Ground Observer Corps, will make two appearances over television station KBES-TV Thursday, it was reported today.

In each of the appearances, he will discuss his recent trip to the airpower show at Eglin Air Force Base, Florida, and show films made at the demonstration. He will appear on High Noon at 12 noon, and Panorama, at 8 p.m.

The appearances were arranged in cooperation with Medford GOC officials.

## DEFICIT DROPS

TAIPEI, Formosa (AP) — Finance Minister P. Y. Hsu told a meeting of Chinese Nationalists officials Tuesday that the government is balancing the budget. He said the deficit, which was 22 per cent in 1950, dropped to 2 per cent in 1953 and is continuing to go down.

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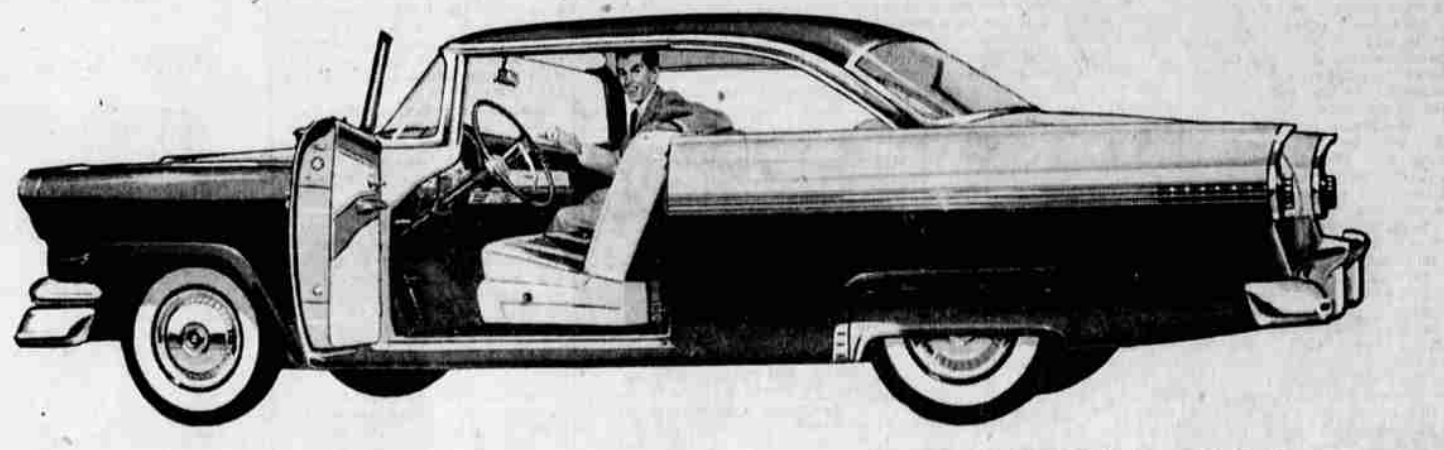
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