

The Evening Herald

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 Editor: **WILLIAM J. HAYWARD**
 Managing Editor: **WILLIAM J. HAYWARD**
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That Income Tax Return

IT'S a painful subject, but the time is propitious to remind readers of the Midland Empire that income tax returns should now be in the making. If they are not already filed, Federal returns must be filed with the collector of internal revenue by March 15, and Oregon state returns must be filed by April 1. Neither date is far off.

There is danger this year that persons who are required by law to file tax returns will fail to do so because they have not been so required in the past. Exemptions have been lowered to require a return from a single individual with an income of \$500. A married individual with income of \$1000 must file. Formerly, it was net income that determined the necessity of filing a report, but now the gross income is the deciding factor. That will affect thousands not previously under the income tax law.

Not infrequently, a person with a net income which he believes is not taxable has failed to file a return, and brought grief upon himself by that omission. It's just as well not to take any chances.

So if you haven't done so, lose no time in getting your hands on the proper income tax return blanks, get out your personal accounts and your pencil, and start figuring. If the job seems too complicated, you can find some one to help.

And don't let it ride until the last minute. Something might happen, and there is a penalty for a late return. Let's pay our taxes, but no penalties.

Work It Out Together

NOW that the airport levy is assured and development seems certain to proceed on the municipal field, that matter of road closure comes up for determination. It will be recalled that the city's proposed plan for airport expansion, shown on a map prepared by City Engineer E. A. Thomas and published twice in this newspaper, showed that the extension of Summers lane would be closed for about half a mile.

This proposal has caused considerable discussion and there was even some hint of possible disagreement between the city and county officials on the question.

But certainly this is a matter which can be worked out to the satisfaction of both and particularly to the satisfaction of those who use the roads in the vicinity of the airport. City and county officials can accomplish that purpose by frank and open conferences and the joint consideration of the problem by their respective engineers. One such conference was held in the county court rooms Friday morning, and much constructive work was accomplished.

There has long been a need for more cooperative discussions on various problems by the county court and the city administration. This is a good time to get that sort of thing started.

Pull for Pelicans

KLAMATH'S galloping Pelicans approach the climax of a successful season, with townspeople unapologetically interested in basketball and the students so enthusiastic they insist on the "right to rally." Tonight's game may decide the current district tournament with Bend, and if it does the Pelicans go to the state tournament at Salem. If Bend wins, a final district game will be played Saturday night to determine the state title contender from this area.

Coach Dutch French has a colorful and spirited team this year and one which, we believe, will make a good showing for itself when and if it goes to Salem. There has been criticism, in the Salem press, of the attitude of Klamath's teams of past years toward training rules when in the capital city for the tournament. We believe no one need have any fears on that score for the present squad of determined young men.

Although there may be some reason to deplore the evidence that it takes a winning team to develop real community interest in basketball, the facts that Klamath does have a winning team this year and interest is high are pleasant and gratifying. Here's a plug for victory Friday night and for a great showing at Salem.

Now, Are There Any Other Questions?



News Behind THE NEWS

By PAUL MALLON

WASHINGTON, March 7—Another reorganization is coming in the civil aeronautics board. While several investigations of the recent series of aviation accidents are under way, certain authorities are in close touch with the CAB as working out changes to streamline the present admittedly unsatisfactory setup.

Mind you, it is not being admitted officially or unofficially that the CAB is responsible for the series of crashes. But here is the evidence:

For seventeen months up to August 31, 1940, under the old civil aeronautics authority, not a fatal commercial air accident had occurred in the United States. In seven months under this inexorable new CAB, 5 fatal crashes have occurred, killing 54 persons (14 crew members, 40 passengers, including 1 senator and 1 congressman).

The old successful CAA functioned independently of government departments with a separate safety board. The new CAB functions halfway or more under the commerce department with a safety bureau composed of its own members. An administrator of the commerce department is supposed to do the work, but is not a member of the CAB.

You will not have to press

many officials around there very hard to get an admission that the new system is worse than the old.

CONFUSION

Objective expert opinion in the aviation trade does not, however, fully hold with Senator McCarran that the new regime promoted "legalized murder." It does convincingly support the theory that the change caused confusion, loss of morale and carelessness among pilots and government inspectors. The CAB is theoretically operating under the same regulations and approximately with the same personnel as the old CAA, but even some friends of CAB now admit under their mistreatment they are just getting the new order functioning well. It is fairly clear also that while the change was devised in the budget bureau to save money and approved by Mr. Roosevelt for that purpose, it is probably now costing more than the old CAA.

As a result an inside race is developing between congress and the executive aviation officials to see who can correct the situation first.

