

## English Children Come as Refugees

Question of Sheltering Youngsters "For the Duration" Discussed; Letter From British Mother

SCARCELY a mother in the United States of America, in Oregon, or in Klamath Falls, but has not felt the sorrow of the English mother as that nation inevitably approaches the zero hour when German planes will deal death and destruction to the civilians of that nation, and especially to the young children.

Controversy has come to a head as to whether the immigration restrictions or the lack of ships is the chief factor in blocking the coming of English children in large numbers.

Following is an article prepared and submitted to women of the country:

The part of the American woman in this whole question of caring for the child refugees from England is very clear; in fact, quite independent of the functioning of organizing committees, of the necessary regulatory measures, this is simply a concern of America's women, for it is we who shall ultimately receive, shelter, care for, bring up, train or educate, make happy or glad, these children who come to us from overseas; it is our homes that are offered them, our breakfast tables they will gather around, our songs which they will sing, our beds which we hasten to prepare for their arrival.

One of us has just received a touching letter from an English mother whom she knows very slightly; in fact the acquaintance is of the most tenuous, but as the American woman is taking the little English boys, ages five and three, for the duration,—and because the English woman is confiding to her her sons, she opens her heart as a mother.

Since the invasion of the low countries, and the increasing knowledge of the Nazi attitude to non-combatants, writes this English mother, "and their plans for a conquered England, and since it became plain that invasion, successful or not, was inevitable, we have realized that every young mind that can be saved from the next few months ought to be saved, and that we ourselves, and our friends and acquaintances, are going to have to fight for our lives, and to do so must break up families and homes and send all the children that we can into safety."

"And now I must say something about the children to whom you are being so kind. . . . J. M. is five. He is a bright, alert little boy, but reacts violently against forced perfection and easily becomes dirty, noisy and rather rude. He depends a great deal on his relationship to people and will do a great deal for kindness and a gentle voice, whereas harshness makes him impossible. He adores flowers and beautiful things and has a definite way with animals. Please forgive him if you find him difficult!"

"Anthony, age three, has a similar history except for a broken leg. He makes friends wherever he goes. I have a feeling Anthony will always find a protector, whereas Martin, much more generous and anxious to make friends will make clumsy mistakes and alienate people."

"I hope they will be good, though I fear they won't. I know they are going to be extremely happy when they settle down, and when, later on, they grow up and realize what you have saved them from, they will be as grateful as I am now."

"Dear as I love my little boys," this mother concludes, "I shall be glad when I see them going, because like the majority of people in England now I have begun to wonder each time I put my head on the pillow, whether there will be a morning for me or not. My own courage took something from my husband's and now he is gone, and I am the man of the family. I sometimes feel rather inadequate."

Our task is larger than this; we cannot stand passively by and see our country receive only those comparatively few children who are today allowed to come to us under the existing red tape of the unrevised immigration and neutrality laws, which do most decidedly limit and constrict our most important work.

Let us be worthy of our high trust and face the fact; this must be a mass migration. It must not be limited to those 15,000 children whom Mr. Roland Robinson, member of parliament, recently came to America to report on England's plans, tells us are all that can be accommodated up to August 31, on British boats.

This plan need not be considered unpractical or visionary, England who has recently performed the greatest evacuation in all naval history, Dunkerque, could be equal, with our cooperation, to removing children from this island fortress. Authorities agree, however, that two things stand in the way of this achievement; the lack of the ability of Canada to absorb, even temporarily, this great influx; and a lack of adequate ships. America can help here, but there is not time to be too orderly about it. We should encourage England, make it possible for England to do this "in the Dunkerque way." We can urge putting all available American boats at her disposal—either by loan or by sailing to and from the neutral port of Galway.

Finally, it is our turn, women of America, to say to the men of our country, to our president, our congressmen, our Red Cross officials, our shipping companies, our seamen and our sailors, in a final and most urgent appeal to their generosity, their courage, their humanity, their executive abilities, wisdom and judgement; repeal or temporarily suspend legal restrictions, think of a way, work it out, carry it out, so that we, the women of America, shall be able to fulfill our task as women, as the mothers of a race of men. Do your share, for we have expressed ourselves.

Our homes, and our hearts, are READY!

Mrs. Henry Sloane Coffin, Margaret Deland, Helen Hayes, Mrs. Dwight W. Morrow, Mrs. Harold T. Pulsifer, Mrs. Auguste Richard.

## 'Car Hops' Promote Curbside Business With Smiles, Efficient Service



These pretty girls are among the Klamath young women who are working this summer as "car hops," serving customers at roadside cool drink and sandwich establishments. "Car hops" are all good looking, efficient, and possessed of pleasing personalities. Left to right in the upper row: Alice Sims, Ruth Pennington, Dorothy Taylor, Audrey Mattson. Lower row: Gladys Snuder, Virginia Andrews, Barbara Lavenik.

## Car Hops Have Busy Time of It

Numerous Klamath Girls Find Jobs At Curb Service Spots

BY BOB LEONARD

BORN of a Texas restaurant owner's ingenuity, weaned on California publicity, and reared by an oddly-seeking public—that's car-hopping, America's newest boon to the tired tourist.

