

The Evening Herald

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Heads-up for the Future

PREDICTION of a decreasing timber supply and lumber cut in the Klamath basin, made in a speech here by Regional Forester Lyle Watts, could have dismayed only the uninformed, the unthinking or the timid. It has, however, served the useful purpose of stimulating thinking about the future of the community, and of awakening the public to a more realistic appraisal of current industrial activity here. Such, it is to be presumed, was the intention of the regional forester.

At the outset of this discussion, let us set forth two conclusions which can be firmly supported. These are:
 1. Klamath Falls is not going to become a "ghost town" or even a shrunken image of its present self.
 2. The welfare of the community will be best served by continued active and orderly conversion of its timber supply into material for the markets of the nation and the world.

Statistical refutation of anything stated by the regional forester will not be attempted here. The sources of information are at his command. Yet predictions of exhausted timber supply have been made from equally authoritative sources and have failed to materialize.

Thirty years ago the chief of the forest service scared the nation by prophesying that the entire United States would be out of timber in 20 years. And 20 years after that the timber communities, at least, were scared pale by the fear that they would not ever again find markets for the timber supply still on their hands. Now 10 years after that, the market is strong and another scare over the supply is hinted. So goes the cycle, from alarm to alarm. Who can say but that a decade hence there will not again be concern over finding a market for the timber that is then ripe for the cutting?

While the market is here and the supply is here is the time to convert this resource for the benefit of the community. It is a safe conclusion that this community would suffer more by a drastic and artificially-stimulated reduction of its lumber production now, than it will be by gradual reduction later on as it builds other assets and develops other resources.

Fire and beetle losses and the natural ripening of the timber are other factors prompting continued active harvest of this resource—making it count for the benefit of the community and its people while it is available.

Now, as to the future, is it not fair to ask: What is the limit of Klamath's timber supply?

Logs right now are shipped here from far into northern California, from trees which a few years ago no one would have dreamed would be sawed into lumber in Klamath Falls. There are certain vast sources of timber supply, not customarily counted in the Klamath production unit, the harvest of which may well feed a great stream of logs into mills here.

By virtue of its unique transportation situation, Klamath Falls has benefited tremendously from centralization of milling activities here for a forest empire stretching dozens of miles from the city's borders. Railroads extend in every direction, and truck transportation plays an increasing role in log movement. All of this keeps the timber supply within the jurisdiction of our milling operations, nullifying miles that may be added as the harvest proceeds.

Perhaps there were those who did not go into Regional Forester Watts' statement farther than the warning he gave, to study certain constructive suggestions he made as to the future of the community. He emphasized, for instance, the importance of efforts to attract remanufacturing industries such as furniture, toys, specialty lines and plastics, and he urged experimentation in the use of waste wood.

He did not touch upon the matter of wood pulp, but it is a known fact that there is a big potential supply of material for this purpose in the Klamath country, in the mixed woods of its cut-over areas, in the white fir, Shasta fir and Douglas fir and even the vast lodgepole pine stands of the region. Here is an important possibility for future developments.

All of this relates to forest industries. Sometimes, it seems, Klamath people cannot see the farms for the trees. In the past two decades a great sustaining agricultural industry has grown up here. This year, 10,000 carloads of potatoes were grown in the Klamath district. In 1931, the potato production totaled 2100 carloads. Average production per acre has increased from 1014 bushels in 1925 to 420.1 bushels in 1940. Just the other day, County Agent Charles Henderson described the development of the small seed industry from almost nothing in the late 'twenties to a half million dollar crop in 1940.

The real source of wealth is in development and use of natural resources, and a great natural resource here is land and water. Right now we are puncturing the mountain on the west side of Tule lake to assure permanent use of a large area of fertile land, and other land use possibilities hereabouts challenge the imagination.

What has happened in the transportation picture here in the last 15 years is merely the foundation and the forerunner of what the future holds in that field. An important new highway connection has just been completed, and another, to Reno, is coming. The cities of the Klamath country are still the only cities in Oregon, outside of Portland, on two transcontinental railroads.

It is not necessary to go on further along this line. People with vision and knowledge have faith in the future of this community and its surrounding territory.

They include the head of a great and highly successful business enterprise of coastwide scope who was here the other day. When he was asked what he thought of the future, he had merely to point to investments his firm is making here, to show that smart money has ample confidence in the Klamath Falls of 10 and 20 years hence.

If the people who live here are equally confident, and match that confidence with sound leadership and constructive enterprise, there is nothing to fear.

NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, May 31—It is no secret here the army has fallen behind schedule in the production of tanks. Among those with even only a casual knowledge of military affairs it is expected the coming summer maneuvers will expose a dire shortage in this most vital weapon of modern warfare, without which the army cannot fight. Hitler's agents know it. Congressmen on the military affairs committees know it (one is writing magazine articles about it). In fact everyone seems to appreciate it except the people of the country.

Hitler conquered Europe with 12 panzer tank divisions as the spearhead of attack. We now have 2 mechanized armored divisions, are raising 2 more, and planning eventually to have 2 or 4 additional. So even eventually we would have only three-fourths of what Hitler had when he started through France.

The plain fact is further that our mechanized armored equipment consists largely of light tanks, which the French and British have found unsatisfactory. We are getting few medium tanks. The big tank is still in the blue print stage on the drafting board.

SLOW START

Within 30 to 60 days the first of the new usable medium tanks will be coming off the production line (but not yet with round-bottom plates, such as the nazis tanks have to shunt off bullets.) Chrysler, Baldwin and American Locomotive have finished their samples and are ready to start production, but it will come slowly.

By the end of August all three can reasonably be expected to be turning out 5 to 10 a day. It will be another year before Chrysler will be turning out 14 a day.

The American Car and Foundry is doing a good job producing 5 to 10 light tanks a day now, but unfortunately these are what we already have enough of. Not a single trainer tank is available. For training purposes the old, slow, World-war type of tank is being used. One trainer was constructed at a reputed cost of \$8000 and 40 are supposed to have been ordered but have not yet appeared.

BOTTLENECK
 Obviously something is radically wrong in the preparation of even the limited new striking force of the American army. The new deal civilian group has been inclined the past few months to lay the blame for this and other deficiencies on army procurement, the cumbersome slowness of its contract awards, drafting service, etc. More business-like civilian management has been advocated.

One basic fault is clearly true to the investigating layman: Tanks were placed fourth on the priority list for steel. Ahead of tanks at the top are (1) ships, (2) planes, (3) guns. With preferences for raw materials given to these other categories, the tank bottleneck was not hard to develop.

CRITICS
 All these and similar disturbing facts and figures have been met by the war department from the start with a phlegmatic silence. By simply considering everything they have on hand as "a military secret" and circulating publicly only the generalized predictions of what they expect to have in the indefinite future, the true condition of affairs is obscured.

That may have been all right for the initial period, but now even the army's best friends are beginning to talk. Congressman Ross Collins, the legislator who knows more intimately than anyone else the condition of affairs, has written a leading article for the June Readers' Digest, challenging the whole basic defense theory of the army. He claims few of the older officers understand Hitler's new modern warfare and are still relying on mass infantry and even horse cavalry of the kind which the nazis tanks butchered in a few hours for the fatal breakthrough at Sedan.

Simultaneously, the noted army adviser, Alexander P. De Severny, is saying somewhat milder similar things about American planes and the air arm in the June issue of Coronet. He demands a unified air force, to get it away from the old generals.

WISH GRANTED

UPPER DARBY, Pa. (AP)—A 22-year-old transient watched Policeman Louis Miller strolling on the other side of the street.

"Hey, chief. Here goes," he shouted and hurled a brick through a plate glass window of a tailor shop.

At police headquarters the man explained: "I got tired of walking around the country looking for work. I want to go to jail."

He did.

SIDE GLANCES



"Would you mind sitting more in the middle, Dad? My right rear axle is about to break any minute."

Bus Overtakes Near Portland; Several Injured

OREGON CITY, Ore., May 31 (UP)—A north-bound Greyhound bus overturned five miles south of Oregon City on U. S. highway No. 99E yesterday, injuring several of its 24 passengers.

Oregon City police said several persons were taken to hospitals here and in Portland, but believed none was critically injured.

Driver W. J. Hall, Eugene, said his wheels locked after he applied the brakes when a passing automobile cut in front of him. The bus spun on the rain-drenched highway and overturned.

Treated at hospitals were: Mabel Baughy, Silverton, Ore., back head and shoulder injuries; Mrs. E. J. Guttinger, Portland, lacerations; Harry Crussell, Portland, lacerations; Mrs. Frank Britten, negress, Portland, bruises; Lester Carlisle, Walton, Ore., bruises.

OBITUARY

EVLYN McLAUGHLIN
 Evlyn McLaughlin, a resident of Klamath Falls, Ore., for the past 24 years, passed away in this city on Friday, May 30, at 5 a. m. The deceased was a native of Jacksonville, Ore., and was aged 56 years and five days when called. She was a member of the Veterans of Foreign Wars Auxiliary, No. 1383. She is survived by her husband, O. Kelly McLaughlin of this city, one son, Otis Sleep of Fort Jones, Calif., seven brothers, Arthur, Cody, George, Harry, Dave, Archie and Johnny Atterberry, all of Happy Camp, Calif. Two grandchildren, Arnold and Duane Sleep, Fort Jones, Calif. The remains rest in Ward's Klamath Funeral home, 925 High street, where friends may call after noon Saturday. The notice of the funeral arrangements will be announced in this same issue.

