

Teachers Do Big Job In Schools Here

Problems of Changing World Met by Professionally Trained Instructors

Editor's Note: This is another of a series of articles on Klamath's educational system prepared by the Klamath chapter of the League of Women Voters.

Time was, when the teacher was responsible for the 3 Rs, reading, 'riting and 'rithmetic. That was the day of the "listening-school." The teacher did the thinking, planning and initiating, while the children sat passively absorbing information about the world in which they lived. Like rows of little pitchers, they were filled by the teacher and each must pour forth its contents in recitation period and examination. It was well enough in times when the school was used to supplement the busy lives of children, who in after school hours shared in the activities which provided the clothing, food and shelter of the family. The home is no longer the laboratory for this very real "learning-through-living."

On to the shoulders of the teacher has been thrust the responsibilities of the home, community and church.

Right or wrong, mother expects the teacher to inspect Johnny's ears, attend to his handkerchief, balance his lunch on a diet at the cafeteria, mould his character, prepare him for his vocation, teach him responsibility, to overthrow difficulties, to value work and respect property.

84 Teachers

In Klamath Falls, eighty-four teachers undertake this gigantic task. So uniformly do they meet their obligations and so effectively do they do their work, the community takes it for granted, and are unaware of the high type of teacher necessary for this task. The superintendent and school board are aware of the importance of the professionally trained teacher to carry out their school program. The superintendent makes the selection and each choice is approved by the school board. High personal qualifications, professional education and preparation, experience and continued teacher growth and years in service all must be considered.

Among the classroom teachers 19 have two years' training, 23 three years' training, 17 four years' training in an accredited training school. The teacher in service continues to study. This is encouraged by the school administration, which gives a small additional salary for those going to summer school. In fact, every teacher must go once in three years for a six weeks' period.

May 23, when school closes many will be leaving for continued study at the University of Oregon, S. O. College of Education, San Francisco State Teachers' College, University of Washington, San Jose State Teachers' College or other accredited schools offering summer sessions to teachers. Others will travel, visiting New England, southern states or our national capital, and in the fall the children will benefit by having their text books colored by actual experiences. Others will find self-expression and much needed relaxation in gardening, vacationing at lake resorts or in following their own special hobbies.

Teacher Growth

Teacher growth is most vital in this changing world of ours. Teachers have acknowledged and accepted this added responsibility, although the community thus far does not recognize the added financial burden to the teacher. A teacher beginning at the salary of \$1080, per year, paid in nine installments, or a teacher with top pay with an annual salary of \$1485.00, must find budgeting for a summer of study very difficult indeed. During the school year, many teachers avail themselves of the extension courses of the University of Oregon and the Ashland Normal which hold classes in Klamath Falls. Klamath teachers have shown their ability to use very community resource and means to widen their educational, social and geographic horizons. It is at no little sacrifice often when their salaries provide a bare living.

This devotion to their profession is surprising when the community has thus far refused to accept the responsibility of adequate pay. Our sister states, Washington and California, pay higher wages and often on a twelve month basis. Teachers from those states are seldom available to Oregon schools. Further, in Klamath Falls we do not offer our teachers tenure of service, or annuities, or a retirement provision. Present salaries always stand in the way of selecting new teachers and

Greenland's Mystery Radio Men Called "Fifth Columnists" By News - Cameraman



Carl and Peter... "I am certain they are Norwegian Quislings." They disappeared into Greenland's bleak interior.

Recently returned from an assignment in Greenland, America's new defense outpost, Lloyd Woodrum, March of Time cameraman and correspondent, formerly connected with the U. S. Coast Guard, has written the following report, illustrated with pictures he took, exclusively for NEA Service and The Herald and News.

By LLOYD WOODRUM

NEW YORK, May 17—Somewhere on the ice-capped plateau north of Torgilsbu, Greenland, dead or alive, there are at least two nazi fifth columnists. Their names are Carl and Peter, and I am certain they are Norwegian Quislings.

Greenland officials are sure that direct from Greenland to Berlin, perhaps from these two lads, are flashing meteorological reports with which experts can make accurate weather forecasts for use by the German air and invasion forces.

