

The Evening Herald

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SIDE GLANCES



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NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, Feb. 28.—Hitler tried to make the world believe he and Mussolini had prepared a vast new swarm of submarines which would surround and defeat the British—apparently without necessity of invasion.

Der Fuehrer is such a liar, his utterances are usually laughed out of the headlines, but this time the chuckles around here did not run very deep. Added information of what he is talking about has reached the well-informed. They do not believe it means what Hitler prophesied for Britain, but it will cause some difficulties.

Germany has perfected a plan devised by Italians for the mass production of subs only 110 feet long, less than half the size of the old German U-boat. It can be manned by 15 men, whereas the old 233 foot U-boat required a crew of 40, the seagoing U-boat (206 feet) necessitated a crew of 33, and the old coastal class (136 feet) needed 23 men. Furthermore this new shorter boat has 4 torpedo tubes whereas the coastal had 3, seagoing 5, and the big U-boat 6.

ONE DAY

The Nazi production fanatics have tripled their capacity to manufacture these boats by their shipyard seizures in the occupied areas. How many they now have ready and coming out is not definitely known, but rather direct information indicated some weeks ago they were completing one a day. Some Nazi zealots have claimed these ships can be turned out in three months, but a more likely figure is six months, which is short enough when you consider our submarines like the old U-boats, required 16 to 18 months. It has been fairly well established that Hitler now has far more of even large type submarines than the 70 to 100 attributed to him when the war started. A February check showed 120 completed and 180 building.

From this revealing information, the experts guess the Germans may be able to put three or more times their original war strength into the waters by spring when the sea is calm and permit freer operation of the shorter vessels. While their radius is not great, they might be able to surround the British Isles and sensationally increase earlier war records of sinkings. Such a development would start pressure for American convoying fast.

WIRE-TAPPING

Mr. Roosevelt's objecting toe kicked out the Hobbs bill designed to let every government official be a wire tapper. The president pointed to the need for some restrictive authority even on the FBI in cases of sabotage, espionage, kidnapping and extortion. He thought Attorney

come disgusted—advertisers experience, and boycott the town. Take the train if necessary to visit the town and let merchants deliver purchases.

Constructive suggestion: Provide customer zone of parking. Businessmen can ask employees to park elsewhere. This would remedy the abuse that meters are aimed to correct.

Cordially yours,
 WARREN C. HUNT, M. D.

Turkish Bath



General Jackson's O. K. would be enough. But there may be some question whether Jackson's acquiescence guarantees a valid non-political use of this un-American device. Congress may require confidential reports from the A. T. and T. to some truly non-political agency as to whose wires are being tapped and why.

PLEDGE

Wendell Willkie and Senator Nye occupied adjoining news columns the same day. Willkie asserting with the utmost conviction that the self-lend-lease-or-give away bill would save the country from war, and Nye insisting just as sincerely it will lead to war. To help straighten out the confusion of readers, the following is offered as a fair judicial interpretation:

The bill pledges this country to do whatever is necessary for a British victory. This is its whole purpose. If war becomes necessary, it will be war; if a million planes become necessary instead of a few thousand, it will mean a million planes. The amount of money it is to cost or the consequences it is to entail are incidental to its single purpose—as will become apparent as soon as it is enacted. If you are going to commit yourself to another nation's victory, you must do whatever is necessary to assure that victory as a matter of course.

TOUGH TASK

Chinese writing is not alphabetical, so type is set in separate words. To hand-set a single newspaper page, a Chinese typesetter may walk as much as three miles.

BRAIN TRUST

COLUMBIA, Mo., (AP)—Here's the dream team for basketball coaches who lie awake nights worrying about their players' grades. A Columbia merchant sponsors a 12-man squad in the City League. Five of the players have Ph.D. degrees and six have masters degrees. The twelfth? He is just a bachelor of science.

Watch the Classified Page!

TOO ENTHUSIASTIC

WESTVILLE GROVE, N. J., (AP)—Fire Chief Alfred Marker appreciates the public spirit and zeal of some residents of this community but he wishes they would keep their hands off the fire apparatus.

