

Herald-News Week-End Photo-Magazine Page

McNary of Oregon Among Possibilities For GOP Choice

AT long last, Charles Linza McNary is a presidential candidate — Oregon's native son contribution to the array of political talent to be considered for the GOP presidential nomination.

The shrewd, soft-spoken lawyer-farmer has been mentioned before for the presidency, particularly by his admirers in Oregon and by agricultural groups who liked his sponsorship of the McNary-Haugen bill way back in 1926.

But this time, Senator McNary is getting a bigger national "press" than ever before, and he has Oregon's convention delegation pledged to him. In the presidential department of the recent primary, Mr. McNary was unopposed on the republican ticket, and he polled more votes than the combined democratic votes of Messrs. Roosevelt and Garner.

Senator McNary went to the senate back in 1917. He has been re-elected regularly and without much trouble since then — unless an exception is to be made of 1936.

In that year, Willis Mahoney, then mayor of Klamath Falls, was nominated for the senate on the democratic ticket and he gave McNary a whale of a race in the November campaign. He came within about 5000 votes of the powerful republican. That was a democratic year and a presidential year, which may have had something to do with it. When Mr. Mahoney ran again in 1938 he lagged far behind Rufus Holman, generally considered a much weaker candidate than McNary, but in 1938 the democratic party in Oregon destroyed its opportunities in the primary. — and Oregon swung back to republicanism.

Senator McNary has been quoted as saying the only reason he is a candidate this year is to get a good sound agricultural plank in the GOP platform. He has, however, been proposed by persons who believe he is one republican who could carry the agricultural states, and whose ideas are sufficiently liberal to win over many who might otherwise vote democratic.

Mr. McNary has been the republican floor leader in the senate for six years. He has been an ardent airplane industry man. He has sponsored government power and navigation programs (Bonneville) and the present occupant of the White House is said to be fond of him. New Deal big-wigs did not attempt to knife McNary in 1936.

Senator McNary was born on an Oregon farm. He was graduated from Stanford and served several years as dean of the Willamette university law school. He became an associate justice of the supreme court.

His wife was killed in an automobile accident in 1918. A number of years later he married Cornelia Morton McNary. The senator has a farm near Salem which is close to his heart. He longs to get back to it, and goes back the moment



Charles Linza McNary



Cornelia Morton McNary

he leaves his duties in Washington.

Senator McNary does all the favors he can for his Oregon constituents. He watches their business in Washington and delivers the goods if it is within his power. People of the state are fond of him, although not all of the more conservative republicans like some of his policies.

In Washington, he is generally respected and liked. There he is sometimes called an "animated Calvin Coolidge." He has steered senate republicans through shrewd strategic channels.

His chance of being nominated is based on the possibilities of deadlocks among the more prominent candidates; whereupon he might be brought forth as a dark horse who should stampede the herds in the western agricultural states to the GOP banner.

SURPRISE

SALT LAKE CITY, (P) — Howard R. Bush found a baby in a basket on his doorstep. He called police.

Then in walked G. F. Bush of Grand Island, Neb., to make brother Howard a surprise visit. G. F. said he had placed his seven-week-old son on the doorstep, then hidden nearby just to observe his brother's consternation.

To Mother and Dad

I thank you for the chance of living;
I've thanked you all my life for giving
Me the chance to see the splendor
Of sunset colors, and the beauties tender
Of a baby's smile and a dew-drenched flower—
A hundred worthwhile sights an hour.

I thank you for the lark's clear call,
The roar of the sea and the waterfall,
The shrill of the trains that race through the night,
For man-made music—who knows its might?
And the homely sounds that please the ear
If one will only stop to hear.

I'm glad I can feel so many things—
Smooth rose petals and a bird's soft wings,
The loose warm earth in the early spring.
The sense of peace that warm sheets bring,
The warmth of the fire on a winter day,
The grit of sand and sticky-smooth clay.