I met Carl and Peter a few months ago when I was in Greenland on a photographic assignment. When I last saw them, they had with them ample food supplies for at least three months and a short-wave radio transmitter.

I am sure that their supplies have been replenished, because nazi long-range reconnaissance bombers have been seen over Greenland. Perhaps they have company, too, for fifth columnists can be landed by parachute as well as by ship.

A nazi plane could easily be guided to where they pitched their camp by the beams of their radio transmitting set.

I was in Angmagssalik when my attention was first drawn to a little Norwegian trawler, the "Ringel Norge," lying in the harbor. Although she had arrived from nazi-occupied Norway beforehand, nothing had been done about discharging her cargo.



Trawler "Polar Bjorn," whose Norwegian captain had conducted surveys off Greenland, brought Carl and Peter to Torgilsbu.

Then suddenly, early one cold, foggy morning, she weighed anchor and left Angmagssalik as mysteriously as she had arrived.

THE captain of the U. S. coast guard cutter at Angmagssalik had known of my desire to visit the little Norwegian settlement at Torgilsbu, about 100 miles down the Greenland coast. I had heard that there was a Norwegian-owned radio station there, and I wanted to get pictures of it for the March of Time's "Crisis in the Atlantic."

Late the same day that the "Ringel Norge" sailed, the coast guard captain sent word that he would take me to Torgilsbu.

We picked our way slowly through the ice field and reached Torgilsbu two days later to find the "Ringel Norge" already at anchor in the fjord. Her crew was discharging a large amount of cargo.

We had been in the settlement at Torgilsbu but a few hours when a second ship of about 325 tons steamed into the fjord. She was the "Polar Bjorn," commanded by a Norwegian who knew the Greenland coast intimately because he had previously conducted archeological surveys in the area, sometimes for the Danes and more recently, we were told, for the German government.

The arrival of this comparatively large ship in deserted Torgilsbu amazed all of us. It became apparent that the "Polar Bjorn" and the "Ringel Norge" had arranged a rendezvous.

The two youths, Carl and Peter, disembarked from the "Polar Bjorn." Although they had no papers with which to



Norwegian-owned radio shack in Torgilsbu: Carl and Peter took it over, later abandoned it. (NEA photos from March of Time)

identify themselves, they proceeded at once to the little radio station and told the radio operator, a middle-aged Norwegian, that they had been sent to relieve him.

It took the rest of the day to unload the supplies from the two ships, and the next morning both the "Polar Bjorn" and the "Ringel Norge" put out to sea, taking the replaced radio operator with them.

I had been taking pictures of the whole procedure. Carl and Peter appeared dumfounded to find a camera at this remote settlement, and while they could say nothing, both of them were ill at ease.

About a month later our cutter was in Julianehaab, less than 50 miles away from Cape Farewell, on the southern tip of Greenland, when a party of Eskimo hunters, who had come from the north in their kayaks, arrived in town.

They reported that the two young radio operators at Torgilsbu had abandoned their shack and, taking all of their radio equipment with them, had disappeared into the frozen northlands.

The South Greenland government administrators were apparently disturbed to hear this news. The governor sent a government vessel to Torgilsbu which confirmed the story told by the Eskimo hunters.

It is my opinion, as well as that of Greenland officials with whom I talked, that the two radio operators moved their equipment to some more isolated spot, and that the radio equipment, which used to furnish information to fishing fleets, was now sending the same vital information to nazi raiders and submarines at sea.

Gertrude's Hug Causes Ticket

SAN FRANCISCO, May 17 (UP)—Philip Schmidt was explaining to Judge Herbert Kaufman why he drove through a stop sign.

"Just as we came to the sign, Gertrude gave me a big hug," Schmidt said.

"That was hardly a place for woo-pitching, as the college students say," replied the judge.

"Gertrude," explained Schmidt, "is a trained seal."

DEFENSE NOTE

FREMONT, Neb. (AP)—This defense business is reaching into every corner of the kennel.

Fremont's supply of brass dog tags is running low. New ones have failed to arrive, and acting City Clerk Doris Spotts believes it may be because the dogs of war have first claim over just dogs.

