

By FRANK JENKINS
Leaving Mazatlan—which is one of the Mexican west coast's most interesting cities. It is a seaport. It is also a popular beach resort, but this is the winter season and although the water is warmer here in February than the water of the beaches in Northern California and Oregon and Washington in the middle of August it is a bit chilly for the Mexican people.

So the bulk of the brave souls who venture into the breakers are Americans. It is a lovely beach, crescent-shaped, with hills at each end. The surf is mild and gentle, as becomes the ocean that was named by Balboa the Pacific.

The crescent-shaped beach is edged by a handsome, wide and sunny crescent-shaped street, el Calle de las Olas Altas—the street of the high waves. El Calle de las Olas Altas is edged by the beach resort hotels, which are topped in height by the ten-story Freeman hotel. The Freeman is an old one made over. In the making over process, balconies were added for all the rooms facing on the ocean. The balconies open into the rooms by means of folding glass doors, which can be folded back so that the whole seaward side of the room is open to the ocean. You can sit on your balcony and watch the vivid, colorful life of las Olas Altas, or you can watch the fishing boats that dot the blue bay.

I hate to add that I watched them for some time through the glasses and did not see a single soul hook a fish, but I was undoubtedly looking at the wrong time.

There can be no possible doubt that there are fish here along Mexico's west coast. Some of the world's most ardent fishermen come here, from Guaymas on down, and they KEEP COMING BACK—which is the best proof of the super-excellence of a fishing spot.

Not only do they have fish. They have shrimp, and scallops. In my ignorance, I didn't know that. I thought all the shrimp came from the Gulf of Mexico and all the scallops from the rocky coasts of New England.

The shrimp here are excellent, and so are the scallops—which are somewhat different in shape from those of New England, longer and slimmer, but taste just as good. The Mexican coast is also a famous abalone spot.

Another interesting thing about this whole general beach resort area. The natives EAT SEAFOOD THEMSELVES—in a big way. All the food places serve it, and feature it.

Up along our far northern beaches the natives have the idea that seafood isn't fit to eat and serve it only to the food tourists.

But to get back to the hotels along the street of the high waves. In addition to the Freeman, the better known ones are the Heimar and La Siesta, both of them with balconies overlooking the beach. Both have patios, in the Spanish manner.

The Freeman has no patio, but it has a sky terrace which is a charming catina commanding a view of the beach and the rocky islands at the right-hand tip of the crescent and the teeming life of the street of the high waves.

The street, on its beach side, is parked bumper to bumper with cars—most of which are owned by the Americans who are jamming the hotels this year and making reservations in advance practically a must if one is to enjoy any peace of mind. Nothing can be more horrible than the thought that when you get in there will be no place but the street for you to sleep.

You park the car when you arrive, and it stays there until you leave—no parking tickets, no bother from anybody. You leave the car dirty when you come in, and the next morning there it is shining like a bald man's dome. Sooner or later, a pleasant and properly modest Mexican boy hunts you up and admits that he did the job and you crowd maybe a couple of pesos (16 cents) on him and everything is lovely and the goose hangs high.

It's a great country, and has some wonderful institutions—including this car washing business.

The time and place of the hearing will be set later. The new rates would have become effective Saturday if Heltzel hadn't ordered the application suspended.

The railroad also is asking the Interstate Commerce Commission for a 7 per cent boost on all commodities shipped interstate. The ICC approved this increase for February 25 but have now delayed the increase until March 7. Heltzel is opposing this boost before the ICC.

Clifford W. Ferguson, Heltzel's supervisor of rail transportation, argued against the increase before the ICC in Washington last Monday. He represented the 11 Western states.

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Hagerty Disclaims Ike Rumors

Press Secretary Denies Report Of Chief's Decision

THOMASVILLE, Ga. (AP)—President Eisenhower's press secretary says that as far as he himself knows, the chief executive has passed word to no one on whether he will seek reelection. James O. Hagerty made that statement to newsmen late yesterday in breaking silence for the first time to discuss some aspects of the big question: Will Eisenhower run again?

Hagerty did not come anywhere close to answering the question. For that matter, a literal interpretation of his own statement—that Eisenhower has passed word to no one—would mean Hagerty

doesn't know the answer for sure anyway. But he did deny a published report that the President's chief aide Sherman Adams had told Republican leaders Eisenhower had decided to bid for reelection and would say so publicly next week.

HAGERTY REPLIES
"I asked Sherman about that and he said he never made any such statement," Hagerty said in reply to newsmen's inquiries. The Detroit News, in a dispatch from its Washington bureau, said yesterday that Adams and Leonard W. Hall, chairman of the Republican National Committee, had informed party leaders the President would announce for reelection next week.

Hagerty said he had not asked Hall about the matter. But Hall said in Washington when asked about the report: "It's news to me."

To a question whether he still believes Eisenhower will run, Hall did reply, "I certainly do." He has been predicting for weeks the President will bid for another term if he decides he is physically able.

Until yesterday Hagerty had refused to discuss any aspect of the second term question. He had said "no comment" scores of times.

