

The Evening Herald

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Commercial Planes Can Use It

THE government's real interest in the development of the Klamath Falls airport under the recently authorized CAA appropriation is simply and clearly explained in current press information released by the army engineers, construction agent for the project.

What is to be done here is not technically part of the military program, and therefore is not in the same class with such big developments as the bombardment base at Pendleton. There will be no garrison here, and the government will erect no structures.

The purpose of the government's appropriation for the Klamath airport is to provide runways which will permit the landing of fast military aircraft. For the time being, at least, that is where it fits into the defense program.

But facilities which will permit the landing of fast military aircraft will also permit the landing of commercial aircraft, a thing that cannot be done with safety the year around at the Klamath airport under its present stage of development. The desire of this community for adequate commercial aviation service cannot be realized until these facilities are constructed.

Needless to say, it would require at least as much as the CAA appropriation for Klamath Falls alone to bring its airport up to such a standard. With aviation receiving a tremendous stimulus as a result of the war and defense situation, it seems likely that this progressive community would ultimately undertake the development, even at that heavy cost.

Fortunately, that is not going to be necessary. The government is going to build the runways necessary to land fast military aircraft and commercial aircraft. Klamath Falls will fall heir to the improvements. Incidental to the program is the passage of sufficient millage to acquire land for the airport development, and it would seem a foregone conclusion that the voters, if convinced the request is not excessive and the funds will be spent wisely, will authorize the expenditure. The next step is for city authorities to present sufficient information for the voters to discover adequate answers to those questions.

We're Still Ahead

VIOLENT and sudden death is always a source of horror, whether it drops from the skies as in England or whether it rushes along the roads, as in the United States.

The final figures on accidents for 1940 are in, and they are a national reproach: 96,500 dead, 9,100,000 injured. That is probably more than the dead and injured in Britain as a result of air raids. Our dead are just as dead, our injured suffered no less excruciatingly.

Motor vehicle accidents increased 6 per cent in a field which had been able to reduce its toll consistently for some years. Industrial accidents also increased, probably both due somewhat to the increased tempo of the arms drive.

The National Safety Council is quite right in pointing out that there is now a further reason, aside from ordinary common sense, to try to reduce accidents in 1941. That is that every man or woman killed, every day lost through accidents is a drain on national defense at a time when there is every reason to increase its strength and husband its power.

OBITUARY

MARTIN LEE LOTCHES

Martin Lee Lotches, the young son of Mr. and Mrs. Martin Lotches passed away on Sunday, February 16. Little Martin was born at the Klamath Agency nine years five months and 27 days ago. Besides his parents he is survived by two brothers, Chauncey and Daley; three sisters, Marjorie Ann, Dorothy Maxine, and Mary Eda; grandparents, Mr. and Mrs. Byron Lotches, all of Modoc Point; two aunts, Rose Bond of Tappanish, Washington, and Mildred Garcia of Beatty, Ore.; an uncle, Eldred George of Chiloquin, Ore. The funeral services will take place from the Williamson River Methodist church on Tuesday, February 18, at 1 p. m. The Rev. Mrs. Asa Miller officiating. Committal service and vault entombment in the Wilson cemetery. Friends are respectfully invited to attend. Ward's Klamath Funeral Home in charge of the arrangements.

OLIVE LOUISE GRIM

Olive Louise Grim, a resident for the past year, passed away at her late residence early Sunday morning, February 16. The deceased was a native of Niagara, Wis., and was aged 65 years nine months and six days when called. She is survived by four sisters,

Mrs. Charles Morrow of Niagara, Wis.; Mrs. D. C. Pope of Eugene, Ore.; Mrs. W. E. Hughes of Portland, and Mrs. B. C. Thomson of this city; four brothers, Walter, Julius, and Ellis Cayo of Benton Harbor, Mich.; Edward L. Cayo of Vancouver, Wash. Mrs. Grim was a member of the Catholic church. The remains are to be forwarded via Southern Pacific on Monday evening, February 17, at 6:35 p. m. to Gary, Indiana, for final rites and interment. Ward's Klamath Funeral Home in charge of the arrangements.