History of Southern Oregon Medical Society Told Here

An interesting paper on the history of the Southern Oregon Medical society was read before that group Friday by Dr. Ernest A. Woods of Ashland who also prepared the article which follows the growth of the society from the date of its organization, May 16, 1892, to this year when the golden anniversary is observed. Excerpts are as follows:

"The Southern Oregon Medical society was organized at a meeting in Medford, May 16, 1892, with Dr. F. W. Van Dyke in the chair. The following doctors were present, T. E. Beard, Grants Pass; Bernard Daly, Lakeview; George O. B. DeBar, Jacksonville; A. A. DePuy, Grants Pass; E. P. Geary, Medford; W. F. Kremer, Grants Pass; W. F. Maggard, Linkville; E. B. Pickle, Medford; Roland Pryce, Medford; J. W. Robinson, Jacksonville; J. B. Wait, Medford; and Dr. John Parsons and Dr. S. T. Songer of Ashland were not present but sent a telegram of regret at not being able to attend.

"After organization of the society, Dr. E. P. Geary of Medford was elected the first president, and Dr. E. B. Pickle, Medford, secretary and treasurer.

"It is to be remembered that

Motor Group Asks Campers To Assist Fire Prevention

With the advent of the summer camping season, the Oregon State Motor association has asked the cooperation of all motorist-campers and others to prevent disastrous forest fires.

The association warned that during the period of July 1 to September 30 camp fire permits must be obtained before any fires may be built within the national forests of Oregon and Washington except in safe stoves or at forest camps designated as open for camp fire building.

Also, any party going into any forest land during this period with intention to camp must be equipped with: one axe, 26 inches in length over-all, its head weighing two pounds or more; one shovel, 36 inches in length over-all with a blade not less than eight inches wide; and one water container of at least one gallon capacity.

During the entire year it is unlawful for campers to build a fire in grass, leaves, or other dangerous places without clearing around the fire pit and confining the fire to a hole; or to leave any fire to burn unattended or leave a campfire without totally extinguishing it; or to throw or place a lighted cigarette, cigar, match, or any fire-works in any place where they may start a fire.

Campfire permits may be obtained from any Forest Service office or from any ranger station. In return for the permission to build a campfire, the camper

Stop Fires!



This is Nelson Rogers, state forester, who on a visit to Klamath Falls urged the public to follow the accompanying safety rules.

Safety Rules For Forest's Protection

With "forest defense is national defense" as this year's anti-fire slogan, Midland empire people were urged Saturday to a full realization of the opening of the fire season and the hazards it brings.

Governor Sprague heads the list of officials asking public consideration for the forests this year, with his "Keep Oregon Green" program. It was pointed out here that it is just as important to keep northern California green, and Herald and News readers on both sides of the line were asked for full cooperation.

Here are some rules that will help:

1. I will be sure my match is out. To be doubly sure, I will break it in two before throwing it away.
2. I will extinguish cigarette, cigar and pipe sparks in the ash tray of my car.
3. I will not throw burning material from the window of any vehicle, whether moving or standing still.
4. I will dig down to bare, damp soil before building a campfire. And I will remove all inflammable material from around the fire circle.
5. I will never leave camp before the fire is out—dead out. I will pour water or pack earth over the fire, stirring the coals to make sure no spark is left alive.
6. I will not smoke at all in the dry summer woods of Oregon.
7. Should I see a fire burning unattended along the highway, I will go to the nearest telephone and place a collect call for the nearest fire warden. I WILL ACT.

Oregon Bighorn Sheep Saw Civilization Come, Died

In the dimming years of the last century when the pioneers left the junction of the Oregon trail near Goose Lake, they were weary of the months of prairie piloting behind them and looked forward to the last leg of their journey, the dangerous stretch through the lava country where the Modoc Indian was still untamed, thence to the west through the valley of Red rock where the war paint dyes were mixed, around the north side of Cedar mountain and over the rim rock into Butte valley. Forging the north end of Orr lake they proceeded southwest around the rocky base of Herd peak into what is now Shasta valley, from here it was but a day's journey to Yreka where there was gold, water and farm land.

Kittens Ride 170 Miles Over Wheel Of Freight Car

NEEDLES, Calif., May 17 (AP) The thin walls from under the freight car, Larry Prather discovered, came from two young kittens.

