

JOHNSON QUILTS AS WAR AIDE; JUDGE NAMED

WASHINGTON, July 25 (AP)—The White House announced today the resignation of Louis Johnson as assistant secretary of war and the nomination of Robert Porter Patterson of New York, judge of the second United States circuit court of appeals, as his successor.

Stephen Early, presidential secretary, told reporters that "since time memorial," a cabinet officer has had the right to select his assistant secretary and that Henry L. Stimson, new secretary of war, had asked the chief executive to name Patterson.

Early said Johnson had resigned yesterday and flown to Bohemian Grove, near San Francisco.

As soon as President Roosevelt can get around to it, Early said, he will wire Johnson an acceptance to his resignation and "advise him that he is confidently expecting him, as soon as he has had a rest, to return to Washington for continued service with the government."

There were indications that Johnson might become a presidential administrative assistant—filling the last of six such jobs at the White House.

Johnson, one time national commander of the American Legion, has been associated intimately with the developing defense program.

"If Louis accepts the administrative assistant's job—and we hope that he will—," Early said, "it is the president's intention to have him, as an official member of the White House family, become his eyes and ears, his progress reporter on the entire question of national defense."

Judge Patterson, 49, is a native of Glens Falls, N. Y., and, like Stimson, a republican. After graduation from Union college and Harvard law school he was admitted to the bar in 1915. The next year found him serving on the Mexican border with the national guard.

In the world war he was first a captain and later major in the infantry, winning the distinguished service cross "for extraordinary heroism in action."

He was appointed a federal judge on March 21, 1939.

WOOL MARKET

BOSTON, July 25 (AP-USA)—There was a little more activity in the Boston wool market today and mill buyers were making more inquiries, partly in anticipation of new government purchases for defense purposes. Original bag, fine territory wools running largely staple and good French combing lengths sold at around 83 to 85 cents, scoured basis. Average to good French combing length original fine wools were quoted mostly 80 to 83 cents, while wools running mostly short French combing and clothing lengths were quoted at 75 to 78 cents, scoured basis.

To me, it is so ludicrous that anyone in the United States can not see the importance of this (compulsory training) measure. —Henry L. Stimson, secretary of war.

Civilization is something we can keep no matter what the leadership of the world may be. —Dr. Charles Morrison, editor the Christian Century.

Orators had the violence grievously to insult Spain and its glorious Caudillo.—Spain's official reason for breaking relations with Chile.

Coming Soon



Garwood Van and his dance band, direct from a year's engagement at Hollywood, Los Angeles and San Francisco will appear in Klamath Falls Thursday, August 1, at the armory. The public will have the pleasure of dancing to the music of this famous orchestra, through the efforts of the Lions club, who will sponsor this dance. The proceeds will be used by the club for some of its community service activities.

MEDICAL BUREAUS SHOW BIG GROWTH

Medical service bureaus of Oregon, approved by and affiliated with the Oregon State Medical Society, have shown great growth in the first six months of 1940, according to figures received by J. L. Hicks, manager of the Klamath Medical Service bureau, approved local bureau.

More than 7000 employees in Oregon industrial and commercial fields have been added to the rolls of approved medical service bureaus since January 1, the Bureau of Medical Economics, with headquarters in Portland, reports to Hicks. This brings to 37,000 the number of men and women who receive medical, surgical and related services for a modest prepaid amount deducted from paychecks by employers through the doctors' own medical service bureaus.

That the medical profession is finding this prepaid plan a satisfactory method of giving adequate care to persons of modest incomes is sharply demonstrated in the number of doctors now serving Oregon subscribers. Some 750 physicians, surgeons and specialists are co-operating today, almost double the number affiliated with the approved medical service bureaus at the first of the year, when 400 were serving.

The Klamath Falls association's growth has paralleled or exceeded that of the state at large. Today there are 20 doctors cooperating to give 1600 persons medical and related service on a monthly budget basis. Previous to January 2, 1940, there was no local doctor-owned bureau.

"By conforming to the high standards established by the Oregon State Medical Society, these bureaus have received the society's official approval," said Hicks. "All bureaus observe fundamental principles essential to good medical service. The patient's right to choose his physician and hospital is respected and no third person is permitted to come between patient and physician to dictate less extensive diagnosis and treatment than the physician believes is in the best interest of the patient."

