

'BRITAIN WILL WIN' SEEN AS WILLKIE VIEW

(Editor's Note: Eddy Gilmore, who flew to England with Wendell L. Willkie, tells in the following story of his observations of the former republican presidential candidate's tour of England. Gilmore, native of Selma, Ala., was in the Washington bureau of the Associated Press before going to London.)

By EDDIE GILMORE
LONDON, Feb. 6 (AP)—Fourteen days of traveling with Wendell L. Willkie and listening to his questions and the answers he has received lead to the conclusion he will tell the United States that Great Britain will win the war with American aid.

Willkie probably will say that victory will be by the closest squeeze.

He also is expected to tell the people and the senate foreign relations committee considering the British aid bill that the bombing of cities does not frighten or weaken Britons, but instead unifies them.

From no person in the hundreds he talked to did Willkie hear a complaint. He saw everything he asked to see. The government arranged many visits, but Willkie often went out unannounced places.

The big weakness of the Willkie trip was that he saw no major actual air attack in progress.

Willkie has definite ideas on aid from the United States in the matter of shipping and is expected to stress this.

Willkie was keenly interested in Britain's financial situation. In talking to financial authorities he always had with him Landon Thorne, retired investment broker who accompanied him on his flight across the Atlantic.

It is believed here that Willkie will say that Britain is a good financial risk with certain restrictions, but even if she were not, she should receive aid.

Willkie was deeply touched by the people's spirit. If he was disappointed in any class, it probably was what I once heard him refer to as the "so-called smart set."

REAPPORTIONMENT BILLS PRESENTED TO U. S. HOUSE
WASHINGTON, Feb. 6 (AP)—Two reapportionment bills, one to increase the house membership from 435 to 450, have been submitted to the house by its census committee.

One of the bills reported by Representative Gathings (D-Ark.), would call for reapportionment on the "equal proportions" method, an intricate formula under which states whose population increased greatest from 1930-40 stand to gain representatives at the cost of states falling behind in the population race.

The other bill, by Representative Rankin (D-Miss.), would also use 1940 census figures but it would add 15 members to the total in the house and thereby soften the blow on states standing to lose representatives.

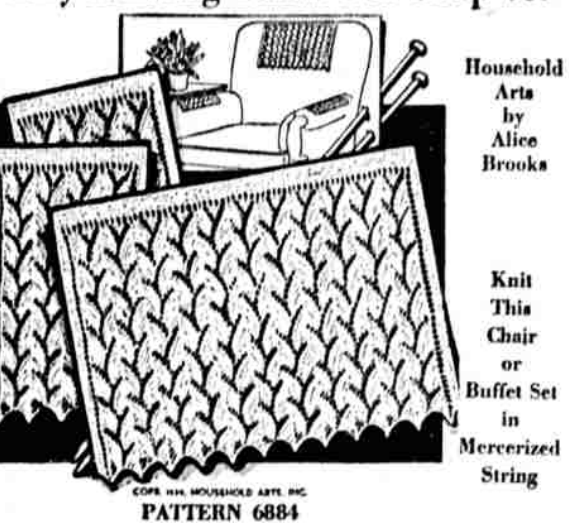
STRICKEN SOLON RESTING EASILY
SALEM, Feb. 6 (AP)—Rep. H. T. Hesse (R-Washington), who collapsed late yesterday in the house ante-room, was reported "resting comfortably" today in Salem General hospital.

His physician, Dr. Robert M. Coffey, said he has not yet completed the diagnosis of the case.

NOT A MOVING PICTURE
COATESVILLE, Pa., (AP)—Police Captain Ralph Williams' biggest worry these days is a candid cameraman.

He said someone has been showing some "shots" of two members of the police force sleeping—on duty.

Easy Knitting Turns Out Crisp Set



Household Arts by Alice Brooks

Knit This Chair or Buffet Set in Mercerized String

Pattern 6884

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Pattern subscribers are asked to retain the clipped picture of the pattern they order, rather than to send it in with the order. The clipping will be handy for reference if any mistake is made in pattern numbers.

Lovely in mercerized cotton, this lacy chair set adds a smart note to any home. Use two needles. The larger piece serves for scarf ends. Pattern 6884 contains instructions for making set; illustration of it and of stitches; materials needed; photograph of pattern stitch.

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BUILDERS OF BRAIN POWER

Fourth of a series of 18 articles on scientists who study minds and the improvement of mental action.

By DONALD A. LAIRD, PH. D., SCI. D.
Author of "The Psychology of Selecting Employees"

This very day, in the United States, there will be around 100 persons killed on the highways. Many more will be injured in non-fatal accidents. A still greater number of automobiles will be damaged in highway accidents.

Practically none of these accidents, with their resulting destruction of life and property, will be due to defects in the automobiles. Most of this frightful toll is due to what might be called defects in the drivers.

These challenging facts are one reason why Dr. Lowell S. Selling is making detailed psychophysical studies of automobile drivers at the pioneering clinic he has established at the recorder's court in Detroit.

