

The Evening Herald

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SIDE GLANCES



"Listen, Mother, you used to spank me for being sassy, but when my children talk back to me you say that's just a little of the old Jones spirit!"

INDUSTRY AND LABOR TOLD TO GET TOGETHER

WASHINGTON, Dec. 18 (UP)—President Roosevelt yesterday told labor and industry to get together on a voluntary program to prevent defense strikes or other work stoppages and, if possible, to hand him a unanimous agreement to that effect by tomorrow night.

War production must continue unbroken, he declared.

He met with 12 industry representatives and an equal number of labor leaders who convened at his call to formulate, with two presidential moderators, a voluntary agreement for uninterrupted production.

Place Time Limit

Reminding them "we haven't won the war by a long shot," Mr. Roosevelt said he expected the conferees to help "just as much as if you were in uniform."

He suggested they place a time limit on their speeches and work toward the goal of "a unanimous agreement by tomorrow night, Thursday, or at the latest Friday night," in order to achieve "speed, and more speed" in war production.

Speed is "of the essence, just as much in turning out things in plants as it is among the fighting forces," he said.

"Two weeks ago, I suppose the average American felt either that we wouldn't get into the war, or that if we did, we would mop up, if it came to war in the Pacific, in very short order.

"Real Danger"

"Of course, as we have begun to realize now, and realize more deeply as time goes on, there is very real danger to the whole world, because there is a new philosophy in the world which would end for all time... private industry and... trade unionism equally.

"It is a real danger. We have not won the war by a long shot. It is going to go on for a long time."

The conference was called by Mr. Roosevelt last week in the hope that industry and labor could get together on a moratorium against strikes, lockouts and jurisdictional disputes.

He named as conference moderator William H. Davis, chairman of the national defense mediation board, and Sen. Elbert D. Thomas, (D-Utah), chairman of the senate labor committee, as vice-moderator.

CIO President Philip Murray previously had suggested the parity. The CIO, AFL and industry spokesmen gave advance pledges of cooperation.

"Primary Thing"

While the initial meeting was underway the federal maritime commission revealed all Seamen's and Longshoremen's unions had agreed not to strike during the war and their leaders and ship operators had decided to establish either regional boards or a national board to settle labor disputes.

Mr. Roosevelt emphasized the "primary thing" is "to keep the work going."

He said he was asking a halt to work stoppages only for duration of the war, and added that "after this war is won, let's go back, if we want to, if we have to, to old Kilkenny."

"And you know what a Kilkenny fight is," he said. "But that is something that we can put aside until that day comes."

"We have to feel that we, all of us, are subject to a self-imposed discipline. In other words, I think you want—and I am not telling you in the sense of an executive order, or as president—but as an American citizen—that you must reach an agreement."

No New Worlds to Almost Conquer



Reducing Distance and Time

LITTLE by little the distance to northern points from Klamath Falls grows shorter.

Earl Reynolds, secretary of the chamber of commerce, received word this week that state highway surveys show 1.05 miles will be cut from the length of The Dalles-California highway when the new contract just north of Klamath Falls is finished.

This contract extends from Terminal City (just beyond Pelican City) across Wocus flat to the Algoma hill. The work is now well underway.

Next in line for construction north of town is the stretch from Algoma to Barclay Springs. This work will cut another 1.8 miles from the highway distance. No contracts have as yet been let for this work.

In both cases, the actual mileage reduction fails to tell the whole story. The construction eliminates many curves and the time saving will be more impressive than the saving in distance.

Just what will happen to highway work during the war period is not certain at this time. Curtailment is expected on many projects. But continued improvement of The Dalles-California highway might be considered as a military improvement.

A Continuous Alert

THE first stage of war excitement is passing. People who couldn't eat (it's a fact that local restaurants had a bad day December 8) are eating again. The affairs of everyday life are getting a share of attention once more. Most people are sleeping better.

This is all to the good, provided it does not mean the beginning of a period of detachment and false security in individual and community relationships with the war situation.

Defense preparations that were started on December 8 are worth continuing and developing if they were worth starting. If it was smart to be alert to danger on December 8, it is smart to be alert today. We woke up to a realization of a lot of things on that Monday after war broke out—things that are vastly important, and must not be treated indifferently until the last shot is fired in this war.

