

The Evening Herald

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Let's Pull for This

MAYOR HOUSTON is on the right track when he proposes that effort be made to bring Klamath Falls an army aviation squadron.

Such a development would be beneficial to this community in many ways.

It would develop aviation facilities here in a way that would bring lasting stimulation to civil aviation.

It would locate here a large number of well-paid, high-type service men, with resultant social and commercial benefits to the community. Klamath Falls would thus share more directly in the defense program.

The construction of facilities for housing and aviation operations would provide a considerable volume of work and business stimulation. The presence of the corps of men would add extensively to the local market for potatoes, livestock products, etc.

An aviation squadron would bring many of the benefits, and few of the headaches, that would come with the location of a large cantonment.

The mayor, at Monday night's council meeting, indicated he would ask general civic cooperation in the effort. The good heads hereabouts should get together on this enterprise, find out what best can be done, and see to it that it is done. They could not be used more beneficially for the community.

Let's pull together on this project.

No Interference

PURPOSE of the city council, as indicated in the discussion that accompanied rejection of amendments to the barber shop hours ordinance, was not in any way to interfere with the agreements between master and journeymen barbers regarding the operation of local barber shops.

Some time ago the master and journeymen barbers announced an agreement for closing at 8 p. m. on Saturday evenings. There is no apparent reason, so far as the city action is concerned, why they cannot proceed with the new schedule of hours in their union agreement.

The council, at Monday night's meeting, merely assumed a hands-off attitude, adopting the theory that it was not properly the city's duty to attempt to regulate business in this manner. Councilmen had been informed that other types of business were going to follow the barber shop ordinance precedent and come in with requests for other regulating ordinances.

Most reasonable people, we believe, will agree that 8 p. m. closing on Saturday nights is fair enough. It gives the barbers a little better break in arranging their week-ends. It cuts one hour off the long, hard Saturday grind for the boys who clip hair and shave whiskers. If the barber shops, through union agreements, decide to close at 8 p. m., that is their business and the public, knowing the closing hour, should not be put to great inconvenience thereby.

Great Country

IT'S a great country, and you might tell your eastern friends about this one.

Driving to Lake o' the Woods Saturday evening, this writer saw a big black bear near the road ahead. He climbed the bank to the road, lumbered awkwardly along for about 50 yards, climbed another bank on the other side and disappeared into the woods.

Returning from Lake o' the Woods Sunday evening, the same party saw at least 15 deer. Several of them were standing on the road when the car came around the bend. They leaped gracefully across the barrow pit and into the woods, where two of them stood at alert and watched the man-made machine go by.

All passengers agreed these two incidents, quite common in this country, were worth the entire trip to the lake.

BOISE, Idaho, (P)—The secret is out.

Idahoans who wondered how Governor Clark could appear so chipper after long automobile trips to the far corners of the state now know—A full-length bed has been installed in the rear of the executive's car.

There is a growing sentiment for the preservation of free enterprise.—P. D. Houston, president, American Bankers' association.

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2 BIG FEATURES
'The Son of Monte Cristo'
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Shows 7:00-9:00

NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, June 10—The FBI has its invisible eye on the men behind the three major outlaw strikes—and may shortly get its hands on some of them.

Most prominent figure involved in the crippling of the aviation defense effort was Lew Michener, a district organizer for the United Auto Workers, CIO, according to all authorities, union, government and private. He got his name into the papers in connection with the North American aviation strike. The FBI claims, not very privately, that Michener is a communist.

His ally, whose name did not get out, was one Windham Mortimer, another organizer from Detroit. Mortimer was in Los Angeles until the day before the NAA strike started there. He then moved on to try to "organize" the Boeing Aircraft plants in the Pacific northwest where the AFL already has a closed shop.

STRIKE STORY

Part of the story of Michener's work has been suggested in the official statements made by CIO leaders. The N.A.A. union negotiators had met here last Wednesday afternoon with Mr. Roosevelt's labor mediation board and adjourned until Thursday. Nothing had been said about a strike. The mediation was progressing.

But that night Michener long-distanced Los Angeles, informing his local leaders the mediation board was stalling deliberately. The local leaders went out with automobiles equipped with loud speakers and shouted into the plant buildings for all to come out on strike. The 3 a. m. shift did not go on, and thus the treasonous strike started.

The significant part of it is that the company had agreed at the outset of negotiations, not only to make any agreement retroactive to the time when the negotiations began, but several weeks before. The strike therefore could not accomplish anything more for the workers, even if the mediation board had been stalling, as Michener charged.

ANGER RISES

The anger of both the government and responsible labor leaders was no idle display for effect. In thorough secrecy, several new deal officials approached House Naval Chairman Vinson, whose bill provided

SIDE GLANCES



"Here at school he can recite the whole Lincoln Gettysburg speech, but at home it's all we can do to get him to remember to shut the back door!"

ing a cooling off period before strikes is supposed to have been blocked in congress by the new deal. Two, who were no doubt acting under orders, were Assistant Labor Secretary Dan Tracy and an official of the national labor relations board. They talked about revisions in the measure in prospect of lending it their support.