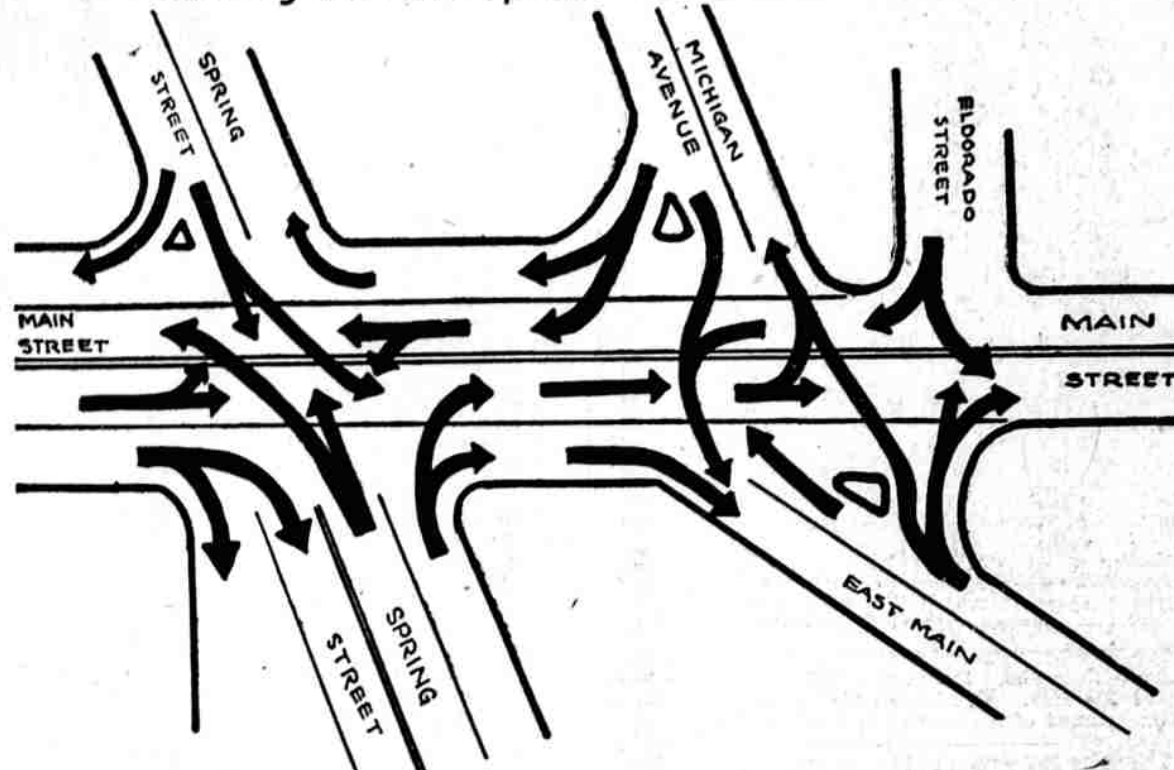
And whoever sniffed bread freshly baked,
Or new cut hay when it's just been raked,
And sorrowed to think that he could smell?
Or who isn't pleased when the flower buds swell
And open their precious perfume stores
That scent the whole wide out-of-doors?

And remember the taste of fresh buttered corn,
Or a cup of hot tea when you're tired and worn,
And the sweet-sour grass that we used to eat,
And the fine full flavor of roasted meat—
Or even a kettle of mulligan stew,
Or bacon and beans when your work is through?

I know it's the thing to say with a sneer,
"Well, I never asked you to bring me here!"
But, dear ones, I'm just as glad as can be
That you have given this all to me.

For you have taught me the value and worth
Of the every-day blessings we have on this earth.
(MRS. JAMES R.) VIOLA M. SHERRICK,
Rt. 3, Box 1096, Klamath Falls, Ore.

Driving the Underpass? Here's How to Do It



Scientist To Dig In Lower Lake

A NOTED University of Oregon scientist, whose paleontological investigations through the high desert country of south-eastern Oregon and in the Crater lake area have won wide attention, is going to start digging next week in the heavy peat soil of the Lower Klamath lake basin.

He is Dr. L. S. Cressman, head of the department of anthropology at the Eugene institution. He is coming here with a group of students, numbering about 16, to camp in the lower Klamath area and to make investigations there ahead of the expected re-flooding when the sump project goes through.

Dr. Cressman became interested in Lower Klamath lake through the efforts of Frank Payne, Klamath Falls man who has been hunting Indian artifacts in the Lower Klamath area for many years and has made many interesting finds. Payne's studies have gone beyond the mere hunting for arrowheads or knives on the surface. He has done some digging that developed evidences that have convinced Dr. Cressman that the area has important possibilities.

The sections will be worked from both a geological and paleontological point of view. An effort will be made to establish a relationship between Indian materials and the fossilized remains of the horse, the camel and the elephant—similar to a successful study in the Summer lake district by Dr. Cressman.

The work is to be financed by the Carnegie institute, the University of Oregon and the American Philosophical association. Permission has been obtained from the U. S. department of the interior, and the Lava Beds national monument authorities, to work in the area. Beginning about June 19, the investigations will be carried on for five or six weeks.