People thought of the possibility of sabotage, of damage to transportation facilities or industries that can be helpful in the war effort. Immediately, protective steps were taken. The wreckers did not strike—but that does not mean they will not strike. Their opportunity will come if those protective measures are relaxed through false security and carelessness.

We have had a practice blackout, and we got a scare when there was a report that enemy planes were over San Francisco. People are beginning to think that after all, there was no real danger, and that the whole thing was just hysteria. That, again, is a dangerous line to take, for it leads to relaxed precautions that will give the enemy—if he chooses to strike—all the advantage of surprise, ground guides and unprepared opposition.

It is difficult to maintain a continuous alert. But if we are intelligent, we will do just that. We can hope that the destructive force of war stays far away; but we know that it can come close and we must be prepared for it.

At War With Hitler

YES, we are at war with Hitler, formally and to the finish. It came on so gradually that the mechanics of the declarations by both sides were received without settlement or an upswEEP of feeling in the United States. In fact, we had been in the war long before it was declared. The formality made very little difference, and perhaps because Hitler is busy right now with the stout-hearted Russians, there have been no notable contacts as yet. Those have all been in the Pacific with the slant-eyed little yellow men, who are Hitler's allies.

Most Americans, or at least those on the Pacific coast, are so concerned with the war in the Pacific they give little thought to the fact this country is really at war on two fronts. There has been an ominous quiet in the battle of the Atlantic; something is likely to break loose there at any time. The Germans reputedly have an augmented submarine fleet ready for action, and unless they are completely distracted by the reverses in Russia and Libya, they must be planning some devilment on and under the sea of the kind at which they are so proficient. Then there are the possibilities of a sudden plunge across the channel at England, or an assault upon Turkey.

The chances are that we will soon get a more definite realization of what it means to be at war with Hitler. And we pray the shrewd fanatic will get a definitely unpleasant realization of what it means to be at war with us.

Boats Drift Too Near Naval Post

ASTORIA, Dec. 18 (UP)—Three Columbia river fishing boats were chased away by machine gun fire when they drifted too near the Tongue Point naval air station grounds, fishermen reported today.

Bullets hit some distance from the boats. They were in a zone recently closed to unauthorized boats.

FIRST LOCOMOTIVE

Richard Threavithick, an Englishman, designed and built the first locomotive to run on rails. In 1804, he demonstrated his machine's ability to haul heavily-laden ore cars several miles.

NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, Dec. 17—Advance warnings to worker and housewife that war-life behind the lines will be different this time are beginning to be realized. You will see the change within 60 days.

It is true those old meatless days, motorless Sundays, one lump of sugar, weaker coffee are not in prospect now. A shortage of ships may cause some eventual deficiencies in sugar and coffee, but not soon. Meats, vegetables, cigarettes will be plentiful, although higher in price. Canned goods will be available (defense regime has already allotted sufficient precious tin for that purpose). Tea, pepper, tapioca and possibly soap will be scarce.

In general you can count on getting sufficient food, clothing and services. Shortage in domestic wool goods will be made up by British importations and by cotton textiles. Synthetic silk goods do not yet seem ready to do the same job as silk at the same price, but they will be available.

As this is a mechanical war, the main privations of the people will be centered in mechanical lines. High-test gas will be denied to motorists, and saved for planes. Plenty of straight gas will be available. New autos will not be manufactured. Used cars will soar in price. (Perhaps one auto concern will be allowed to turn out 5000 cars or so a year.)

We had about a ten months supply of tin when the war started, and have arranged for more from Bolivia. But the use of tin containers for oil, beer and such consumer goods will be stopped. Wooden, plastic and glass containers will be favored (despite the opposition of big oil companies). Rubber tires will not be available. Synthetic rubber will eventually be furnished as a substitute. It wears better, but costs much more. Out of our lives will go new radios, typewriters, vacuum cleaners, washing machines, housing facilities. Limited will be the supplies of furniture, furnaces. Prices will continue to rise. Rents will be put under control.

In short the consumer will suffer in every line which demands metals or raw materials from the Far East.