What really worried the new dealers particularly was the fact that all three of the outlaw strikes (aviation, lumber, shipbuilding) were in direct open defiance of FDR's labor mediation board. That made it more of a personal matter.

Even the labor leaders became sufficiently excited to talk about proposing compulsory arbitration for outlaw strikes—a subject hated by them until now. Well they knew, their work of years might be ash-canned in a day, if treasonous defense strikes could not be handled.

AFL RAPED

The AFL has been catching it from the inside nearly as much as CIO. One of the three treasonous strikes is theirs, the one of the machinists in the San Francisco yard of Bethlehem shipbuilding. Head of that union is Harvey Brown, an old conservative AFL leader, who

seems to have disappeared since the strike started.

One reason for his unavailability may be the fact that he personally was a party to the recent agreement, negotiated by defense strike coordinator Hillman and Roosevelt aide Isadore Lubin, "preventing" strikes in the shipbuilding industry. Brown is also a member of the Hillman advisory committee (a group of leaders with whom Hillman discusses defense policy). He did not appear for the last meeting, at which his violation of his own agreement was discussed.

Most bitter against him at that private meeting was Harry Bates, his colleague, acting head of the AFL bricklayers. Bates took the position that President Roosevelt was about the only friend labor had left in high places, and as a result of unauthorized strikes, labor was putting him in a position where he would have to turn against it.

MEASURES

One common labor weakness appears in all three outlaw strikes, a weakness of organization which makes the responsible national labor leaders unable to handle their unruly local unions. Theoretically, the locals are supposed to be free, but lately they have become

defiantly so in practice, because of competition between AFL and CIO. Any expelled local from one national organization can immediately join the other. Each local is using this threat in dealing with national leaders.

There is some reason to believe Brown for instance, may have violated his own agreement in fear that some of his more unstable locals will go over to CIO if he tries to make them stop their treasonous tactics.

Courthouse Records

MONDAY

Home Owners Loan Corporation versus T. S. Bunch, et al. Suit to collect on contract. Harry D. Boivin, attorney for plaintiff.

Betty Williams versus Fred Williams. Suit for divorce. Couple married March 1, 1940. Plaintiff charges cruel and inhuman treatment and asks custody of one minor, Henry E. Perkins, attorney for plaintiff.

City of Klamath Falls versus Emery M. Hughes, et al. Suit to quiet title on various property within city. D. E. Van Vactor, attorney for plaintiff.

Edith Tucker versus Sidney Fred Tucker. Suit for divorce. Couple married June 24, 1939. Reno, Nev. Plaintiff charges defendant with cruel and inhuman treatment and asks restoration of her maiden name, Edith Overton. Don F. Hamlin, attorney for plaintiff.

Klamath Valley hospital versus Thomas J. O'Connor and Ivy M. Hugo. Suit to collect hospital bill. Plaintiff asks judgment of \$418.35 against defendants. D. E. Van Vactor, attorney for plaintiff.

Marriage Applications
SCILLIAN WARD, Raymond Dallas Scillian, 42, Klamath Falls, switchman, native of Missouri. Frances W. Ward, 29, Cheyenne, Wyo., teacher, native of South Dakota.

SORAN-ESCHLE Stanley Thomas Soran, 23, Klamath Falls, egg candier, native of Idaho. Shirley Louise Eschle, 25, Klamath Falls, bookkeeper, native of Oregon.

Justice Court
Paul Wright, drunk on a public highway. Bond of \$10 posted.

Lester D. Wright, drunk on a public highway. Continued.

Mrs. Jim Bowman, larceny. Fined \$25 and six months probation.

Arne Polson, parking on highway. Fined \$5.50.

James Glen Pirtle, larceny in

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GARY
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BARBARA
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JOHN DOE'**

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ROBERT RISKIN
* Popeye Cartoon
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* Up-to-Minute News Flashes

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a shop. Waived preliminary hearing. Bond over to grand jury. Bond set at \$1000 cash or \$2000 property. Committed to county jail.

Fred Albert Ross, no operator's license, inadequate brakes. Fined \$5.50 on each charge.

Marvin George Watson, no operator's license. Fined \$5.50. Charles Temple Timmons, violating basic rule. Fined \$15.

Roy Edgar Eastburn, no operator's license. Fined \$5.50. Ralph Howard Barnes, reckless driving. Fined \$50, \$25 suspended.

Raymond Earl De Costa, no operator's license. Fined \$5.50 or three days. Committed.

Merton Erwin Miller, inadequate brakes. Fined \$5.50. Elmer Mat Earley, overloaded trailer. Fined \$10.

Clode Robert Koff, four in front seat of car. Fined \$5.50.

Roy Burton Parr, reckless

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and introducing
The HARTMANS
Celebrated dancing
troupe who have
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driving. Fined \$100, \$25 suspended. Failure to stop at scene of accident. Fined \$50, \$25 suspended.

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BENNETT • LEONER
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OTTO
KRUGER • OUSPENSKAYA
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