

The Herald and News

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Bipartisanship

By FLOYD WYNNE
Proper tribute was given last night to Sen. Richard L. Neuberger at a special dinner sponsored by the chamber of commerce.

Senator Neuberger has certainly merited the praise of the Klamath Basin for the fact that he has worked unselfishly for the protection and perpetuation of the timber on the Klamath Indian Reservation, and the economic well being of the Klamath Basin.

When we look back a few months, we must recall that the prospects of getting any change in the Termination Bill were pretty remote indeed. As a matter of fact, I had at one time spoken to two members of the House Interior Committee and they expressed the viewpoint that the Termination Bill had finally been passed, and they did not want to have to go through the matter all over again. As far as they were concerned, the Klamath Basin would have to live with the bill as it was.

However, we also knew just a few short months ago that neither the Indians involved nor the Basin could work with the bill the way it was. Something had to be done to provide protection for the Indians' possessions as well as the economy of the Basin. The impossible task of trying to amend the Termination Bill to provide this protection was begun. There seemed to be little hope of getting the Congress to appropriate a considerable sum such as 90 million dollars or 100 million dollars to buy the timberlands.

However, I think Senator Neuberger stated it very well when he said last night at the banquet, "This was an achievement for bipartisanship at its best. Members of both great political parties worked together closely in seeking to prevent economic disaster in the Klamath Basin, disaster which would have affected Indians and non-Indians alike."

The senator was quick to introduce and line up support for a government purchase bill. However, when the element of a possibility of private purchase entered the picture and threatened the entire measure, Senator Neuberger unselfishly withdrew his own bill and put his effort behind the administration's effort.

Thanks to the labor of such men as Senator Neuberger and Tom B. Watters, Management Specialist, the job was done, and a workable solution was effected out of a chaotic situation. Both men not only found themselves at odds with their own political followings at times, but many times found their motives and their actions subject to sharp criticism.

The end result certainly has been a political example of what bipartisanship can accomplish when the welfare of the people is elevated above any political efforts. The distinguishing difference between a statesman and a politician is a matter of public concern as against a matter of party concern.

Road Construction

By FLORENCE JENKINS
Road construction is a continuing project. Probably none of us alive today will see the completion of the network already planned for Southern Oregon and Northern California.

A business visitor during the week was Robert R. Van Leer, publisher of the Garry County Reporter at Gold Beach. He brought word of a new road-building project from the Oregon Coast.

The new link would connect the Gold Beach and Crescent City area with the Rogue Valley, cutting the distance from Gold Beach to Grants Pass just about in half.

According to the newspaperman, the road would take off from Gold Beach, go up the Rogue River to Agnes, then over to Illinois Valley and connect with Highway 199 at Selma, about 20 miles west of Grants Pass.

The coastal interests are pinning their hopes on a cooperative effort. There is a good two-lane highway up the Rogue from Gold Beach to Lobster Creek, a distance of about 10 miles, the first five or six of which have been paved. There is a road at the other end, down the Illinois River from Selma, a distance of about 15 miles.

The stickler at present is the 30 miles of space between the two roads.

The Forest Service plans to build from Gold Beach to Grants Pass.

the surveys have been made. The promulgators of the link highway have been told that the Forest Service has recommended that a road from Gold Beach to Selma be placed on the forest highway program. The State Highway Department still has to be convinced of the advantages, but the governor has offered his support of the project.

The ace in the hole seems to be the tentative plans of Coos-Curry Electric to build a power dam on the Illinois River. Assuming the power company goes ahead with its plans, another portion of that 50-mile stretch would be spanned by a road.

In view of the long struggle to connect Klamath and Jackson counties by way of Lake of the Woods and McAllister Springs, the Gold Beach to Grants Pass project strikes a sympathetic note on this side of the mountain.

Crater Lake

By NELSON REED

If you want to see Crater Lake at its best go now. The tourist mobs have departed, most of the "overstuffed" Golden Mantle chipmunks have gone to bed for the winter. The bears have given up the summer's WPA and have gone off to rustle on their own for a while until they find a snag den for the winter.

While you eat a picnic lunch at one of the many magnificent viewpoints and gaze with never ending awe at the unbelievably blue water a thousand feet below, flocks of migrating Spec and Snow geese pass a few hundred feet over your head. From the endless yacking you guess that last year's migrants are telling this year's children all about the country: "Sure, Crater Lake is beautiful to look at but there is nothing to eat for a hungry goose down there. Just wait until we get to Tule Lake and the Lower Klamath barley fields." Gosling, "It makes my bill water to think of it."

The trip around the Rim Road brings back many memories. As the first manager of the Reemployment Office (during the depression in charge of the CWA programs, we furnished all the labor for the contractors who built most of the Rim Road, Dunn and Baker, who bid a fixed price for a tough looking stretch that appeared to be a solid lava rock flow, "struck it rich" when they dug into it with a steam shovel and it turned out to be a mountain of pumice overlaid with a light cover of drift lava.