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RAINBOW

Kaiser's Condition Reported Serious

BERLIN, May 31 (UP)—Kaiser Wilhelm II, former emperor of Germany, who has been living in Doorn, Holland, for 23 years, is in "serious" condition, a German news agency dispatch from Amsterdam said last night.

The former monarch's daughter, the Duchess of Braunschweig, was said to be at his bedside and the crown prince, his son, was reported en route to Doorn.

FUNERAL NOTICE

EVLYN McLAUGHLIN
 The funeral service for the late Evlyn McLaughlin, who passed away in this city on Friday, May 30, will take place from the chapel of Ward's Klamath Funeral home, 925 High street, on Monday, June 2, at 10:30 a. m. The service will be under the auspices of the Veterans of Foreign Wars, auxiliary No. 1383, the Rev. Arthur C. Bates of the First Christian church officiating. The commitment service will be in the family plot in the Jacksonville cemetery. Friends are invited to attend the services.

Up to March 1, the army and navy had accepted 4813 graduates of CAA training courses.

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 Grand REOPENING
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 Remodeled!
 ON THE SCREEN
"PENNY SERENADE"
 Irene Dunne
 Cory Grant

ANSWERS TELL STORY OF NAZI HOLD ON CRETE

By DEWITT MacKENZIE
 Special News Service Writer

The battle of Crete, in which the Anglo-Greek allies are making what looks like their last desperate stand against death from the skies, fairly bristles with question marks that are being thrown in the direction of this column in handouts.

What is the fundamental cause of the allied failure to hold the Germans off from this island, which was defended by perhaps 30,000 troops and warships?

Answer: Lack of air-power in the eastern Mediterranean. The nazis warplanes swarmed the sky like locusts, and there is no effective defense against such an attack except bombing and fighting planes.

But surely the British have warplanes in the Near East?

Answer: "Yes, but not in sufficient numbers for the wide-spread operations with which they are faced. Also, they lack long distance bombers and fighters, and have been handicapped by not having air bases near Crete, whereas the Germans have been operating from near-by Greece."

All right, but what about the story that the British have a large store of new warplanes in reserve in England? Any truth in that?

Answer: My information is that the British do have a reserve. However, we have no knowledge of the type of planes, or whether it would be feasible to use them for long-distance work. It's a safe bet Britain would use any planes available.

What's the answer then—will the Germans be able to continue their victories in the Near East because of this air superiority?

Answer: Nazi air superiority will continue to tell heavily against the allies in the eastern Mediterranean until the British are provided with many more warplanes, especially the long distance type. They are depending largely on United States production to meet this crisis. However, the British presumably will be able to provide a much better air defense in fighting in Egypt close to their airbases.

Is there any relation between the battle of Crete and the fact that the nazis have done little bombing of England for 19 days?

Answer: Definitely. Bad flying weather has accounted for part of the respite, but the oil

experts tell us Hitler is so short of gasoline that he must conserve his supplies for such a major operation as for the attack on Crete. He hasn't enough gas to keep two big shows running at the same time for a long period. The outcome of the war may hinge on this fact.

If that is so, and if the allies will gain strength as American production gets under full steam, isn't time working against Hitler and for Britain?

Answer: Yes, that's the kernel of the nut. We may easily know the outcome of the war by fall. If the allies can keep afloat that long, their stock will be on the up-grade. Their problem is to keep afloat now.

Could the British navy have done more to save Crete?

Answer: Actually, it has been mighty active at times. Don't forget that among other things it wrecked the nazis Armada of little transports, and sent 5000 troops to the bottom. However, dive bombing has been so fierce that it was suicide for the British warships to hang about the coast of the island.

How could parachute troops, which seem so helpless in descent, land in the face of 30,000 allied defenders?

Answer: That's one of the striking developments of the war. The way for the parachutists was opened up by a multitude of dive bombers and fighter planes. Immediately after the allied defenders had been fiercely bombed and machine-gunned, the parachute troops descended and took cover in the bomb craters which provide very good protection. The parachutists in their descent even employed hand-grenades and light machineguns against the enemy on the ground, another remarkable feat.

Han't the strain on the allied troops been terrific?

Answer: The battle of Crete is one of the fiercest in history. There can be small doubt that the terrible bombing must have driven many soldiers insane. The whole mad story is amazing, both from the standpoint of offense and defense.

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