NO WORRY NOW

No one here is being deterred by any thought of difficulty in raising these unprecedented sums of money—or of paying the interest on the increased debt later. We are moving into an ever rising new plane of income, debt, expenditures. The swelling national income represents an expanding reservoir, from which the treasury may siphon greatly increased sums in taxes and bond issues to pay for its bigger expenditures.

As for servicing the post-war debt burden, the economists foresee a much higher peacetime plane of business for the future which will produce more revenue for government. Opening of foreign markets, after victory, coupled with the deferred demand for the autos and vacuum cleaners you cannot buy now, should be enough to preserve balance.

The current price inflationary trend is bound to continue. No one knows how far it will be permitted to go. But this, too, may prove to be a factor that may be useful in handling the debt later.

War Deals Blow To Columbia Fishing Trade

ASTORIA, Ore., Dec. 18 (UP)—Wartime restrictions dealt a heavy blow today to fishermen, accustomed to rich hauls at the mouth of the Columbia river.

Fishing was banned in two zones, one surrounding the Tongue Point naval air station, the other including all of the river west of a line running from the Point Adams coast guard station on the Oregon side to McGowan on the Washington side.

The latter area has long been one of the best lower-river fishing grounds.

Boat travel in both zones was restricted in the order issued by Lieut.-Commander M. P. Jensen, coast guard port captain. In the zones craft may not move or anchor at night and may not anchor in the daytime only for inspection. They must not loiter in the Tongue Point area and must keep well away from the station.

Other regulations require that inbound fishing boats receive instructions from the coast guard at Buoy 14 and that outbound boats receive instructions and authority from the coast guard. Vessels may not enter or leave the Columbia from sunset to sunrise.

HITTING OUR STRIDE

This country just hit its real defense production gait as the Japs struck at us. By New Year's day we will have spent about \$20,000,000,000 on defense armaments (half the national debt we were worried about). Three-fourths of this represents defense armaments actually produced, (the rest being administrative expenses, etc.)

But our stride will widen increasingly from now on. Our old program calls for \$32,000,000,000 next year, \$40,000,000,000 the year following. For the three years this represents roughly a \$90,000,000,000 effort.

The billion dollar figure has been used so loosely in the last few years it has lost its impressiveness, but you can get a bare suggestion of what it means by recalling that this figure equals what every man, woman and child earned in the U. S. this year.

Courthouse Records

WEDNESDAY
Complaints Filed

Anna C. Martin versus Lois E. Burris, et al. Suit to quiet title. F. B. Chase, attorney for plaintiff.

State Unemployment Compensation commission versus Arthur L. Lundgren. Plaintiff asks judgment against defendant in sum of \$134.22, together with interest at rate of 6 percent per annum of \$128.53. W. H. Dashney, attorney for plaintiff.

Justice Court

Donald Buck, unlawful sale of liquor. \$150 cash bond filed.

By the middle of 1943, war and navy department heads predict airplane engines totaling 12,500,000 horsepower will be produced each month.

SHORTAGE OF WHEAT CROP HELD LIKELY

CHICAGO, Dec. 18 (UP)—The United States' first wartime wheat crop is likely to be the smallest in several years, unless there is a sharp expansion in acreage seeded in the spring wheat belt next summer.

This was indicated by analysis of private estimates of winter wheat seeding this fall for harvest next year. The small crop is in line with long-range governmental plans, however, in view of the record-breaking supply of wheat now available in this country and virtual stagnation of export trade in recent months.

Two crop experts who made comprehensive surveys of seeding throughout the southwestern hard wheat territory and in the Ohio valley soft wheat belt agreed that the acreage planted was slightly larger than the government allotment had provided for, despite an unusually wet fall that prevented much planting.

In connection with the reduced acreage, the advocacy by Chairman Fulmer (D-S.C.) of the house agriculture committee of removal of all restrictions on production of farm products attracted much attention. The bulk of the nation's wheat acreage is seeded in the fall. Spring wheat acreage harvested this year represented only about 28 per cent of the total and, under the allotment for 1942 harvest, spring wheat farmers had intended to cut seedings next year.

Two crop experts estimated the winter wheat acreage at 41,205,000 acres compared with 46,271,000 a year ago and a 10-year average of 48,057,000. Farmers actually harvested 40,318,000 acres last summer for production of 684,966,000 bushels, one of the largest crops on record.