Bill von der Hellen's outfit, for whom I had to get "special dispensation" to use "unmatured Swedes," hard rock and jackhammer men, because no others understood or took kindly to that kind of work. I well remember the first time Bill came into my office and said "I want to hire some Yail Men." I was puzzled. "Oh, those square heads with the big feet that they put down hard, and the tough hands who have been out on a big drunk and who have been thrown in jail. 'Soon as they are out I want them.'"

I recall hauling several earloads of them up to the job. Barely able to stagger around, I watched them hang onto the handle of a thumping, jumping, banging jackhammer their first day on the job. I wondered how any human with a hangover headache could stand it.

Then there were those other Swedes who all day long carried two five-gallon tin cans of water suspended from a yoke on their shoulders up the Wineglass trail from the lake to camp. They furnished all the drinking water before a pump and pipe line were installed. I have watched them as we plodded up the Wineglass trail.

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from fishing, and never once did they stop to rest. I saw them swing suspended from ropes from the sides of the rock cliffs while they drilled powder holes with those jumping jackhammers. Sometimes I think a plaque should be put up there to the square heads without whom the Rim Road could never have been built.

On around the Rim near the Diamond Lake turnoff, my toughest contractor and biggest headache had a rock quarry and crushing job. He repeatedly refused to hire his help through the Klamath employment office, as he was bound to do by law, and tried to bring in whomever he pleased from all over the country. Three times I went up there and checked his payroll and warned him to obey the rules or else. Then I had the Bureau of Public Roads Authorities shut his job down and fine him \$100 a day.

He came roaring into my office the fourth day and offered to lick me. I laughed at him and told him he wasn't big enough, which was true.

After I got him calmed down a bit he tried to hire me for twice what I was getting. I told him to go jump. Then he gave up and agreed to obey the rules.

Next thing I knew the bureau engineer discovered that he was docking everybody 10 minutes every time they blasted in the quarry, which was a dozen or so times a day. Even truck drivers several miles away got docked. Then they found he was keeping three sets of books, one for the men, one for Uncle and one for himself. It took all kinds to build the Rim Road.

Ever notice the beautiful stone walls at all the viewpoints? Examine them carefully the next time you are up there. "Old Shakespeare," as we called him because of his goatee, can take credit for them.

He was the bureau's inspector in charge of stone work. Nothing but the finest was good enough for Shakespeare. We combed the country for fine Italian and Austrian stone masons who could satisfy him.

When they showed up on the job he never questioned them. He just looked over their stone cutting tools. Only real workers in stone ever went to work.

One day Harold Ickes, the eternally unhappy secretary of the interior, showed up and was taken for a drive over the almost completed Rim Road.

"It's too narrow," he bellowed. "Make it 20 feet wider!" So the contractors who had all the fancy sloping completed cursed, and the engineers had fits, and it cost Uncle Sam a lot more money; they went back and made it 20 feet wider.

Today, of course, it is easy to see that Ickes was right, but why wasn't it planned that way originally? Only a government bureaucrat could tell you, but he won't. So next time, while you drive around the Rim Road and enjoy the magnificent scenery, pause and give some thought to the men who built it, who sweated and cursed and risked their necks every day while they got it done come hell or high water.

Getting Industry

By WENDELL KEENE

In Aberdeen (Wash.) World Combined effort of business, government and labor is necessary to create an adequate industrial climate in any area hoping for industrial expansion. Fred Baker, president of the Puget Sound

Pogo



industrial council, stressed last night.

Baker outlined the organization and accomplishments of the five-year-old council he heads at a general membership meeting of the Grays Harbor industrial council in the Morck Hotel. Speaking informally and referring to notes only for exact figures, he imparted his experiences in promoting Puget Sound industry for the benefit of the relatively new Grays Harbor council.

A broad three-point program employed by the Puget Sound council in seeking industrial growth was laid down by Baker, who reminded his listeners that the organization is regional in scope and covers 13 counties, including Grays Harbor.

The gist of the Seattle advertising man's program boiled down to: (1) "actively helping present businesses to expand, (2) having the right information and push to attract new industry, and (3) educating your community to accept these objectives."

"Nothing is more important than community development," Baker said. "But nothing requires more in the way of patience and understanding than this type work."

The industrial promotion expert advised that the local council operate entirely on a voluntary basis. "Work, not money, is needed," he said. "Willingness to put something back into your community for what it does for you should be motive enough."

Again stressing the fact that any effective program of industrial expansion must be backed by all community elements, especially business, government and labor, Baker told Harbor members that they should set up good public relations, make a survey of sites and facilities, and "let the country know what you have to offer for potential new industries." Research data and services of the Puget Sound industrial council were available to them, he said.

Killing Does

Klamath Falls (To the Editor)—Fail is here with the coming of the great slaughter. The big game hunter is oiling up his young cannon, getting all set to kill off his share of the rapidly vanishing deer herd of Oregon.