They had ridden 170 miles non-stop across the Mojave desert from Barstow to Needles and were a bit hysterical when Prather removed them from a 6-inch cubicle on the car trucks, directly above the axle.

Prather, a Santa Fe railway employee, said the kittens must be offspring of "Traveling Ophelia," the Barstow freight-house cat.

Only three weeks ago, Ophelia was rescued from a freight car at Ashfork, Ariz., and was reunited with her Barstow-born brood. Ophelia originally arrived in Barstow from Parker, Ariz., in a freight car.

The kittens are too young to have climbed unaided into the cubicle so Prather theorized: Ophelia put them there at Barstow, but missed the freight herself.

Coast Highway Wildflowers Now Blooming in Profusion

Thirteen separate varieties of wildflowers are unfolding their beauty along the Oregon coast highway, U. S. 101, and at least two, Salal and Thimbleberry, have responded to the remarkably warm and rainy weather with an unusual profusion of bloom, according to a report from the Oregon Coast Highway association at Marshfield. Salal shrubs along the entire length of the roadways are in various stages of blossom; Thimbleberry flowers are larger and more profuse than usual, and will continue to be found in the northern coast counties until well into June.

Lincoln county offers some of the best areas of rhododendrons, although they still bloom beautifully east of Bandon, in the vicinity of Florence, near Port Orford, and at Langlois. Wild Azalea, which should be seen during May, is approaching its peak and is most abundant near Brookings and Langlois.

Indian paint brush is blooming and will be found in some areas until late summer. Along the entire highway, wild iris is now blooming with some beds of acres in extent, and will continue

Vichy Speeds Work on Rail Dakar Line

Observers See Fine Hand of Berlin Behind Activity of Insolvent French in Africa

By NEA Service

WASHINGTON, May 17 — people here who see the arm of Berlin in the sleeve of Vichy are looking with growing concern at the 1500-mile railroad which poverty-stricken France is building across the Sahara Desert to link Oran and Dakar.

They point out that Dakar, westernmost point in Africa, is only 1700 miles, or less than eight hours by air, from Brazil; is less than 2500 miles from American defense outposts at Trinidad and Puerto Rico; is but 3000 miles, or only the distance across the American continent, from the Panama Canal itself. They say that with easy rail transportation from Oran, across the Mediterranean from Spain, the Germans could bring to Dakar tanks, guns and men which could easily be flown to an invasion of the Western Hemisphere.

It goes without saying, they add, that the port of Dakar, as a submarine and naval base, could control the whole south Atlantic and that German planes and ships based there could play havoc with Britain's vital ship lanes from Australia and the far east around Africa.

Subject of Controversy For 50 Years

The first announcement that a "normal gauge railroad to be known as the Mediterranean-Niger system" would be built appeared recently in Vichy's official journal. Pictures of construction actually under way just reached the U. S. by trans-Atlantic clipper. Two of them are shown above.

The question of a trans-Sahara railway has been the subject of controversy for 50 years. In addition to the physical difficulties involved in bridging 1500 miles of desert, there has been much doubt that commercial operation of such a railroad would pay. Exhaustive studies indicate that construction would cost about 5,000,000,000 francs.

Those here who look with distrust on the whole project point out that this seems a tremendous expense for a France which reportedly has to print money just to meet the cost of maintaining Germany's army of occupation. It has, in fact, been reported that German construction firms are doing the actual building of the Dakar railroad.

In the ministerial report recommending to French Chief of State Marshal Petain the building of the railroad, it was stressed that "Europe should, to maintain its rank in the world, be directly connected with the near-by African continent." The report went on to say that the line would be the first step in the construction of an international trans-African network.

The government thereupon created a special branch of the ministry of communications to recruit personnel and start work. Those here who suspect the whole project point to recent announcements from Vichy that men were being conscripted for "desert labor in Africa." They say it can mean only one thing: Berlin wants the railroad built in a hurry.

CAPE GIRARDEAU, Mo., (AP)

When Mrs. James Allen, secretary of the Church of the Nazarene congregation, opened an envelope from the collection plate she gasped for the pastor to confirm her findings.

Inside were a \$500 bill and a \$100 bill—anonymous gifts.