Members of the Tacoma Volunteer company, answering an alarm, found enthusiastic non-members had broken down the fire house door and driven the truck to the fire. The firemen had to follow on foot.

Boys' Club Problem

ONE of the most constructive things done for youth in this community in recent years was the opening of the community boys' club, which has operated for the last year in the old Herald and News office at Fifth and Main streets. After years of talking about such an enterprise, it was finally founded, and it has given to hundreds of boys a place for wholesome recreation. It has proved an effective counter-attraction for boys who might otherwise be tempted to visit undesirable places. It is definitely and unquestionably worth while.

Now, at the end of its first year, the boys' club is confronted with a problem. It needs money to keep it going. Certainly, a project so worthy should not suffer for help in a community of this size where people have been agreeing for years that such a place is needed.

The situation is such that contributions are needed from public-spirited organizations and individuals. At first blush, it would seem that the city recreation fund, raised by taxation, should be tapped for the operation of the club. But the city recreation fund must be used to build the swimming pool, and only a small part of the needed \$960 for the boys' club will come from the recreation fund this year.

The supervisory committee is hesitant about going out and soliciting for funds for the boys' club, an unpleasant job at best. Some organizations, which might logically be expected to give to the club, have recently been tapped for other projects, some of them, to our mind far less essential. That makes the problem of getting funds for the boys' club doubly difficult.

It would be hard to find a more worthy place for public-spirited clubs or groups to give money than to the boys' club. The club is preparing to move to spacious, well-lighted quarters in the Pelican Theatre building on Klamath avenue, and there it will be better able than ever to give real service to the youth of the community.

Here is an opportunity to support something worth while. North Bend, a city of about 4000 people, recently opened a fine boys' club supported wholly from private contributions of \$1500. Klamath, surely, can do as well. The club directors, who give generously of their time to supervising its work, should not be called upon to give additional time in soliciting for funds that ought to come in cheerfully and voluntarily. Those interested should get in touch with John Ebinger, Sid Elliot or Spec Murray, members of the committee.

Not a Bond Issue

IN fairness to the airport project, it should be made plain that the proposal on which there will be a vote March 3 is a SPECIAL LEVY, not a bond issue. The proposal has been misnamed publicly on a number of occasions, possibly by persons who do not understand the difference. It is not proposed that the city issue bonds and redeem them on a long-time basis with interest. Instead, it is proposed that a 1.8 mill levy be imposed on property in the city for four years, and that will dispose of the whole airport financing project. It is a direct, pay-as-we-go method.

Mayor Houston and City Engineer Thomas have stated that it may not be necessary to raise the entire amount which would come from the 1.8 mill levy for four years. That was the levy decided upon to make certain that all contingencies would be covered. These city officials have given assurance that if the four year's levy is not needed, it will not be imposed. It is presumed they speak with authority.

A problem that arises in connection with the levy, but seems to have been solved already, is that money may be needed immediately but that the proceeds from the proposed levy will not start coming in for another year. To meet this, city officials have conferred with banks and report they can borrow the money at low interest rates and repay it when the taxes come in. Even with that feature, a levy is much to be preferred over a bond issue. The city has a large bond sinking fund, and a logical place to borrow on the levy, if authorized, would be from its own funds. It would then be returning the interest to the taxpayers. Such a procedure, however, may be prevented by state law. If not, it might well be considered.

Purpose of this discussion is to pass on to the public, which must decide the airport financing question, background information on the plans and problems involved.