Love Conquers All But \$25,000



Because she loves a man who's not a member of the Greek Orthodox Church, 24-year-old Virginia Cocalis, of Washington, D. C., above, will forfeit \$25,000. Amount was legacy from her father, on condition she marry a man born into Greek church. She plans to wed George McMillan, of Knoxville, Tenn., on July 8.

Diagram, Simple Rules and Horse Sense Help Motorists

THE diagram above looks pretty complex—but it's not so bad if you will study it carefully.

The arrows show the proper course for automobiles to follow in every conceivable maneuver through the Main street underpass—in all directions, from all entrances, and toward all outlets.

The diagram will be automatically simplified for the reader if he will imagine himself driving through the underpass area, each separate course at a time. For instance, he enters from Michigan avenue like this—he proceeds down this lane—he turns off into Spring street like this. And so on.

Calling attention to underpass driving in this way is the work of the City Traffic Safety council, which suggested such a diagram. The council believes that there is confusion and lack of knowledge by the driving public of the rules governing the flow of traffic at the undercrossing and at the intersecting streets.

The diagram shows the courses to follow. City Engineer E. A. Thomas has made the following statement of rules and suggestions to be considered along with a study of the diagram:

1. The primary rule applies in the use of the undercrossing as to any other intersection or any point of heavy traffic, that is, the motorist should proceed with reasonable speed and caution. Upon entering the undercrossing from either direction, the motorist crosses an intersection. The state law and the city ordinance would require a maximum speed of 15 miles per hour for crossing an intersection. The maximum speed through the undercrossing is 20 miles per hour which is also the indicated reasonable and safe speed on the city streets, and further it is the speed which synchronizes with the operation of the traffic control lights when they are in operation.
2. The lights now in use are merely for stop signs, and the red light blinking means "come to a full stop, and then proceed as when entering any other through street or thoroughfare."
3. The yellow flashes mean "go ahead or a through street," but they also indicate the need for caution, and in this case, a specially governed traffic condition.
4. The undercrossing provides four lanes of traffic, two in each direction. Mr. Thomas believes that improvement will result if the motorist will remember the following simple rules: for a left turn hold the left lane, for a right turn hold the right lane, for continuation straight ahead hold the left lane and never travel on the wrong side of the double line.
5. Other pertinent rules to remember are:

1. South bound traffic on Michigan avenue entering East Main keep to the right of the safety island at East Main street.
2. West bound traffic on Main street entering East Main also keep to the right of the safety island.
3. Keep to the right at intersections where indicated by such signs.

See the attached drawings numbers one and two for a better visualization of these instructions.

6. The motorist should remember also that pedestrians must use the undercrossing. However, for the convenience of the motorist the pedestrian walks are confined to certain designated places which is all the more reason why these walks should be observed. For instance, a pedestrian crosswalk extends from the south side of East Main to the safety island at Main street. Visibility for the motorist approaching this intersection from Main or from East Main is very poor. Caution and reduced speed is the only assurance of avoiding hazards to the pedestrian.

There's no question but that the underpass is somewhat more complicated than the average bit of road covered by motorists. But the driver who reads and remembers the rules, and then applies good old horse sense, will have no trouble

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Steinbeck's Prize Aids Writers

MONTEREY, Calif., June 15 (UP) — John Steinbeck, the author, has started a revolving fund with the \$1000 Pulitzer prize awarded his much-discussed novel, "Grapes of Wrath," it was revealed today.

Steinbeck gave Ritchie Lovejoy, young Pacific Grove writer who is working on a novel, the \$1000 with the understanding Lovejoy spend his full time writing and turn over the \$1000 to another promising artist if and when he makes a hit.

Lovejoy had been dividing his hours between writing and working for an advertising agency.

Steinbeck made the gift as a perpetual memorial to his father, J. E. Steinbeck, who was county treasurer of Monterey county for many years. The elder Steinbeck gave his son \$1000 early in his career to enable him to complete "Tortilla Flat," first of the Steinbeck successes. The father died before the writer could return the money.

Steinbeck is in Mexico at present writing script for a documentary film "Lights Out Over Europe."

"UNCLE'S DAY"
NEW YORK, (P)—Uncle Sam got the \$2 which Colleen Wright, 16, saved by walking a mile and a half to school each day.

She sent the money to Washington "for defense of the United States." Her gift was formally acknowledged by Daniel W. Bell, undersecretary of the treasury.

