

The Evening Herald

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MAIL RATES PAYABLE IN ADVANCE

By Mail
 In Klamath, Lake, Modoc and Siskiyou Counties \$2.25
 Three Months \$6.75
 Six Months \$12.50
 One Year \$22.50

Yes on Airport Levy

ON Wednesday, qualified voters of Klamath Falls will go to the polls to decide whether there shall be a 1.8 mill levy for four years to provide money for developing the Klamath Falls municipal airport. This newspaper endorses the airport levy, believing it sound for reasons of local development as well as national defense.

Herewith we outline the arguments which have convinced us that the community's best interests will be served by a Yes vote on the airport levy:

FINANCIAL SOUNDNESS — The proposed plan is financially sound for the reason that for expenditure of something between \$40,000 and \$70,000, Klamath Falls can obtain an airport that would otherwise cost \$300,000 or more. The civil aeronautics authority has appropriated \$254,000 for the Klamath port, to be used for paving runways and installing boundary, obstruction and range lights, a beacon, drainage and leveling the entire field.

All of these are improvements which Klamath Falls must make on its airport if it is to be brought up to the modern standards facilitating commercial and military use. We are convinced that Klamath Falls will not sit by and watch aviation take tremendous strides, as it is certain to do as a result of the present defense program, without participating in a way that can come only through a high-standard airport. Hence, we believe that if the government does not make the improvements now, the people of this city will be willing to spend hundreds of thousands later on to "catch up" with airport development. Expenditure of a lesser sum now in order to get the government assistance will remove the necessity of heavier local expenditures later.

Sound, also, is the fact that there is proposed a pay-as-you-go levy, not a bond issue.

LAND ACQUISITION NECESSARY — The proper development of the Klamath airport required additional land purchases, the principal purpose of the airport levy. The field in its present size is not adequate for the construction program needed to bring the airport up to standards for use of large commercial planes, which we hope will come here, and for the fast military aircraft. To get the most out of the above-mentioned CAA appropriation, and possibly other government assistance, enlargement is necessary.

There has been some discussion of the possibility of selecting an entirely new site for the city airport. In either event, the levy is needed to raise money for land purchases.

NATIONAL DEFENSE — Klamath Falls' airport was selected as one of 250 fields needed for national defense purposes, and thereby qualified for the CAA appropriation. While the Klamath field, under the proposed development, will be dedicated permanently to public use, the real purpose of the government expenditure here is to make it possible to land fast military aircraft on the field.

Hence, Klamath Falls will be contributing something towards national defense through its cooperation in this airport development.

PROSPECTS OF AVIATION DEVELOPMENT — Klamath Falls has attained steadily increasing importance as a transportation center. Road and railroad development of the past 20 years have made it one of the key centers on the coast in the transportation picture. It is behind only in aviation, and then only in aviation service between this and other centers. Local interest in flying is great.

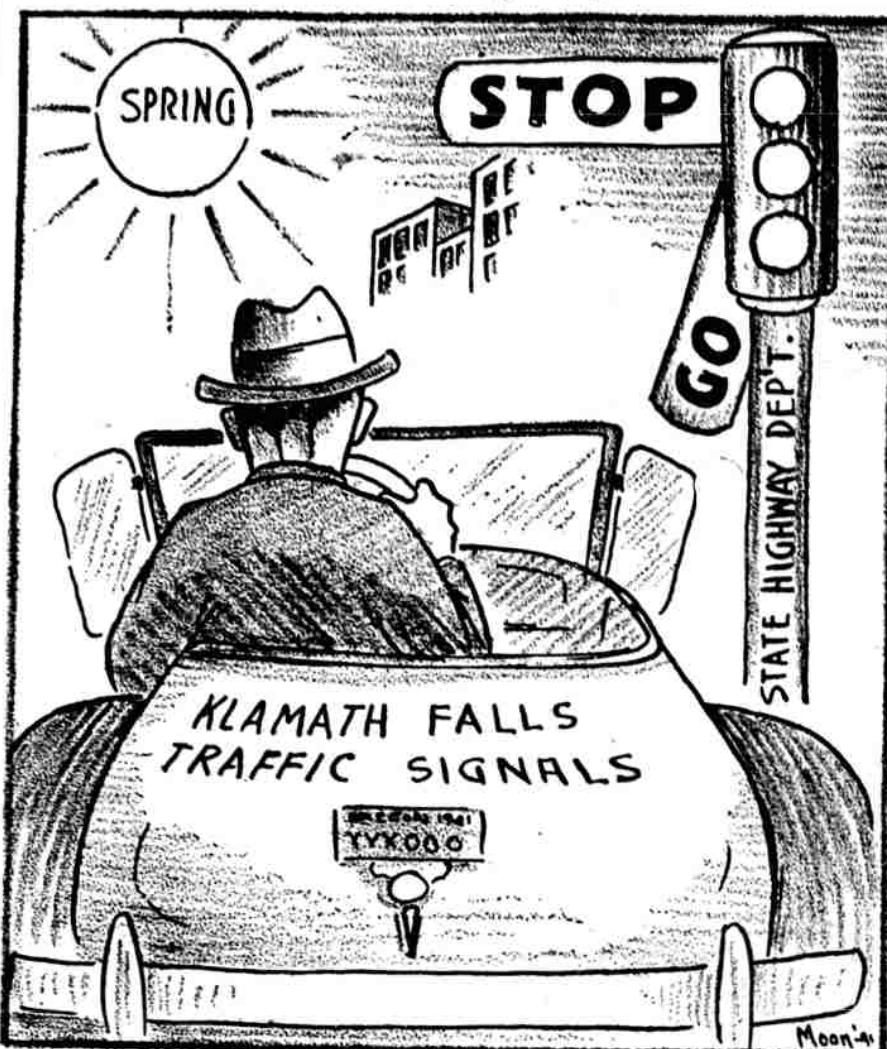
Large airline operators have shown a definite interest in Klamath Falls. The amount of passenger, express and airmail business to be developed here is potentially great. Pending in Washington now are the applications of three lines for permission to operate here.