FUNERAL NOTICE

JACKSON CHEROKEE LAWTON

Funeral services for the late Jackson Cherokee Lawton who passed away in this city Wednesday, February 5, 1941, following an illness of six days will be held in Linkville cemetery on Tuesday, February 18, 1941, at 3 p. m. Committal services and interment will follow. Arrangements are under the direction of the Earl Whitlock Funeral Home of this city.

Germany will stop when it becomes unprofitable to go further.—Charles A. Lindbergh.

Escape to safety
 PAT O'BRIEN
 Constance LENNETT
 John RALLIDAY
 Coming—Pelican

May I Come In?



BUILDERS OF BRAIN POWER

By DONALD A. LAIRD,
 PH.D., SCL. D.

Author of "More Zest for Life"
 Look for a short, gray-haired man wearing tennis shorts, racket under arm, hurrying across the campus of Mount Holyoke college at South Hadley, Mass. He knows more about the minds of blind persons than anyone else in the world.

Or, drop up to the 16-room laboratory which the college uses for psychological work and there you will find the same Dr. Samuel P. Hayes Sr. This time, you will find him wearing a dust jacket.

You will most likely find him in his laboratory any time between nine in the morning and 11 at night, for this head of Mount Holyoke's psychological work has the knack of working long hours without fatigue. His ability to keep calm, to maintain a relaxed poise, and his intense interest in his work account for this.

The 16 attic rooms are actually only the nucleus of his laboratory. His real laboratory extends across the country from Boston, through Baltimore to Iowa. For a quarter of a century, he has been gathering data about the characteristics associated with blindness.

Dr. Hayes says it is true that some blind people can do wonderful things by depending entirely upon their hearing. For example, they may know when to turn a flapjack by the sound of the frying, or whether they are passing a brick or a frame house by the tiny echoes from the click-clack of their canes.

The average blind man or woman, however, cannot do these things, he has found. The hearing of the average blind person is not one whit more acute than that of other people. The blind, as a rule, do not have any keener ears than anyone else to help them along.

Neither are they aided by having better memories, Dr. Hayes' extensive studies show. And in tests of reasoning, the average blind person is revealed as being considerably behind those who can see.

What the sightless have been able to accomplish is obviously

not due to nature giving them special powers to compensate for the loss of sight. As Dr. Hayes says, their accomplishments are "the reward of persistent effort."

Feeling sorry for the blind, Dr. Hayes believes, does not help them gain the independence and perseverance they need, and the blind need these qualities more than most persons. Coddling and unwise sympathy are natural expressions toward the sightless, but should be restrained. Help them, but don't handicap them with a rush of sentiment.

NEXT: What are the chances of losing one's mind?

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.

TRUCK BILL QUESTIONS
 Klamath Falls, Ore. (To the Editor)—A few days ago there appeared in your paper, a letter to the Editor discussing S. B. 7 and signed A. F. Condrey.

It would appear to many that the letter was of Mr. Condrey's own wording, however, investigation has proven that instead it was the first 5 paragraphs of a circular letter to all Rail Road Employees, dispatched from Salem by the Railroad Brotherhood Legislative League, and since Mr. Condrey did not give the full contents, I will quote you paragraph 8 and 11.

Paragraph 8: "Do not stress in your letters or talks that this is the railroad or the railroad workers desiring that this bill be defeated, because the truck drivers now have labor organizations, and we desire to avoid any clash in that respect, but stress safety, inconvenience and unjust taxation to build and maintain expensive highways not needed by the people but for the sole benefit of a few large truck concerns."

Paragraph 11: "We want hundreds of letters sent in and more and more letters. Work out your own plan, but Shopmen, Office Men, Train and Engine Men, Track Men, Signal Men, Dining Car Crews, and even Pullman Employees are vitally concerned in this move and should cooperate. Each man or woman please write one or more short letters. Someone may be delegated to type them or mail them, but get the letter started at once or we are whipped. WE MUST WIN! We will be very grateful for your cooperation. Write as a taxpayer and not as a railway employee."