Dr. Selling is finding that very little can be told about a person's proficiency as an automobile driver from the most meticulous medical examination of his body, except in a few rare cases. How well the person can use his eyes, even how rapidly he can move his foot from the gas pedal to the brake also have, as a rule, little to do with whether or not he has traffic accidents or violations.

The important causes of traffic disasters, he finds, are in the emotions of drivers, in their attitudes toward the rights of others, and in judging the speed of other cars as well as his own—"what the other driver is going to do."

A peculiarity Dr. Selling finds distinctive of many woman drivers is their tendency to keep too far away from the right-hand side of the highway. He believes that this may be a mild form of claustrophobia, or the fear of being cramped.

Traffic accidents increase among older persons, he also learns, due to their tendency of being overly cautious.

Young drivers have a peak accident rate largely because they have not yet learned to respect the rights of others. Some never learn to respect these rights and remain chronic and habitual traffic offenders.

Chubby, black-eyed Dr. Selling has had special apparatus built for testing traffic offenders. Some of these ingenious devices are in his large office where he sits occasionally gazing out of a gigantic window which is some 20 feet high.

Dr. Selling quite naturally is irritated by poor or reckless driving which he sees on the highways, but has a calm scientific attitude toward such stupidities. He does not yell out of his window at the annoying drivers or blow his horn to reprimand them.

WOOD BOX TRADE PROMOTION GOOD

Wooden boxes got a lot of publicity in 1940, according to the annual report of Russell Downs, manager of the western wooden box campaign, given at a meeting of the Pacific division of the National Wooden Box association in San Francisco.

Newspaper and radio advertising and publicity, magazine articles on trade promotion, window, grocery and hotel displays, parades, softball teams, and dances were a few of the ways in which the association put the story of wooden boxes before the public in the 12-month period.

Box advertising also appeared on envelopes, roadside signs, convention coat-lapel tags, and menus. Numerous talks were made by Downs before civic, fraternal and school groups.

Telling The Editor
Letters printed here must not be more than 100 words in length, must be written legibly on ONE SIDE of the paper only, and must be signed. Contributions following these rules, are warmly welcome.

ON TRUCK BILL
KLAMATH FALLS, Ore., (To the Editor)—I am writing in answer to Mr. Condrey's discussion of the senate bill No. 7, to increase the length of trucks from 50 feet to 60 feet and weight from 54,000 pounds to 68,000 pounds. Apparently Mr. Condrey is attempting to discuss something he knows very little or nothing about.

He states that every property owner rich or poor, will be taxed to subsidize the huge truck industry. I am a small trucker myself and for every large trucking concern in Oregon, I can name 100 small concerns.

Does he realize the Public Utilities commission license paid by the truckers finances the state police consisting of cars, crime laboratories, uniforms and wages. Also that in 1928 your car license was reduced to a flat fee of \$5.00 due to the fact that the total revenue from trucks was put into the general road fund. Actual figures from the state highway commission show that trucks pay for 48 per cent of all road construction.

Brother, if it weren't for the trucks you would be paying five or six times more for your license plates and have about 50 per cent less roads. I will grant you our tourist trade would be 50 per cent less also.

He asks the question, Do we need to build heavier highways for your car? Absolutely not. Neither do we have to for the trucks. The Oregon state highway commission and engineers state that our present main highways are easily capable of handling 68,000 pounds.

He states, "Why spend hundreds of thousands of dollars to bring tourists to Oregon and then menace them with large trucks?" California, Washington, Idaho and all the states around Oregon for several years have had this same law S. B. 7. California and Washington have a much larger tourist trade than Oregon.

He states, that when he meets or passes a monstrous truck on the highway, he barely escapes eternity. It might relieve him to know that the drivers of these monstrous trucks are men of superior driving ability. They are responsible for ten to

fifteen thousand dollars worth of equipment and merchandise. They are sober and alert. They are checked periodically by the insurance on the trucks and are subject to suspension if they are not found to be capable.

I paid last year in taxes to the state of Oregon for the use of 17 miles of highway from the California state line to my plant \$860. How many miles of state highway did you use on your \$5.00 license plate fee?

In conclusion, I am inclined to believe that Mr. Condrey either is a Sunday driver or he works for the railroad.

Very truly yours,
OIL CITY, INC.,
Dean O. Miller.

THANKS

DORRIS, Calif. (To the Editor)—In behalf of the Federated Women's club of Dorris we take this means of thanking residents of this community for their generous response to our appeal for clothing for British relief and especially the Superior-Troy laundry of Klamath Falls which cooperated by cleaning the articles for us free of charge.

Mrs. R. C. Wilkins,
Chairman British War Relief committee.
Mrs. C. E. Motschenbacher,
Chairman Welfare Committee.

