

The Herald and News

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Entered as second class matter at the post office at Klamath Falls, Ore., on August 20, 1906, under act of Congress, March 3, 1879

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Water

By BILL JENKINS

Now that there is all kinds of water showering down on us, it might seem like a pretty foolish time to start worrying about the source of supply. But the West Coast is being faced with an ever-growing problem where the water is concerned and any old time is probably quite correct for ruminating over current troubles and pondering possible cures.

Heart of the danger zone in the West is California where the salt water is beginning to take over. So much fresh water has been pumped out of the land that the salt water from the ocean has been allowed to seep in, thus polluting otherwise pure sources. Areas such as the rich Santa Clara Valley, the Salinas Valley and the counties of Los Angeles, Orange and Fresno lead the list. In the Santa Clara area, and also in the fabulously developed Central Valley, this encroachment of saline fluids may be only a matter of months away.

There are also other items to consider in this salt water problem, not the least of which are the pockets of saline water left by ancient oceans. As inland farmers deplete the artesian supply by drawing it off in their wells, the salt water blisters have a habit of erupting and putting productive farms out of action.

There are also solutions, of course. One of which is to replace the water as it is used. After all, total consumptive use of water is relatively small when compared to the over-all use figure. In some threatened areas the water is being injected back into the ground to prevent this seepage from ocean waters. Percolating beds are sometimes prepared from which deep seepage is gained.

But in the final analysis we are going to have to rely on forethought rather than miracles to save our dwindling water supply. We cannot sit by and watch our most valuable resource wasted and then expect some revolutionary new theory or commercial development to pull us out of the hole.

Sure, at least one company claims to have perfected a system of purifying sea water which is economically feasible. But you not only have to purify the water in the first place, which is at the ocean or nearby, but you have to work out a distribution system to get that water to the land where it is needed. And this may well prove a greater problem than purifying it in the first place.

We can work out use ratios which will allow the irreducible minimum of waste. Well and good. But what is most important of all is to save our existing supply.

And just as great oaks from little acorns grow, vast reservoirs of water grow from small storage projects. As it is now too much of our natural water supply is furnishing nothing but a free ride to the sea for an accumulation of silt. Too much of the thinking in connection with water storage has been concerned only with vast, multi-million dollar dams which will stand forever as monuments to a government party.

We have, I believe, overlooked the vast potential to be gained in small developments at the head of the watershed. A lesson can be learned from the beaver and his small dams. In their day the beaver irrigated about as many acres as the government projects to today. And all through small mud and stick dams. Not so scientifically laid out, true, but nonetheless, well enough engineered that there were flowing streams in places that now lack water.

This is not a problem you have to worry about right now. You can put it off and get a bigger bite of it tomorrow or next month or next year. By then the problem will be bigger. And harder to solve.

While we are on the subject of water I might mention that Bill Graham, J-M manager here, told a bunch of foresters the other night that the water source at the plant site on the Williamson will not come from the river but will come from two deep wells. The reason being that river water doesn't make good steam and well water does. I haven't figured that one out yet, but I'm willing to take his word for it.

The waste water, having been fully utilized, will be filtered out in settling basins and otherwise purified before being dumped into the river and will be "almost pure enough to drink."

No threat to fish life, at any rate. And if a threat is ever posed Graham has stated that the company will be the first to do something about it. A commendable attitude.

Open House

By FLORENCE JENKINS

The heavy, moist, earthy smell of recently-dug potatoes is native to our land and indigenous to our Klamath Basin economy.

If it is an aroma foreign to your nostrils or an aroma neglected for some time, here is an invitation from six teen-age farmers.

Come out to Crater Lake Potato Distributors' warehouse next Sunday afternoon between 1 and 5 p.m. Look at the home grown potatoes; smell them, still damp from the washer and piled high in the storage cellar waiting to be shipped to market.

Each one of these boys has completed his project of growing an acre of potatoes. They are members of the King Murphy Potato Club of the Henry district.

The potato harvest is done. The Kiwanis Club judges have looked and measured and admired the crop. Their decisions will be announced at the fourth annual Kiwanis Club potato banquet on December 5. Some two dozen prizes will be awarded including top honors to the producer of the greatest number of No. 1's, the acre with the greatest yield and the best set of records.

So that the public may see the quality of this year's crop, Karl Dehlinger, leader of the King Murphy Potato Club, will have open house on November 17. Hosts will be the six members of the club: Robert Jacobson, Dennis O'Keefe, Don Berry, Ted Dehlinger, Bobby George and Dick Dehlinger. Visitors may buy some of the boys' own potatoes and the profits from all sales on Sunday afternoon at the warehouse go to the King Murphy Potato Club.