The Moors invented the tamboourine more than 2000 years ago.

Red Cross Lists Places to Take Contributions

Contributions to Klamath Falls' voluntary Red Cross drive for war funds will be received at the following places:

Red Cross Headquarters,
First National Bank,
U. S. National Bank,
First Federal Savings and Loan Association,
Radio Station KFJI
Herald and News,
Chamber of commerce

Union Announces Wage Increase for Big Lakes Workers

Announcement of a two and one-half cent per hour wage boost for nearly 300 employees of the Big Lakes Box company, effective January 1, was made late Wednesday night by Wilbur Yeoman, representative of the Lumber and Sawmill Workers Union (AFL).

The increase, Yeoman said, brings the minimum scale at Big Lakes to 72 1/2 cents per hour, highest wage scale in the basin area.

The announcement was made at the conclusion of negotiations between the LSW and officials of the company, according to the unionist. Also incorporated in the agreement were provisions for a week's vacation with pay, beginning in 1942, for Big Lakes employees.

Yeoman said the agreement came as a rider to an existing collective bargaining contract between the box company and the LSW.

UNSCRAMBLED

Trans-oceanic telephone conversations are sent through a "scrambling" machine that changes the low and high tones to opposites. At the other end, the speech goes through an "unscrambler."

RECORD

During 1939, a total of 23,356 vessels with a total tonnage of 11,993,815 entered the port of Vancouver, British Columbia, for an all-time record.

RAINBOW

W. D. 222-2

ENDS TODAY

— HIT No. 4 —
Anne Shirley
'Anne of Windy Poplars'

— HIT No. 1 —
William Morgan
'Isle of Destiny'

FRIDAY - SATURDAY
Two Big Hits!

— HIT No. 1 —

Jane Withers
A VERY YOUNG LADY

— HIT No. 2 —
WILLIAM BOYD
IN **WIDE OPEN TOWN**

with RUSSELL HAYDEN

CONTINUOUS SATURDAY
Shows At Usual During Blackouts

FLAW FOUND IN TAX REFERENDUM

SALEM, Dec. 18 (AP)—Attorney General I. H. Van Winkle held yesterday that referendum petitions against the two-cent per package cigarette tax, passed by the 1941 legislature, were insufficient because the state Retail Grocers' association, sponsors of the referendum movement, failed to detail its expenditures in its campaign against the tax.

If Secretary of State Earl Snell accepts the ruling, the tax would become effective. However, a court fight is expected.

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Hey Kiddies

DON'T MISS
POPEYE CLUB'S
BIG CHRISTMAS PARTY

Saturday Morning
ON THE STAGE

Santa Claus
WITH A
BIG SURPRISE TREAT FOR ALL

ON THE SCREEN
Hopalong Cassidy
"WIDE OPEN TOWN"
Chapter 6 "Sea Raider"
POPEYE CARTOON

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Now Playing

A LUNATIC COMEDY
of
GOOPY COLLEGE CITY

JACK OAKIE
GEORGE MURPHY
LINDA DARNELL
Walter BRENNAN
MILTON BERLE

RISE AND SHINE

with Sheldon Leonard
Donald Meek
Ruth Donnelly

Shows At Usual During Blackouts

PELICAN

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— ENDS TODAY —
HIT No. 4
WAVEY BROS. and ELLIOT
"TUXEDO JUNCTION"
HIT No. 3
Les Castle Dick Farns
"ROAD AGENT"
FRIDAY - SATURDAY
BIG 2 HITS

Give A Cheer For the Class Of the Year!

An all-star fun cast and a flock of cute co-eds in a cheer-leading campus musical

215 BOOM BAH

with
GRACE HAYES
MARY HEALY
PETER LIND HAYES
HUNTZ HALL
BENNY RUBIN
SKEETS GALLAGHER
★ HIT NO. 2 ★

CRABBE

JUNGLE MAN

CHARLES MIDDLETON
SHEILA DANCY
VINCE BARNETT
WELDON HAYBURN
★ CONTINUOUS SATURDAY ★
Dial 1111
Shows At Usual During Blackouts

PINE TREE