SMALL GAME

NEW YORK (AP)—Seven teen cops with drawn guns bounded into a vacant building in which a light and strange noises were reported. As 300 spectators gathered outside, Patrolman Frank Williams shouted into the basement: "Get out of there; you're caught."

Out came three small boys.

Budd Brings Straight-Out Problem-Solving Talents to Bear on Defense Railroading

WASHINGTON, July 25 (AP)—Ralph Budd drives his mind straight through a problem and knows how to obtain cooperation from the men about him. This is how the transportation expert for national defense is described by men who watch him in action. Already he has rallied the national transportation organizations back of the national defense drive, ready to meet such hauling problems as may arise.

After their first check of trains, trucks, planes and ships—and defense materials to be moved—they expressed full confidence that they will be able to handle the job with straight addition, without resort to any complex formulae.

In 1916-18 when America was driving ahead into war and doing such incredible things as turning out a ship a day at Hog Island, the peak load for the railroads ran only twelve per cent above ordinary commercial levels.

On the business spurt between last May and last October, car loadings leaped 80 per cent.

Furthermore, the railroads were carrying almost the whole of the nation's hauling burden between 1916 and 1918. The truck business was a puny thing then, handicapped by a lack of paved roads. The airplane was a smaller infant. Even the Mississippi barge lines did not grow up until after the world war.

But now Budd has all four forms of transportation ready to respond to the call of national need. He is a pleasant man with pink cheeks, a receding hair line, and smiling blue eyes that lie back of rimless glasses. His 41 years in the railroading business have taken him into many jobs and many climes since he started out as a rod man for the Chicago, Great Western.

Budd, like a lot of other republicans, was born in Iowa. He got a bachelor's degree in civil engineering at Highland Park college in Des Moines. Three years after he went to the Chicago, Great Western to help measure distances and angles, he moved up to the rank of assistant engineer.

After that things came fast. He became roadmaster, general superintendent of construction and finally division engineer for the Rock Island and Pacific.

Then he went to Panama where in various capacities between 1906 and 1909 he helped to turn the Panama railroad into an instrument of aid in the construction of the Panama canal. Next he moved to the railroad triumvirate of the Oregon Trunk, Spokane, Portland and Seattle and the Spokane and inland empire. In 1913, he began his connection with the Great Northern as chief engineer, and successively served as assistant to President Carl R. Gray, executive vice president and president. He moved over to the presidency of the Chicago, Burlington and Quincy, an affiliate of the Great Northern, in 1931. But before then he had helped to push the longest railroad tunnel ever built through almost eight miles of solid granite in the Cascade range. Two crews dug and laid track from opposite sides of a high mountain.

When they finally met in the middle of the mountain, the two lines of track were only nine inches apart and there was only three inches difference in the grade.

After he went to the Burlington, he helped to put through the idea of fast trains of the new "super" era. The mile-a-minute

Zephyr, a glistening train of stainless steel, went into service in 1934.

The United States is not the first government he has been asked to advise. In 1930, he went to Russia to spend 73 days and travel 16,000 miles making a survey of the Russian railroad system at the request of the U.S.S.R.

I think the greatest need in this country today is a war party that isn't afraid to call itself one. —Benjamin Connor, former president of the American chamber of commerce in Paris.

20-30 CLUB MEET VISITED BY 'DAD'

P. R. Shimmmins, who is referred to as "dad" throughout 20-30 clubs, was a visitor at the local club meeting Wednesday. Shimmmins is a retired manufacturer who devotes his time to meeting with 20-30 clubs in all parts of the country.

Other guests at the meeting included Don Drury of Kal-Pine company, Sam Goldstein, new

fur shop owner here, Melvin McCollum of Builders' Supply company, Gordon Erlandson, a student and Bob Leonard of Klamath Moulding company.

Members of the local club will go to Mt. Shasta Sunday for a picnic with members of northern California clubs.

WEATHER

NORTHERN CALIFORNIA—Fair tonight and Friday, fog or cloudy on coast Friday, with lower temperatures central coast

and delta region; moderate northwest wind off coast.

OREGON—Increasing cloudiness tonight and Friday, becoming unsettled north portion, probably with light rains northwest portion and on coast; cooler in interior Friday; gentle southerly wind off coast.

A town in Kentucky refuses to hire bachelors on municipal jobs. Dan Cupid will be stuffing the ballot box next.

A pro grid star wasn't getting rich playing football, so he joined the army. Is it possible he never heard the song?

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