CONFIDENCE

KLAMATH FALLS, Ore., (To the Editor)—My hat off to Willford Hundley, if I may be permitted to do so, regarding the possibilities of any outside power conquering this country so readily as some would have us believe. It has always been my contention that if Hitler ever came over here we sure would make the sauerkraut fly, so I am of the belief that Hundley's bet would be on a winning horse. I think his paragraph regarding "our nose, ships and airplanes" is typical of the confidence most Americans have in that respect.

However, I must take exception to his morbid belief that because of the political trend a short while ago all is lost and we must accept whatever the Fates decree. The time to fight for the rights or liberties of any measure is before it becomes a law and not after. Adherence to any political platform does not obligate us to become "yes, yes" men to any and all proposals that almost invariably follow, irrespective of whom may seek supreme power.

Mr. Hundley's insinuation that the argument now waging over the lend-lease-give program would never have occurred had the election three months ago swung otherwise, is slightly baffling in view of the recent flaying given the republican nominee by one of his own party, who indignantly expressed the opinion that had the nominee voiced such policies BEFORE the election, he would never have been nominated for candidacy.

Under the circumstances what guarantee can Mr. Hundley give us that any other step taken three months ago would have been of greater benefit to us all?

However, I appreciate his point of view tendered with logic. Most of us who enter a public debate can put forth arguments that stand on their own merits without the need of resorting to the "nazi" and "anarchial propaganda" tactics so insultingly hurled recently in this column.

ELIZABETH ALICE THIES.

KLAMATH FALLS, Ore., (To the Editor)—We read nearly every day in the local news of the police closing in on the minor traffic violators. Perhaps this is all well and good for they should be punished,

but we never look for the law to violate the law.

Have you ever followed and observed the driving of the prowl car? I accidentally happened to drive behind it for several blocks, and much to my amusement, I found that it came to a complete stop at every few stop signs and rarely ever signaled, (stormy weather could not be used as an excuse for it was sunny weather).

This example of the law could well be used as an excuse for the disregard for those well meaning words of warning given by the officers when a motorist violates these minor laws.

Sincerely,
MRS. C. L. FLOYD.

LORELLA, Ore., (To the Editor)

—We noticed the picture of the sign at Sprague River junction. We feel that the following verse will give a word-picture of the unlively roads in Langell valley:

SPRAGUE RIVER HAS NOTHING ON US
JUST ASK THE KIDS ON THE BUS
IF THE COURT DON'T GET BUSY
WE'LL ALL GET SO DIZZY
WE MIGHT RAISE A HELL-UYA FUSS.
HOWARD PEPPELE.

STOPPING THE KAISER

KLAMATH FALLS, Ore., (To the Editor)—Well we stopped the kaiser. He's living in Holland now. His fortune unimpaired while we are still paying the price for stopping him. The all-highest and his six sons escaped without a scratch on their bodies, while nearly 200,000 of America's sons rot in foreign soil and 250,000 maimed, blinded and mentally deranged American sons are hidden away behind the walls of veterans' hospitals. Did we make the world safe for democracy? May devils laugh and angels weep!

Did we end war forever? The answer is prohibition, three-cent postage stamps, the flu, the island of Yap, the ten-year-old temporary business depression, increased taxes, and the name of Uncle Shylock from those nations we "saved." Now the cry is "stop Hitler," and again we are called upon to pull hot chestnuts out of the fire for the great "democracies" over there. Well, let them stop Hitler. It's their baby. They made him at Versailles where they crowned their faithful ally this side of the big pond with a foolscap and decorated him with the double-cross.

Yours truly,
H. HINMAN MARSH,
Pine Ridge, Ore.
P. O. address,
Chiloquin, Ore.,
Box 11

Jan. 27, 1914.

Production of bluing, used to whiten clothes on wash day, is at the rate of \$1,200,000 a year, according to the census bureau. Bluing is produced in 13 establishments.

Stop! Looking for a Good Time? Come to

Keno Dance

EVERY SATURDAY NIGHT

Music By OREGON HILLBILLIES

10 MILLION VISIT CALIFORNIA WILDS IN YEAR 1940

SAN FRANCISCO, Feb. 6—More than 10,000,000 people visited the national forests of California during 1940, according to Regional Forester S. B. Shaw, in charge of the California region of the United States forest service.

Four and a half million of these visitors used the camp and picnic grounds, winter sports areas, resorts and summer homes. The remaining five and a half million visitors motored through the forests to enjoy the scenery, and an additional 25,000,000 people passed through en route to other destinations. This number of recreation

seekers represents an increase of 15 per cent over 1939, which indicates that the public is becoming increasingly aware of the outstanding attractions in California's national forests.

Greatest single increase occurred in the number of winter sports enthusiasts. During 1940, one-third more snow fans used the facilities of 50 winter sports areas in the national forests than in 1939.

IT'LL SOON BE A HABIT

OLATHE, Kas., (AP)—One of the 54 draftees ordered to report at the railway station the morning of Feb. 20 protested "that 6:30 is an awful hour to catch a train. Why can't I go to Kansas City the night before and join you there on your arrival at 8:15?"

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