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Freeways Spell Doom For Remote Fishing, Hunting In Many Areas Of California

By DEVAN L. SHUMWAY

SACRAMENTO (UPI)—So, Mr. Fisherman, you thought a recent announcement that the State Division of Highways is going to build 10 billion dollars worth of freeways sounded convenient.

Here's news for you.

The State Fish and Game Department believes this announcement actually may be very bad news for the fisherman and hunter.

The reason is that some of the highways might go trans-Sierra through areas that haven't really been, according to a spokesman, "tapped" by sportsmen and particularly by civilization.

Highways often bring civilization and fishermen and hunters — along, with them.

It all sums up to this: There's a chance that some of the last wilderness areas of California will be lost to fishermen.

The really avid fisherman thinks nothing of packing into a wilderness area to toss in his bait. Besides, there's very little good low elevation stream fishing these days left in California.

So what happens? The Division of Highways comes along with its survey lines and maps and struts a highway right across your favorite fishing stream.

Then comes the tourists and the turpike fishermen. The next thing you know your stream isn't your stream any more. It's community property.

The Department of Fish and Game spokesman held out some hope, however. He reported that preliminary talks are underway to get the highways division to preserve some of the wilderness character of streams which bound highways.

One point of dispute between any two agencies in this type of matter often goes something like this:

Fish and Game Department: "We want you to leave some trees and rocks along the streams so the fish will have somewhere to live. They don't do too well in shallow water with no shade."

Highway engineers: "That looks sloppy. We like our highways to look clean."

Already, with the advent of weekend jeep clubs, the pressure is on the state's high mountain streams more than in the past.

The Fish and Game Department has for years been planting fish high up in the mountains, and the fish have been growing up. These fish were for the angler who didn't like the elbow-to-elbow fishing in

the valleys.

The Fish and Game Department expert pointed out that these people don't mind hiking into the wilderness or riding there on horseback. But they like very much for the fish to be there.

The Willys Jeep — invented as a result of World War II — can go almost anywhere. This writer can attest to that.

Recently we were invited on the annual Jeep Jamboree into the Rubicon Springs area of the High Sierras. We went and we saw.

It took a long time — almost a mile an hour, we made — but we finally got over the mountains. We must have lost five pounds, although there were no scales present.

We went over rocks high enough to high center almost any other mode of transportation. We went through streams two feet deep and through mud almost that deep.

We climbed up hills that were slanting at more than 45 degrees. And we went down the same hills.

One of our party tossed a fly into a stream up there in the hills. He got one little nibble and that's all.

That's what the Jeeps have helped to do.

There are indications that further control measures soon may have to be imposed by the U.S. Forest Service on wheeled vehicles to protect the wilderness character of large segments of the state's back country.

A recent report of the Department of Fish and Game disclosed these proposals.

The department said wheeled vehicles — mostly Jeeps and motorcycles — are being used to gain access to areas heretofore accessible only by foot or horseback.

The result: Fishing pressures have increased "terrifically" on fishing waters in large areas that were relatively untapped before.

Just last spring, the forest service closed some areas to protect watershed and timber — and prevent some wilderness trails from being damaged by Jeeps and trucks.

One ban closed a half million acres of the Sierra National Forest to all vehicles for the summer. Next year, there may be more of them, according to the department.

Gilbert Grosvenor was one of the most active founders of the National Geographic Society. His father-in-law was inventor Alexander Graham Bell.

Makers Struggle To Take Noise Out Of Jet Engine

WASHINGTON (UPI)—The airlines hope they aren't entering the jet age with too much noise.

They mean that literally — the noise of the jet engine is the worst fault it has.

To keep itself out of broken eardrum suits, and to make communities completely happy to receive jet service, the U.S. aviation industry has spent a fortune finding ways to lessen the jets' inevitable shriek. It is a noise one observer has likened to "the probable mating call of a lovesick dinosaur."

Boeing alone spent \$10 million developing a noise suppressor for its mighty 707. Other jet manufacturers have similar devices.

The Boeing suppressor consists of tubes at the rear of the engine. The hot gasses that power the 707 are scattered through the tubes instead of emerging as one noisy blast.

The device cuts the 707's noise level down to that of a conventional piston-engine plane. The noise problem is not eliminated entirely, however; the jets scream while piston engines roar, and even though the noise level is the same, the jet is likely to be more annoying.

The airlines will pay for more than just a suppression system. The device, which costs \$25,000 per engine, cuts power about two to three per cent and raises fuel consumption slightly. But the airlines figure they are getting a bargain considering the goodwill involved.

There is evidence that the jet noise factor may have been somewhat overrated. Jets climb so fast that they are out of the "nuisance range" far sooner than piston planes. The 707 hits 1,000 feet less than 60 seconds after takeoff — which means less noise outside the immediate airport area itself.

Nevertheless, their noise could hinder operation of American jet airliners to Europe at the outset. In Britain, for example, Transport and Civil Aviation Minister Harold Watkinson announced three major regulations applying to the U.S. has been cut to "a reasonable minimum."

The toughest rule, which could delay regular passenger service, specified that until British officials decide the American jets' noise level is acceptable they will be able to take off and land only during "waking hours."

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SPCA Blasts Cow Imports

By United Press International

California Cattlemen's Association president, Bob Johnson, says the Humane Society objects to any further shipments of New Zealand cattle into the state.

Johnson told the annual fall meeting of the Northern California Cattlemen that the cattle which arrived in San Diego recently from New Zealand were in such bad shape from the long voyage and unsanitary conditions that the humane group voiced its objection to importing similar shipments.

The cattlemen's president says the group he heads is attempting to get advance information on imports so they will be better able to cope with the situation and explain the effects to Congress.

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