Telling The Editor

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

FARMERS' VIEWPOINT

KLAMATH FALLS, Ore., (To the Editor)—"Just why should farmers and suburban residents view the installation of parking meters with anything but apathy. We certainly are not compelled to drive to town with the facilities of our growing suburban business section and better stores in our small towns where we can get anything we need. We won't even have to go up town much longer to attend a movie." Words to this effect usually greet mention of parking meters among rural people. During the previous attempt

to install the nickel meters I took issue with proponents on the ground that farmers should not be taxed to maintain city government. We have our own special tax burdens without taking on taxes to support city functions from which we derive no benefits. It seems to me the principal is the same whether involving nickel or penny meters. Both are frankly revenue devices, although the argument of solving a conceded parking problem is advanced by proponents. As a friendly suggestion it would seem that the planning commission is going at a solution of the parking question from the wrong angle. Should not other means be exhausted before the principle of street rental is adopted. We farmers believe city officials should first examine all possibilities of providing parking lots for owners and employees of business houses and for professional men. Parking meters might be installed in such lots to help defray expenses. Would this not be a more reasonable solution than taxing farmers and suburban patrons of such business houses for the privilege of patronage. Where is the obligation. Is the patron so indebted to the business man that he should be taxed for the privilege?

Then again why should not a long range policy be adopted with reference to clearing streets of those business houses which demand vacation of large areas of parking space. Every service station built on a corner, as they usually are, requires the parking space of at least 6 to 8 cars. Then again many business houses demand loading zones which are rarely used, or could be used before or after business hours. There might be other chances to relieve parking congestion. A three or four story parking garage in the business section might be a business investment returning good dividends if service charges should not be too high. Such a garage could be used for transient cars at night. It seems to the writer the solution is to get cars of employers and employees off the streets.

I predict business houses on Main street will pay dearly for parking meters in loss of trade to suburban merchants who now have stocks compared with anything on Main street. Our business men spend thousands of dollars in advertising to entice customers. Does installation of even penny meters look consistent with such a program. It seems to the writer that Main street business will soon have to explore other possibilities of relieving parking congestion regardless of parking meters. I would suggest that efforts should be directed toward encouraging and caring for additional motorists in an orderly manner, to get behind the proposal to build the freeway to Main street from Merrill-Lakeview Junction, and from the north, to business section. In short, to make it easy for the motorist to reach Main street and easy for him to stay in town until his business might be completed without petty annoyance of a fear his metered time of parking expires before he has an opportunity to complete shopping.

After all why worry? There is not much more choice between Main street and suburban stores. I do not believe suburban residents are worrying much about parking meters. The cost of the meters has never been an issue. The principal is as much an issue as when the nickel meters were proposed and is being met in Portland, Eugene and

other cities by turning once busy streets into a place to be avoided. To be sure there is always plenty of parking space in business streets with parking meters. Usually there are plenty of buildings for rent also. If it is less cars, less people, less patronage and more parking space the business men seek then parking meters are a great success.

L. ALVA LEWIS.

METERS AND BUSINESS

KLAMATH FALLS, Ore., (To the Editor)—There are a few questions in the local mind at present that are given more attention than the war.

The most burning one at the moment, to business and property owners at least, is that of the parking meters. There are two sides to every story and there are good arguments for the meter of course, but to me as a business woman it seems there are bigger and better arguments against it. The adverse argument nearest to some of us is that the meter would cause down town business to suffer.

A lot of shopping would be done in the outlying districts to save the meter tariff, that would be done otherwise in the heart of town.

What do you think, fellow businessmen?

KATHERINE ISENSEE, A Tax Payer.

ANNOYANCE AND JOKERS

KLAMATH FALLS, Ore., (To the Editor)—As an interested reader of this department of the Herald, herewith kindly accept for printing my impressions of parking meters.

Annoyance: Right change not always on hand, and cannot leave car in meter zone while right coin is obtained.

Jokers: Economy dictates keeping auto out of meter district. Time limit often impossible to meet—slightest delay and meter shows red. This means a tag for appearance and fine in police court. This takes time and one or two dollars. Object, and you are fined for contempt. Officers become hard-boiled, and tell you to come from this town if you can't obey the laws. Law abiding people become disgusted—advertisers experience, and boycott the town. Take the train if necessary to visit the town and let merchants deliver purchases.

Constructive suggestion: Provide customer zone of parking. Businessmen can ask employees to park elsewhere. This would remedy the abuse that meters are aimed to correct.

Cordially yours,
 WARREN C. HUNT, M. D.

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