Now for the further information of the Public, I wish to inform you that at least three of the States surrounding Oregon have now in effect and have had for many years, the same law that S. B. 7 provides for, and I ask why should Oregon operators be penalized especially since we do and are willing to pay our way.

To give you some idea of what trucks pay, we now pay the State 6% of our gross revenue or as optional 1 mill per ton mile, this being in addition to our license and 5 cents per gallon tax on both diesel oil and gasoline. But please be advised that if S. B. 7 becomes a law, we will then pay 14 mills per ton mile and the 6% gross will be no more. If anyone thinks this doesn't run in to money—for the year of 1940, we paid the State close to \$8000.00 on our Klamath Falls division over and above license and fuel tax.

Now to further advise you, please be informed that S. B. 7 has the endorsement of the Oregon State Highway Commission, Governor Charles A. Sprague, the Oregon Federation of Labor, the Oregon State Grange and a host of subordinate and Pomona Granges, besides a large majority of shippers. As a matter of fact, the only opposition to the bill is Rail and promoted by them.

Yours very truly,
 Bob Robbins, Resident Agent
 Bend Portland Truck Service.

ABOUT EGGS
 BONANZA, Ore. (To the Editor)—There has been quite

who do not truly represent Oregon.

Paragraph 11:

"We want hundreds of letters sent in and more and more letters. Work out your own plan, but Shopmen, Office Men, Train and Engine Men, Track Men, Signal Men, Dining Car Crews, and even Pullman Employees are vitally concerned in this move and should cooperate. Each man or woman please write one or more short letters. Someone may be delegated to type them or mail them, but get the letter started at once or we are whipped. WE MUST WIN! We will be very grateful for your cooperation. Write as a taxpayer and not as a railway employee."

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NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, Feb. 18—The

American Farm Bureau Federation, which frequently has served as advance agent for prospective Roosevelt farm policies, has been advocating a new higher-loan, stricter-control plan. The impression has been created that this is the usual early echo of what the president will one day say. The idea is merely something Mr. Roosevelt mentioned to Ed O'Neal, AFBF president, in a conference last fall.

F. D. R.'s own farm planners insist their spring program is fairly well settled and probably will be the same as last year. Mr. Roosevelt has asked congress for the same amounts. Fall loans, therefore, cannot be much higher. Furthermore, the agriculture department has set higher quotas than originally intended, to oblige the defense commission, which has been afraid war necessities might cause shortages, if production is held down too much.

Whatever new program is jelling upstairs, therefore, will not be put into effect before 1942. The powers-that-be here are obviously delaying until some of the war uncertainties have cleared.

BEST CHANCE

As matters now stand, it looks like the AFBF plan has the best chance of ultimate adoption perhaps sometime next fall. The income certificate or processing tax plan has been advocated, but the treasury is opposed. As a result, AFBF apparently has dropped it. Milo Perkins, chief of surplus marketing, is urging expansion of the food stamp plan as the answer, but agriculture department doubts its sufficiency.

The AFBF plan would drastically increase penalties on farmers, perhaps double them, in an effort to keep production down to consumption needs. Then it would increase loans from around 52 per cent of parity (where they are now) to possibly 85 per cent in those years in which the crop was below normal. Non-cooperating farmers would be "bought into line with the lure of the high loans. Jointly, a large export subsidy would be paid to keep the world price low and encourage exports."

MARKET JITTERS

Government economists are not much interested in the nervous breakdown of the stock market. . . . Jittery lot of people in Wall street, they say. . . . Their market last collapsed when the Germans invaded Holland but this caused the biggest domestic business expansion in history.

The dark, long-range future is what has appalled the financial marts at a time when American business is reaching unprecedented heights. Half the horizon is clouded with the possibility of an early (six months) end of the war through collapse of the Hitler invasion of England and consequent stop-

a-to-do about us farmers selling too many AA eggs. Now we must not sell that grade at all any more, we must grade them all A. I think we should grade them ripe and anti-ripe, so we wouldn't confuse the public.