These immediate proposals are for shuttle service between this city and other points on the main airlines. There exists, however, a possibility that Klamath Falls may become an important point on a through line. Its position mid-way between Seattle and Los Angeles, on a comparatively fog-free route, has not been overlooked by the big line people.

Present facilities on the field are wholly inadequate for even shuttle service on a year-around basis. But the development proposed under CAA, which will be made doubly certain if the airport levy passes Wednesday, will bring it up to standards where it can be used for the sort of service we hope to see develop here.

In other words, this is an opportunity for a progressive community to step out and do something for itself, economically but substantially, to win the place it deserves in a rapidly developing department of American transportation. Let's not miff the chance.

Time to Change Signals



Crater Skiing Attractive to Young Daylight Robber Here

An 11-year-old boy, linked with a "coincidence" of his disappearance from a train here and a daylight robbery of \$80 from the Associated Service station at Eighth and Pine streets Saturday morning, gave the city police force quite a puzzling case — for a while. The only clue was that the boy was said to have made a specialty of service station thievery.

The robbery occurred at 11 a. m. while the station attendant was greasing a car, just one hour after the Seattle boy, on his way homeward in custody of a man named Simmons, escaped from a northbound train during its 10 o'clock stopover. The attendant returned to the till and found that about \$80 was missing.

Caught at Merced — Simmons told officers that the boy, who had been caught at Merced, Calif., and was on his way back to Seattle, had been suspected of thefts of a similar nature.

Meanwhile, young Ray Manka, the boy in question, was having a time for himself. Police located him at the bus depot later in the day as he was attempting to obtain passage out of the city. He had most of the money with him.

Ski Fever — Apparently pleased with the inviting snow-capped Crater lake mountains and tempting ski display in Matt Finnigan's sporting goods store window, the boy had tried to rent a pair of skis, contemplating a weekend at the rim with plenty of spare cash. However, the sporting goods man refused to deal with him and the boy was soon apprehended.

The 11-year-old lad has escaped from police before, the officers learned. Once, while held in Vancouver, Wash., he made a getaway through a drain pipe. By Saturday night he was again on his way to Seattle by train with Simmons. Since the greater part of the money was recovered, he was not held here.

A speed ranging between 30 and 40 miles an hour is reported to be the most economical by automotive authorities.

Governor Vetoes Salary Raise For Portland Auditor

SALEM, March 3 (P) — Governor Charles A. Sprague used his veto power Saturday for the second time this session, disapproving of a bill to increase the salary of Multnomah County Auditor Al Brown from \$3800 to \$4800 a year.

The governor explained that the Multnomah county tax supervising and conservation commission advised him that the increase is not justified.

Governor Sprague said in a letter to the senate that it is his policy to permit such salary increase bills to become law without his signature, but that "in this case there are numerous evidences of distinct local disapproval."

Brown was the democratic candidate for state treasurer at the last general election, losing out to Leslie M. Scott, Portland, republican.

The other measure the governor has vetoed would have permitted legislators to inspect records of state and county public welfare commissions. This measure was killed yesterday.

News Behind The News

By PAUL MALLON

WASHINGTON, March 3 — Mr. Roosevelt's price warriors in the defense commission cracked their toughest problem to date unostentatiously by sledge hammer handling of the aluminum scrap situation.