SURPRISE
He surprised reporters prepared to argue with him when he readily agreed yesterday that they were entitled to know it if any White House official such as Adams was passing word that Eisenhower would run again.

Many times earlier Hagerty had said that once the President made up his mind, the decision would be announced as soon as possible. Eisenhower himself also has promised that.

So Hagerty said he had checked by telephone with Adams, who was in Washington, and that Adams denied passing any word. Eisenhower has been vacationing here since Feb. 15 at the plantation home of Secretary of the Treasury Humphrey. After a week of seclusion with the President, Humphrey said Tuesday night that he had "no idea" whether Eisenhower would run again.

NEW SNOWFALL
Hampers Repairs
GRANTS PASS (AP)—Two and a half inches of wet snow fell in the Illinois Valley early Thursday, threatening new woes for repair crews of the California Oregon Power Co.

Wednesday, after around-the-clock efforts, service was restored to Wolf Creek and Azalea in northern Josephine County. Still out were lines in areas from Glendale to Merlin and Galice. New snow at Glendale brought fresh trouble there.

The lines had gone down or been snapped by heavy snows and falling trees.

Saturated ground gave way under repair machinery, hampering crews in their work.



THE THIRD ANNUAL KLAMATH BASIN HOME show was being set up Wednesday in the Klamath County Fairgrounds Exhibit Building when Herald and News staff photographer Don Kettler stopped by. Teens and Annette Fredrickson, daughters of Mr. and Mrs. R. H. Fredrickson, 1632 Austin Street, test two new type telephones being installed in a Pacific Telephone and Telegraph Company booth at the show. Bill Thompson, service representative for the telephone company from Portland, is installing the new telephone devices in the booth. The home show will have 43 booths filled with the appliances, materials and services offered by builder supply, appliance and allied firms of Klamath Falls. The show is free and is open from 12 noon to 10 p.m. Friday and Saturday. Two prizes, each a \$50 savings bond, will be given away each day. Fred Ehlers, Swan Lake Moulding Co., is in charge of the show.

Engineering Study Emphasizes Need For Better Klamath Sewer System

By MAX WAUCHOFF
With the Klamath Falls City Council's action Monday night putting an \$800,000 bond issue on the May 18 primary election ballot a definite step toward improvement of the city's sewerage system has been made. The decision on this important bond issue now lies with the voters of the city.

Although improvement of the city's inadequate sewerage system has been under study by city officials for several years, the unusually heavy precipitation this year has emphasized the delicacies of the system.

The present city sewerage system was built in 1929 following a comprehensive study by Clyde C. Kennedy of San Francisco. This study led to the construction of a sewerage treatment plant and trunk sewers in 1928-29.

Klamath Falls population was about 12,000 at that time and while the studies contemplated a much larger population, no apparent consideration was given to very extensive growth of the city.

Another factor which has contributed to overload of the system is the increased use of appliances such as washers, garbage disposal units, and similar machines in the homes. The average daily flow in 1929 was figured at 100 gallons per day per capita with a maximum of 150 gallons. Today the average flow is considered from 250 gallons to a maximum of 350 gallons per day per capita.

The main treatment plant located on the west side of Klamath River near the Great Northern railway bridge was designed mechanically equipped sewage treatment plant built in Oregon and was completed in 1929. This plant has a rated capacity of 2,500,000 gallons per day and the engineers have estimated that it operates at a 60 per cent overload at times.

Although this plant was modern in its day, it now falls considerably short of present design and operation standards. The engineering

firm, John W. Cunningham Associates, Portland, advises that to reconstruct and enlarge the plant would be a major operation. The end result would be a cost almost as much as a new plant with much lower operating efficiency. The cost of a new plant capable of handling a population of 30,000 has been estimated at \$450,000.

PEAK OPERATION
With the plant now operating at a peak load, or overload, most of the time there is a reduced removal of suspended solids. The most serious trouble has been the difficulty in handling sludge and floating material which has led to its being bypassed into the effluent, or out-flow, channel. The Oregon State Sanitary Authority has demanded that this be stopped. If a new plant is constructed on the suggested site on the east side of Klamath River near where Hilliard Avenue would cross the Southern Pacific lines if extended, it would be built so that additional

units could be added in the future. Thus, if and when the city's growth exceeded 30,000 or annexation of any area increased the sewerage load, the plant's capacity could be increased without a major redesigning.

It has been emphasized by city officials that the additional sewer lines and new treatment plant are vitally needed to meet the needs of the population now residing inside the city limits. The estimate of the city's population by the state census bureau on January 1, 1956 was 18,000.

LONG RANGE PLAN
However, with a long-range plan in view, it is felt that the proposed plan offers the best chance for expansion if any suburban area ever desires annexation or forms a sewerage district of its own. If any suburban residents do indicate a desire for annexation or form a sewerage district with the idea of possibly using the city's treatment plant, the cost base of the system could be broadened to include them. This would preclude the possibility of the residents inside the city limits paying all the costs of the system for which the homeowners outside the city limits also eventually would benefit without bearing their share of the cost.

(Editor's Note: Tomorrow a Herald and News article will explain the proposed new trunk lines and location of the new treatment plant in more detail.)

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