We went out this week to see for ourselves how the curb-service gals operate and found several full-grown progeny of the old hot dog stand right here in Klamath Falls.

The procedure is simple and—basically—age old. A pretty dress, a flashing smile and—"but, dear, this place is as good as the next"—they stay, and buy, although they may fume in the back seat.

Most car hops are high school girls, working during the summer, for Christmas money, to go to college, or just working. It gets in the blood, though. "I guess. A few of them are veterans of the curb service. One had been at it for five years, another for two. Both swear they've never had a blister."

Varied Garbs

The car-hoppers, as the one on a bun on a tray gals are known from California to Life magazine, are styled in garbs ranging from Shirley Temple's last year's dirndl to what the well-dressed soldierette will wear come Adolf's blitzkrieg.

We found one in white Russian boots, white satin dress, military braid and a West Point Sunday hat. It was very pretty. Others wore peasant dresses and big smiles, both very becoming. Average pay for the girls runs from \$15 to \$25 per week, depending on the weather, general business conditions, and who can run the fastest.

A minimum wage plus tips comprises the girls' weekly net. Tips average about 75 cents a day during the week; from \$1.25 to \$2.00 on weekends. One girl assured us she averaged \$1.75 all week long. She had a very nice smile.

They work eight hours a day, usually from dusk until the trade dies, sometimes after midnight. Blisters are frequent on Saturday night, and the holiday motorists keep them busy on Sunday to make the weekends fatiguing but profitable.

Nice Customers

Most of the customers, the girls say, are very nice. There are the inevitable few that have a complaint or a proposal for a date. Some of the girls accept an occasional date with a customer; others flash a negative smile—both good business tactics.

Some of the employers furnish the entire uniform and take care of the cleaning, repairing, etc. Some buy those items which can only be used at work and let the girls furnish the balance.

Rules governing conduct of the car-hops are enforced almost without exception. Girls are not allowed to chew gum, smoke, gossip, comb their hair, or pick their teeth while on duty. They must always be neat and clean when they come to work, and must have change, pad, pencil and a ready wit or reasonable facsimile always on hand. They must place change on the tray and pick up all money, including tips, from the tray, not touching the customer at all. There are exceptions to this in the event a relative comes in.

That's car-hopping, America's solution to the old problem of come and get it. The car-hops like it; the public eats it up.

## Lively Writers of Yesterday Kept Local Readers Stirred

Copy of Old Klamath Star Has Items of Interest

By JOY ROLPH

OLD papers that turn up from nooks and crannies of attics or from beneath old carpets, crumpled and yellowed, are more fascinating to those who like to recall the yesterday than today's folded daily that's sailed onto the front porch. Anyone who has poured through the files of 10, 20, 50 or even more years ago, knows that it's the same as eating popcorn, one item calls for another.

When it comes to expressiveness and play of words, a majority of the nineteenth century's editors seemed fascinated with what they could accomplish by the aid of Webster and the mighty pen, thereby not only putting flesh on the bones of their ideas but adding deft touches that made prosaic

articles pulse with color and ring with conviction, however personal.

Chuckles may be derived from the following articles copied from an issue of the Klamath County Star for March 10, 1893, published by P. J. Connolly, editor, and W. E. Bowdoin, manager, which paper is treasured by Clyde Brandenburg. The first of the articles, headed "A City of Snakes"—The French papers are telling a jim-jam story on Linkville," is a good example of exaggeration, quoted verbatim:

"The story of a Heppner man's jim-jams has been put so many times into the shape of a story about 'Linkville Snakes' that it is now all over Europe. Miss Greta Tiffany lately sent to Mrs. Marple a clipping from a French paper which, translated, reads thus:

"The surroundings of the city of Linkville (Oregon), are filled with snakes. In a walk of a mile one can meet thousands of snakes of different colors and various sizes, going from six inches to six feet. "The country people forbid killing of the reptiles, or even doing them the slightest harm. Children are not afraid of and play with them. The favor which these snakes enjoy in Linkville is explained by the fact that they destroy thousands of insects hurtful to agriculture."

"The explanation of all this is as follows: Several months ago a citizen of Darkest Heppner traveling this way with a large keg of Morrow county whiskey in his cart, saw snakes on his journey and in a letter to the Gazette, a humorous paper of that town, told all about the reptiles. As they were the sort of 'snakes' that a man sees when Jim has jammed his common sense into a cocked hat, no sensible editor gave them serious notice. There is, however, a class of editors whose lower cognitive faculties are on top, and they take humorous things seriously. They are responsible for the world-wide circulation of the 'Linkville snake' story. They took the Heppner jim-jam case in their usually solemn way and published it as important."

