

LAKE OF THE OZARKS

# BUSINESS JOURNAL

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# Letters to the Editor

Dear Editor,

In your October 2008 issue, on page 2 in 'Letters to the Editor', Mike Geske of the MO Corn Growers Assn. points out all the things boat owners can do so that ethanol doesn't damage their engines.

He implies that marine boat docks have been selling gas with ethanol to boat owners for years. If this is in fact, true, and I am not sure it is from conversations I have had with some of the docks where I buy gas, then shame on the gas distributors and dock owners who do this knowing of the potential for engine damage. Additionally, if you have an older boat, you should get a newer one so you can use gas with ethanol. Get real.

1. There isn't any indication whatsoever that gas with ethanol is cheaper than gas without ethanol.

2. I don't care if CA and MN use it. I live in Missouri.

3. He says we need to keep in mind that because ethanol has solvent characteristics we should change fuel filters regularly and carry several spares. Spend extra time and effort monitoring plastic and rubber components. Why should we have to do this when with regular gas none of this is necessary?

4. If we are still concerned, we should buy premium. (Yet he previously states we should save money at the gas pump.) How is this possible buying premium?

As boaters we should do all of this so that Missouri farmers can sell more corn at a higher price plus the economic food costs everyone is already feeling because farmers aren't growing corn for food but rather for gas. Ethanol is not the solution to our gas and oil problems.

The minor amount of gas purchased for marine use is a drop in the bucket compared to the amount used and needed for automobiles. Ethanol is not used for savings of oil but rather for emissions. If it is so wonderful, why aren't the oil companies touting its virtues rather than corn farmers? If it looks like a duck and it quacks like a duck, then it is probably a duck.

Dean Daniels, Kaiser, MO

## "Worst case scenario' may leave motorists slipping and sliding this year

by Nancy Hogland

If the Lake area receives a lot of snow and ice this winter, everyone – from municipalities to private individuals – could be struggling to keep paths clear.

According to one ice control salt provider, there is a severe shortage of salt in the nation – the likes of which have not been seen since the early 1900s – and that shortage could result in salt rationing and extremely higher prices.

"It's not that there's a shortage of salt exactly – it's that there's been a major transportation problem," explained Peter Gunther, of Gunther Salt Company in St. Louis, supplier

for the Horseshoe Bend Special Road District (HBSRD). "The northern states all had stockpiles of salt they had built up over two to three year's time. However, last winter those stockpiles were completely depleted – they all used every grain of salt they had."

He said because the majority of that salt gets barged from Louisiana, and because those states have only a seven to eight month window where the rivers aren't frozen over, every bit of salt produced in this nation had been directed north to replenish those supplies.

"Further complicating matters, the spring floods disrupted barge traffic because

when the river floods, they can't unload. Making matters worse, when the hurricanes hit the Gulf coast region, the Louisiana salt mines were flooded and had a three to four week period when they weren't producing," Gunther said. "Consequently, not only did the northern territories not get their supplies adequately replenished, we didn't get any shipments for quite some time. This year, the worst case scenario was played out – if it could go wrong, it did. We've never seen anything like this in the history of our company, which was started in 1902."

*continues on page 15*

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