Millions of pounds estimated at about one quarter of the regular annual supply had just evaporated in front of their eyes. It was, as Mr. Stettinius politely put it, "missing." The price was around 21 cents and, with some one sitting on the absent sheets, was due to go to 27 cents or better. Price stabilization assistant, C. A. Bishop, gathered the aluminum scrap industrialists, including some who were no doubt sitters, or whose customers were, in a hotel here and bespoke himself approximately as follows:

"Now listen, one quarter of our regular supply is missing. You know where it is, and I think I know where it is. No doubt it will come out if prices go up. But prices are not going to go up. The government will see to that. In fact prices are going down. They are going to be around 17 cents. Now we will see if this missing supply does not turn up."

It is turning up.

TOO HASTY

A few legal hair shirts have been distributed around the top of the defense setup as a result of a little too hasty letting of some contracts. Surprising though it may sound, the war and navy departments have apparently let certain jobs without direct legal approval of the office of production management.

The discrepancy was discovered by a newsmen. Not altogether without advice, he noticed about ten contracts recently were announced by war and navy, but not by OPM, as is usually the case. One was of outstanding importance. The war department signed with a subsidiary of Allied Chemical and Dye company for a \$13,000,000 ammonia plant at West Henderson, Ky. Only authorization which could be found in OPM files was dated last September. It merely authorized negotiations at an estimated cost of \$11,000,000.

Hiram S. Brown, assistant director of purchases, immediately wrote Donald M. Nelson, purchasing coordinator, setting forth the facts indicating this contract had been upped \$4,000,000, and submitted to Mr. Nelson an invisible question mark.

Hurried official investigation indicated war and navy had not taken great legal pains to subscribe to the law. Lawyers have been called in to work out some legal poultries which will

SIDE GLANCES



"If anyone phoned right now and offered me a seven-course meal, I think I'd marry him!"

prevent a rupture in payment in fulfillment of the contracts.

STEEL OUTLOOK

Those knowing defense authorities who predict government priorities in steel by spring or summer have not changed their minds since Mr. Roosevelt issued the steel report by Gano Dunn, the OPM consultant. The Dunn report was dropped with it, and even beyond that FDR chose to put the most optimistic construction on it.

PUBLICITY

War department is stepping up its publicity under Major General Richardson. Outstanding men like Colonel Richard E. Dupuy, the well known author, now at West Point, are being brought in. Richardson has outlined what is a sensational new policy for army publicity: "In the past we have been willing to answer questions but only in rare instances have we been willing to go out and present our case. Now is the time to let the public know our position, admitting our mistakes, so that the people will have complete confidence in what we are trying to do."

SIDELIGHTS

New steam pressure propaganda devices are appearing against British aid. One is a small black pasteboard coffin about five inches long, sent through the mails to officials here by unidentified sources. Another is a new flag which is a composite of the stars and stripes and the British union jack. Business men are no longer being freely pressed into defense service without White

House approval. The new committees to advise small business on financing and sub contracts had to be a. k. d. by the president through Secretary Marvin MacIntyre. Agriculture division of the census bureau will be out in May with a report which indicates tenant farm income has dropped, whether due to the crop curtailment program or what.

TO VICE PRESIDENT

Of the 41 men who have held the important office of speaker of the house of representatives in 76 United States congresses, only two have later become vice president: Schuyler Colfax and John Nance Garner.

China has an annual soybean production of 217,102,000 bushels, leading the world in this commodity.

HERE'S THE Shocking Different PICTURE EVERYONE'S TALKING ABOUT!

"FLIGHT from DESTINY"

THOMAS MITCHELL - FITZGERALD
 JAMES STEPHENSON
 JEFFREY LYNN - MONA MARIS

COMING - PINE TREE

ENDS TODAY * "YOU'RE THE ONE" * Bonnie (Oh Johnny) Baker
 * Orrin Tucker - Jerry Colonna

TOMORROW!

WHEN *Gomph* AND *Glamour*

ARE ON THE LOOSE, WHAT CHANCE HAS A GUY GOT?

Ann SHERIDAN
 George BRENT in
 "HONEYMOON FOR THREE"

CHARLIE RUGGLES
 OSA MASNEN
 JANE WYMAN
 WILLIAM T. ORR

NOVELTY, VARIETY and LATEST NEWS

NOW PLAYING--Through Thursday

The story of a tempestuous era!
 The drama of a tumultuous Love!

Columbia Pictures present
 WESLEY RUGGLES

"ARIZONA"

Starring
 JEAN ARTHUR
 with William Holden
 Warren William

PINE TREE

ENDS TODAY * "Now and Forever"

TOMORROW

★

Deanna DUBBIN

★

Jackie COOPER

IN
 "THAT CERTAIN AGE"

RAINBOW

ENDS TODAY * "A DANGEROUS GAME"

TOMORROW

The Adventure Route to Romance
 ... with Every Click of the Rails
 Spelling... THRILLS! THRILLS!

"NIGHT TRAIN"

And This Lovable, Laughable COMPANION FEATURE

THE JONES FAMILY in "QUICK MILLIONS"

All Seats 28c
 Children 10c

VOX

LATEST NEWS