The farmer sells his eggs once a week. The produce man lays his away in cold storage for about six months, then when they get ripe he takes them out and puts them back on the market as fresh grade A and sits them in the stores alongside of the farmer's anti-ripe eggs and they are both graded A-fresh.

Yours truly,
 C. D. Bechhold.

ENDS TODAY "Her Jungle Love"

TOMORROW

 DARRYL F. ZANUCK'S
 PRODUCTION OF
LILLIAN RUSSELL
 ALICE FAYE
 DON AMECHE
 HENRY FONDA
 EDWARD ARNOLD
 WARREN WILLIAM
 LEO CARRILLO
RAINBOW

SIDE GLANCES



"Can't you heat a bottle for baby without frying yourself a seven-course meal?"

page of rearmament, installation of labor governments, and a world new deal. The other half is heavy with forebodings of a Hitler victory. In front of all is the evidence that such firms as General Motors, making large earnings with unprecedented activity, is being taxed so much its dividend cannot be increased. And a further increase in taxes is in the making here.

UNWORRIED

The new dealers are unworried, however, because they feel these jitters cannot go much farther. Many stocks are now selling for much less than 10 times their earnings (General Motors is selling for just about 10 times, which is considered a very conservative ratio). They know that taxes will eat up most or all the new profits, but this is what they intended. Meanwhile they will continue to ride the investment bankers and other financial interests without the slightest relaxation of pressure.

Wall street will not even get a cold towel out of Washington now.

NOT YET

Don't get too excited over what you may shortly see and hear developing in the far east. This is not "it." Such is the

advice quietly passed around the toprung here.

Japan may be conducting diplomatic soundings to see how far she may go, and there may be some vice versa involved. Mr. R. was sincere in refusing to expect war.

Only trouble is the same advice was available here just before the German invasion of Poland and the outbreak of the European war.

NO CHAINS

Restrictive amendments put upon F. D. R.'s sell-lease-lend bill by the senate foreign relations committee have more form than substance. Floor Leader Barkley admitted this in an unguarded moment.

Mr. Roosevelt can still name the nations, use up \$1,300,000,000 of materials without appropriations by congress, repair foreign ships in our ports, fix practically all the conditions of selling, lending, leasing or giving away.

No real curb on his power has been put on the plan from the beginning. None is likely.

The new CW-21B, manufactured by Curtiss-Wright, is an interceptor plane able to climb a vertical mile in 60 seconds. The plane mounts four heavy calibre machine guns which fire through the propeller.

LAST TIMES TODAY!

THEY'RE BACK... WITH THEIR BABIES... IN THEIR BEST HIT YET!



Four Mothers TOMORROW!

SING HIGH!... "SWING" LOW... it's a hi-de-ho of romance & rhythm!



Let's make Music



HOLLYWOOD NEWS REEL — Novelty, "Caught Napping" MINATURE, "Happiest Man On Earth"

PELICAN
 ONE OF YOUR HOME CONTROLLED, HOME OPERATED THEATRES

GABLE & LAMARR
 Comrade X
 COMING PINE TREE

Escape to safety
 PAT O'BRIEN
 Constance LENNETT
 John RALLIDAY
 Coming—Pelican

NOW PLAYING

 JOAN BLONDELL
 DICK POWELL
 "I WANT A DIVORCE"
 COMPANION FEATURE
 "Charlie Chan at Treasure Island"
 SIDNEY TOLER
VOX

PINE TREE
 ONE OF YOUR HOME CONTROLLED, HOME OPERATED THEATRES
 NOW PLAYING

 FUNNIER THAN THE STAGE HIT THAT PANICKED BROADWAY... for over a year!
 GRANT HEPBURN STEWART
 In M.G.'s laugh sensation
The Philadelphia Story
 NEWS COLOR CARTOON

TOMORROW

 DARRYL F. ZANUCK'S
 PRODUCTION OF
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 ALICE FAYE
 DON AMECHE
 HENRY FONDA
 EDWARD ARNOLD
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 LEO CARRILLO
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