Two hundred fifty thousand hunters will kill some 100,000 deer or more, including 30,000 does and fawns. The state is divided into some 60 sections for the slaughter of does alone which vary in number to be killed or harvested. This, of course, is an actual count and does not account for the killed that are left to rot, and the wounded that later die.

A 6-year-old child knows that a kill of this number of deer, especially does, can't continue indefinitely without diminishing the herd to the vanishing point. Thirty years ago, without these expert conservationists, there were 100 deer to one. Today, there are more roads and more hunters, which our game commission should realize and tighten or lessen the kill, especially of does and fawns.

Law enforcement should be in the hands of a game warden and a large number of deputies—with red hats in the woods with the hunters. Pay? Part of the fines. Last year one doe slayer said that he had to kill nine before he got one to suit.

The county court should control the number of does killed in each county.

Don't kill a doe—please.

D. A. Lamer
P.O. Box 92

Quotes

United Press International COLUMBUS, Ohio—Judge James G. Stewart of the Ohio Supreme Court on the appointment of his son, Potter Stewart, to the U.S. Supreme Court:

"I know that Potter will take it as a great challenge. He never has had a swelled head, but has a good mind, is modest, has integrity, industry and a fine American point of view."

WASHINGTON—Vice Adm. Charles R. (Cat) Brown on the controlled use of nuclear weapons: "In limited war, I would not personally recommend the use of any atomic weapon, no matter how small."

LITTLE ROCK, Ark.—Curtis R. Mathis, district director of the Internal Revenue Service, in saying the revenue agent who tried to tax Gov. Orval Faubus for a gift automobile and for use of the governor's mansion did not use good judgment:

"Governor Faubus is completely right in his statement that if he had to pay tax on those things, he could not afford them."

They'll Do It Every Time

By Jimmy Hatlo



He'll Never Hear The End Of This

MEMPHIS, Tenn. (AP)—Ever cuss the woman driver in front of you? Listen to this story. After trailing Mrs. Walter J. Burke for blocks, police ordered her to pull over to the curb. There she was told she had been chosen "safe driver of the day."

At about the same time, Mrs. Burke's husband, driving elsewhere in the city, also was ordered over to the curb. He was given a ticket for speeding.

Elkins Asks Suit Dropped

PORTLAND (AP)—Portland gambler Big Jim Elkins went to circuit court here Wednesday and asked dismissal of a burglary conspiracy indictment.

An attorney for Elkins said the indictment was faulty because it did not carry the names of all the witnesses.

Elkins was accused by the grand jury last week of being involved in a plot to burglarize a number of Portland business houses.

Circuit Judge Charles Redding said he will hear arguments on Elkins' request Monday.

Infant Victim Of Detroit Polio

DETROIT (AP)—A tiny 10-month-old girl is the latest victim of Detroit's polio epidemic. Sharon Scott's death Wednesday was the city's 17th polio death of the year. She was one of six children. Her mother told health authorities none of the family had received any Salk polio vaccine shots.

Four new polio cases were reported in the city Wednesday to bring the total thus far this year to 553, compared with 173 cases and two deaths for the similar period of 1957.

KLAMATH FALLS ARMORY

Wed. Oct. 15

Big Show 8-10

Dance Follows

RADIO'S COAST TO COAST NBC

GRAND OLE OPRY

FROM NASHVILLE, TENNESSEE

Presents in Person

HANK SNOW

VICTOR RECORDING ARTIST

AND HIS FAMOUS RAINBOW RANCH BOYS

JUDY LYNN

CHAMPION GIRL YOYELER AND JUBILEE RECORDING ARTIST

PAT KELLY

Rock-Roll Artist

SINGS MEY DOLL BABY AND OTHERS

COUSIN HORSEFLY

THE FUNNY MAN

THE SHAMROCKS

ONE OF THE NATION'S BETTER BANDS

THE MOST COLORFUL SHOW ON THE ROAD, BARRING NONE

TICKETS BOUGHT IN ADVANCE \$1.50. TICKETS BOUGHT AT THE DOOR \$1.00. CHILDREN'S TICKETS 50c ANYTIME

Save Money - Buy Tickets NOW AT

Derby's Music Co.

KLAMATH FALLS

ARMORY

REMEMBER THE DATE

Wed., Oct. 15

Hearings Set By PUC Boss

SALEM (AP)—Public Utilities Commissioner Howard Morgan Wednesday ordered public hearings on the application by Western Greyhound Lines to increase fares to four cents a mile between Corvallis and Newport, and Winston and Coquille.

The hearings will be held at Myrtle Point Oct. 23, and at Newport Oct. 24.

Morgan also said he granted a

4 per cent increase in cartage rates within Portland and its commercial zone, effective Oct. 20.

He ordered a public hearing to be held Oct. 22 at North Bend on the application by Gort & King to increase its bus fares 10 per cent in the Coos Bay area.

INTERRUPTS

KINGSTREE, S.C. (AP)—Kingstree's annual fire prevention

fares to four cents a mile between Corvallis and Newport, and Winston and Coquille.

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