NEW RULE

The barn door was locked on the Atlanta crash within 34 hours after the accident occurred. Regulations had previously allowed a pilot to come in if the ceiling was 300 feet, with visibility of a mile. It was exactly that the night of the accident. Next day the CAB safety bureau ordered the ceiling limit raised to 500 feet.

STRIKE RULING

If you think it capricious for

the AFL unions to strike at Wright Field, Ohio, and in Texas, merely because they found the presence of CIO men or materials unbecomely, you should hear what Assistant Attorney General Thomas Arnold found in New York.

A group of 18 persons there secured an AFL charter to organize lumberyards. The 18 men appointed a president for 3 years without election. They did not try to persuade workers to join. They made contracts with the yards, requiring the employees to pay their dues.

After thus conspiring a union in 40 per cent of the New York yards, the leaders then secured the assistance of AFL Teamsters and Longshoremen to drive the CIO out of the city. They refused to allow lumber to be unloaded or transported to any yard employing CIO labor.

Yet their indictment for restraint of trade was dismissed by the New York supreme court. Under the court's new law in the Hutchison decision, unions can be guided only by their consciences, if any. The Railroad Brotherhoods could legally decline to deliver anything to any one they did not like and tie up the whole transportation system of the country, if they suddenly decided to dislike the whole country.

SLIP

All official chairs in the agriculture department fell over backward in unison when the official report of the house appropriations committee was received stating in part:

"The benefit of the research activities of the agriculture department to the country as a

whole, and particularly to the farmers generally, cannot be overestimated."

Reprints have been ordered, making the word "overestimated."

Telling The Editor

Letters printed here must not be more than 500 words in length, must be written legibly on ONE SIDE of the paper only, and must be signed. Contributions following these rules, are warmly welcomed.

VENEER PLANT LIST

KLAMATH FALLS, Ore. (To the Editor)—Numerous requests have been made of our organization to know how many veneer plants in the lumber industry are AFL. Because of the general interest in this question on the part of the public, will you please publish the following:

Of the eight Rotary Box Veneer group in the industry, the following are AFL: (1) Spruce Veneer company, Payroll, Wash., 200 employees; (2) Brew Mfg. company, Payroll, Wash., 200; (3) Silver Box Veneer company, Tacoma, Wash., 300; Tillamook Box company, Tillamook, Ore., 15; Spruce Box company, Booth, Ore., 175; California Barrel and Box, Arcata, Calif., 800; Uptown Mfg. company, Astoria, Ore., 100.

Of the 14 Veneer Plywood manufacturing companies, two are without any labor agreement. Of the remaining 12 plants, the following 14 operate are AFL with the union shop, 571c low wage and a policy of one week vacation with pay. In a union shop all employees are required to belong to the AFL as a condition of employment.

The sixteen are: Peterman Mfg. company, Tacoma, Wash., combination plant, 450 employees; Sullivan Lumber company, Tacoma, Wash., comb., 150; Wheeler Osgood Sales Corp., Tacoma, Wash., comb., 800; Northwest Door company, Tacoma, Wash., comb., 650; Robinson Lumber company, Everett, Wash., comb., 850; Oregon Washington Veneer, Tacoma, Wash., 300; Lyle Plywood company, Tacoma, Wash., 75; Elliott Bay Plywood company, Seattle, Wash., 150; Walco Veneer company, Everett, Wash., 400; Anacortes Veneer company, Anacortes, Wash., 150; M and M Plylock, Longview, Wash., 450; M and M Plylock company, Portland, Ore., 450; M and M Plylock, Albany, Ore., 300 not in full operation; Sweethome Plywood company, Sweethome, Ore., 300 not in full operation; Lebanon Plywood company, Lebanon, Ore., 300 not in full operation; Smith-Wood Products, Coquille, Ore., 600. A combination plant manufactures lumber as well as plywood, but a major portion of men are in veneer.

JOE BOYD.

Watch the Classified Page!

CCC Youths Get Sixty Days for Stealing Oranges

BIEN — CCC Enrollees Dempsey W. Long and John Waltham were sentenced to imprisonment for 60 days each in the county jail at Susanville when they pleaded guilty in justice court here of stealing and carrying away a crate of oranges and other property from the Little Valley apple camp community.

Complaint against the youths was signed by Captain E. S. Curtis of the Hat Creek main camp.

The penalty might have been lighter. Justice of the Peace W. B. Phillips told them, had they not run away. Police picked them up south of Redding after Deputy Sheriff R. L. Vernon of Bieber learned they had got a lift on a truck going that way.

Watch the Classified Page!

VOX

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COMPANION Cesar ROMERO "LUCKY CISCO KID"

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A Warner Bros. Picture

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ANDY HARDY'S Private SECRETARY

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