From the Lakeview-Merrill Junction, turn right and drive one-fourth mile to the warehouse. It is an opportunity to renew your personal acquaintance with one of Klamath's major products in its newly-harvested state.

Appeal
Alturas (To the Editor) — The friendly business relation which has existed for many years by and between the fine and upright people of Modoc County, California, and that of the neighboring county and state of Klamath, Oregon, has of recent met with various economical and comprehensive impediments of detrimental aspects, impediments which, if not properly and instantly dealt with, could easily lead us to bigger disadvantages on both sides of the border.

The only cause for this impediment between these two families of historical friendship, geographical neighborhoods, and economical co-dependents, is that ill-conceived package of so-called Lassen County, Junction Highway 14 sold and delivered to the fine people of Klamath Falls by the promotional business tycoons of our sister county on the south-Lassenites.

Naturally, to you people of KF and Oregon points north, this myth of purely egotistic fanaticism saturated with the aroma of dining and thriving seemed invitational. And rightly so, for after all who of the driving public is not interested in a shorter and better road?

We all are, of course, we are, and that is exactly why I am writing this friendly message to you in KF who seem to be so overly zealous to direct every driving prospect going south to take that unsafe County Road 14 from Canby to Adin, to Susanville, to Reno and points south, not knowing, of course, that in doing so they are endangering the very life of these innocent traveling people by directing them on to that winding, twisting, turning, and narrow county road which is not a state highway, has no traffic controls, no gas stations, and no merits to offer other than that of the

Cooperation, governor, is vital not only within your own party, but within the party of the opposition as well. And as we mentioned before, the taxpayers' money is not an object to be used to buy or sell political ballots. Money has a habit of being bipartisan.

An honest position is the one that will allow to accumulate only enough surplus to meet any unexpected needs. Any over that should not be collected in the first place, if it is not needed this year or next. The 1959 session of the Legislature can take care of its needs when the time arises.

I take this stand, working from the premise that if the money is not there to be spent, there may be some hesitation about asking for it, while if it is there to be spent, it will surely be spent.

Pogo
I'M ALL SET FOR OUR CRUISE TO MEASURE THE WORLD—TAKE MEASURE, YARD STICK, ALL IN HAND.

GOOD! AND I GOT A BLANK GLOBE HERE—READY TO MARK UP.

AS MILITARY COMMANDER MAY I ASK YOU GOT YOU GOT A BLANK GLOBE FOR?

WE'RE GONNA MARK DOWN THE WORLD AS WE SEE IT—WE'VE GOT TO HAVE AN OPINIONATED FREE-JUDGED MAPS.

BUT I ALWAYS LIKED THEM MAPS WHAT GOT THEM IN COLOR? I WANNA GO TO A PURPLE COUNTRY.

WHEN WE COMES TO A PURPLE COUNTRY WE MARKS HER DOWN ORANGE, PURPLE, MAUVE AND PINK.

Officials Break Smuggling Ring

By FLORENCE JENKINS

BERLIN — The West Berlin customs today announced the arrest of eight persons they said had smuggled at least \$500,000 worth of banned strategic metals into Communist East Germany.

Officials said the metals, mostly nickel and cobalt, were intended for use in East German arm factories.

The smuggling ring was uncovered Nov. 1 with the arrest of a truck driver who tried to sneak some metal into East Germany under a load of coal.

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FLIGHT PITCH DYNAFLOW* — last word in travel with your wheels on the ground

MAYBE you've felt smooth transmissions before. Maybe you've had obedient response before. But take it from us—you have never in all your born days known anything like this Buick's Flight Pitch Dynaflo!

This one switches the pitch a million ways—automatically, smoothly, thrillingly.

Thanks to a new infinite-pitch stator, you get the most efficient ratio of engine power to rear-wheel turning on the American scene today.

The result: an exuberant feeling of aliveness—a new sense of command unlike anything you've known before.

But there's far more than brilliant performance in this '58 Buick. It embodies more aircraft principles than any other car yet built. It carries a new excitement in styling—a joyous new comfort in travel—a new nimbleness to handling—and the solid satisfaction of a new standard of Buick quality.

Want to hear more? See more? Do more?

Drop in and guest-drive the glamorous B-58 Buick today.

*Flight Pitch Dynaflo standard on LIMITED and ROADMASTER 75, optional at extra cost on other Series. Air-Port Suspension optional at extra cost on all Series.

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They'll Do It Every Time

By Jimmy Hatlo



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