Another Church From The Judge which was a special column in the Star comes this:

"I have a word to say to those who cry 'We don't need another church!' They are guilty of mossiness in the back and

the fault is their own. Progress calls for plenty of churches. The cultivation of man to the highest moral attainment invites him to the churchdom that is most agreeable to his notions of Christian rites and ecclesiastical authority, and the mossback who disputes me in this is a mossback of his own perversity. Mossbackism is a disposition to catch progress by the coat-tails and pull back. It is not inherited. It is the result of an accident due to carelessness. Every mossback is a man who eats too much at night and rides a nightmare until his horse sense has become shaken into male sense. A serving of thirty days in jail on short rations would cure much mossbackism. When God said 'Let there be light,' he quite as plainly said, 'Let there be opinions,' but an impression founded on a nightmare is not an opinion. Let there be more churches."

The Star's sports section was quite limited but one short article was headed "For the Sporting Season":

"The Klamath Falls Fishing and Shooting club has been organized with its headquarters at Klamath Falls. A clubhouse will soon be erected and equipped at Pelican bay at a cost of \$2500, and from \$200 to \$300 will eventually be invested in building lodges at Lake o' the Woods and Crater Lake. The club will be composed of millionaire Sutros and other wealthy men, including some of our Klamath Falls moneyed people. It will drop considerable bright cash into Klamath's lap, catch our fish, stare at us through gold-mounted monocles and make itself at home with us during the sporting season."

## Reluctance to Face Reality Danger If War Comes to U. S.

By BRUCE CATTON

NEA Service Staff Correspondent WASHINGTON, July 6.—If the United States should go to war tomorrow, its armed services would be handicapped by conservatism, traditionalism, and a reluctance to face realities of a changing pattern of war—just as they have been so handicapped during the years of preparation.

This appraisal is reached after talking with a great many people in the capital who are in a position to know what conditions in the army and navy high commands really are.

In different ways, the two services follow systems which tend to keep down the officer with initiative and imagination. They are organized on patterns likely to nullify efforts of commanders who do possess those qualities. These facts go far to explain why, after years of rearmament, the services are ill-prepared in the air, and why the army is so painfully short of tanks, armored cars, anti-aircraft batteries, and other implements of modern warfare.

"The army is the place for young, inventive, active greenhorns, dressed in overalls and not in gaudy uniforms." So says Congressman Ross Collins of Mississippi, who for some 17 years has been an exceptionally well-informed student of the nation's military machine. A few years ago Collins drew up average-age tables for the army. The figures he got then are roughly accurate for today's army as well. They show:

Average age of major generals, 59 years; brigadier generals, 60; colonels, 58; lieutenant colonels, 51; majors, 44; captains, 42; first lieutenants, 34, and second lieutenants, 26.

These age averages are high, not because the army likes its officers old, but because it is enmeshed in a promotion system which makes high ages in the upper ranks inevitable. The army promotes by seniority, up to and including the rank of colonel. After three years, a second lieutenant becomes a first lieutenant; seven years later becomes a captain. There he may stagnate for a dozen years; finally he becomes a colonel and only then does his advancement depend on his own qualifications.

It is only fair to add that the army is seeking to shorten the periods each officer must spend in the ranks between captain and colonel. But the seniority system remains untouched. The army boasts an elaborate

## Away From Blitzkrieg Clouds



More than 400 British refugee children have arrived in New York. Here are some of the 71 children—among the first to enter the U. S. under the plan to provide them homes safe from bombs—aboard the armed British liner Scythia as they greeted the New York skyline. Lack of warships for convoys may prevent the sailing of some 100,000 other children in the British Isles who were expected to be sent to the U. S. and Canada to escape the blitzkrieg.

## WEATHER

NORTHERN CALIFORNIA—Fair tonight and Sunday; fogs on coast; rising temperature in interior; moderate to fresh northwest wind off coast.

WASHINGTON and OREGON—Fair tonight and Sunday; coastal fogs; warmer in interior of west portion Sunday; slightly cooler in east portion tonight; moderate north and northwest wind off coast; gentle west to northwest wind over inland waters of Washington.

Outlook for far western states from July 15 to 20 inclusive: generally fair but considerable thunderstorm activity in fore part of week in plateau regions and high mountains of California; temperature above normal in interior districts fore part of week, becoming lower toward close of week.

## Klamath County Firsts

(Editor's Note: This is a continuation of the list of "firsts" to be used in forthcoming "History of Klamath county" by Rachel Applegate Good. Corrections and suggestions will be welcomed.)

- 41—First restaurant: Located near Link River bridge and owned and operated by Chas C. Low, 1895.
- 42—First threshing machine: Brought by wagon from Jacksonville by John Wesley Dollard, Date?
- 43—First business house doing banking: Brick Store Co., owned by Alexander Martin, Charles S. Moore, and E. R. Reames.
- 44—First incorporated bank: First National, organized by G. W. White, Geo. R. Lindley and Geo. T. Baldwin, 1903.
- 45—First bank holdup: Klamath County bank, 1908.
- 46—First dairy: O. A. Stearns ranch on Keno route.
- 47—First retail milk route: Henry Nicholas Whitline, early 90's.
- 48—First telegraph line: Erected and owned by Robert K. Sutton; extended from Ashland to Parker station and later from Parker station to Klamath Falls. Later purchased by Western Union Co.
- 49—First telephone line: Extended by J. H. Hessig from Picard, Calif., up Topsy grade, 1902.
- 50—First telephone operator: Eva Worley (nee Stearns).