Brunt of Defense In New World Up To Old Uncle Sam

WASHINGTON, June 15—In any combined operation to defend the new world against invasion, the bulk of the work would have to be borne by the military forces of the United States.

On paper, the republics of South America can muster fairly impressive defense forces. Their standing armies total better than 240,000 men (a force smaller than the combined Belgian and Dutch regular armies); their navies include five battleships, 16 cruisers, 27 destroyers and 23 submarines. In their air forces are upward of 380 planes.

A breakdown shows this strength more apparent than real. These forces are scattered all over the continent, divided into 10 national groupings. Much of the naval strength is badly out-dated and many of the armies are not fitted to engage in modern warfare.

A B C Nations Strongest
As might be expected the "A B C" powers—Argentina, Brazil and Chile—come the closest to having real military strength.

Brazil, for instance, has a standing army of 79,000 officers and men, organized into 13 regiments of infantry, 20 of cavalry and eight of artillery—including one mechanized battery. In addition, the nation has a military police force of 38,000 men, classed as an army reserve. Brazilian navy includes two battleships, two cruisers, one destroyer (with nine under construction), five submarines and 37 minor craft—gunboats, torpedo boats, minelayers, etc. Between them, the army and navy air forces have approximately 60 planes.

The Argentine army has about 50,000 officers and men. In the navy there are two battleships, nine cruisers, four coast defense vessels, 16 destroyers, three submarines and 30 minor craft. Chile has 16,400 soldiers, organized in three infantry divisions and one cavalry division. Her air force includes one bomber group and two flights of amphibians, totaling perhaps 30 planes; in her navy there are one battleship, three cruisers, eight destroyers and nine submarines, plus 18 miscellaneous vessels.

Many Vessels Obsolete
Those naval strengths are not as impressive as they look. The two Brazilian battleships were built in 1910; those of Chile and the Argentine date back to 1915. Argentina's cruisers are modern; so are her submarines, three of Brazil's and three of Chile's. The rest of the vessels are practically obsolete.

Peru owns two obsolete cruisers, two old destroyers and four up-to-date submarines. Colombia has two modern destroyers, plus a handful of gunboats useful for a fight with a major power. Venezuela's fleet of five gunboats include one pre-Spanish war vessel and one ex-American yacht built in 1900. Uruguay's navy consists of light

patrol craft; Paraguay's, of four river gunboats.
U. S. Missions at Work
Steps to remedy the situation are being taken. U. S. naval missions are currently working with the governments of Brazil, Colombia, the Argentine and Peru; the U. S. army air corps has a mission in the Argentine, and Brazil is pushing an army mechanization program with the advice of a mission of five U. S. army officers.
It is likely that before long U. S. military missions will be in most if not all of the Latin-America nations, advising on organization, equipment and training.

But if the United States itself was recently revealed as unprepared for a major war, it is a shining example of readiness by comparison with its sister republics to the south.

Tough Job



This is Don Ascanio del Principi Colonna, the Italian ambassador to the United States. Since Italy went to war, Don Colonna has looked out through the barred windows of his embassy at a Washington much less cordial than before.

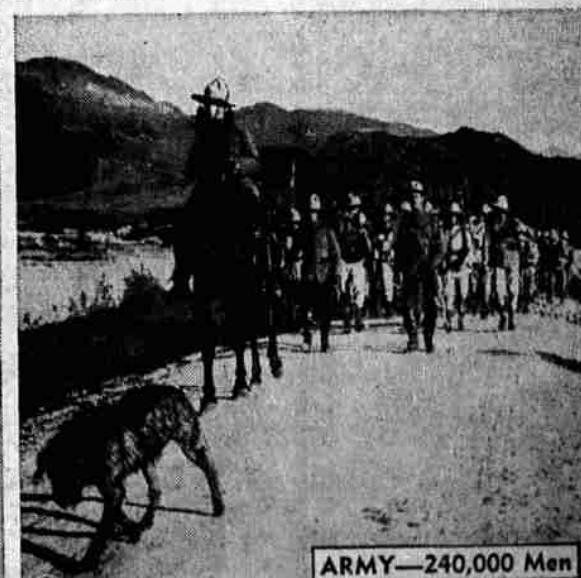
South American Military Forces Inadequate



NAVY—5 Battleships, 16 Cruisers, 27 Destroyers, 23 Submarines



AIR FORCE—380 Planes



ARMY—240,000 Men

Figures on photos are for the combined military forces of all South America. Shown are a Brazilian-type fighting plane, Colombian troops on the march, and Argentina's largest battleship, the Revadavia.