

The Evening Herald

FRANK JENKINS
MALCOLM EBY
Editor
Managing Editor

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Let's Finish This

KLAMATH county at the latest report was far behind many other counties in Oregon in the campaign for the American Red Cross war relief fund. This is not like Klamath county.

The reason, we suspect, is that most people have been too busy with holiday matters to make their contributions to the Red Cross. Business people and concerns, in particular, seem to have lagged in giving, a factor bearing out this theory.

But this is not a good excuse, for people in other communities, which have raised their quotas, were also busy with holiday affairs. It is true that in Klamath county there has been no solicitation, and it is still hoped the \$10,000 quota can be raised without it.

Let's do it now.

Few Japs in This Area

WHEN the United States census for 1940 was taken, Klamath county had one Japanese resident—a male, born in the United States or one of its possessions.

Lake county had 11 Japanese, six being born in the United States and five being Japanese aliens.

In the state as a whole, there were 4071 Japanese, including 2454 American-born Japanese and 1617 aliens. Multnomah, of course, has the largest number of Japs, but there are heavy concentrations in truck-farming counties such as Clackamas, with 163; Hood River, with 462; Marion, 193; Washington, 245. Malheur county has 137 Japanese, who are largely engaged in the sugar beet industry.

Siskiyou county, California, has seven Japanese residents, including three aliens. Modoc county has four, all of them being aliens.

In the general area served by this newspaper there is no serious problem concerned with enemy aliens. There are a considerable number of natives of Italy, but most of these people have demonstrated their loyalty.

Travel Reduced

TRAVEL-LOVING Klamath people already are finding their running-around restricted by the tire situation, blackouts, and other conditions arising from the war. It is unlikely local speedometers will show their customary annual increases in 1942.

The need for shortening pleasure travel distances may give many Klamath people an urge to find out more this year about the interesting country close at hand. There is plenty of it.

For the present, unnecessary travel is being discouraged. Road conditions are unfavorable at this season of the year, and weather reports for the general public are not so complete as in the past. Night travel is likely to run into trouble in blackout areas.

Merry Christmas, Ltd.

BEND BULLETIN refused this year to toss out a "Merry Christmas" greeting to all and sundry. In fact, the Bulletin confessed that for a few days before Christmas it had no hankering to say "Merry Christmas" to anybody. But the spirit of the occasion got the best of the editor, and at last he announced: "We'll take in most of the world. We'll say Merry Christmas to our friends and do it with all the old fervor. As to the Japs and Germans? Why, to hell with them."

We knew the Bulletin would come through. We suspect that it abandoned the Scrooge tradition about the time the editor sampled some Klamath potatoes that were sent up that way just before Christmas.

Transportation News

Carloadings Fall Short of Peaks Forecast for 1941

While railroad carloadings this fall fell short of the peaks prophesied earlier in the year in some quarters, loadings weekly through the last three months did average 900,000, according to the western railways committee.

The weekly average through this period in 1941 was about 121,000 cars above the average for the corresponding weeks last year. A highly gratifying thing about the experience this year, from a railroad standpoint, is that the railroads were able to come through the peak season with surplus car capacity in face of very heavy car requirements through three consecutive months.

While carloadings this year have been heavier than in any other recent year, they have not reached an all time peak, as is true with respect to the amount of freight service being performed by the railroads in 1941. Carloadings in the first eight months this year were 21.6 per cent fewer than they were in the first eight months of 1929.

The amount of freight service performed in the first eight months this year, measured in

revenue ton miles, was 1.6 per cent higher than it was in the corresponding period of 1929.

Railroad Taxes Take Big Jump

Railroad tax accruals in the first nine months of 1941 averaged approximately \$465,000 a day more than in the first three-quarters of the preceding year.

Total tax accruals in the first nine months were more than \$25,000,000 greater than for the full year of 1940, when they reached a level higher than in any year in preceding history. Railroad tax accruals in the first nine months this year were \$126,645,606 greater than in the corresponding months of 1940.

Two Killed in Auto Accidents

PORTLAND, Dec. 29 (AP)—William Elvers, 87, Portland, was fatally injured by an automobile at a downtown intersection yesterday. His death was Portland's 61st traffic fatality of the year.

OREGON CITY, Dec. 29 (AP)—Richard W. Crawford, 10, son of Mr. and Mrs. Harry Crawford, died at the Oregon City hospital yesterday of automobile accident injuries. Merrill G. Brassfield, Lyons, said the Crawford boy ran across the highway in front of his automobile near Molalla.

Bananas are raised by the mayor of Miami, Fla., in his back yard.

Our Side Gets Organized



NEWS BEHIND THE NEWS
By PAUL MALLON

WASHINGTON, Dec. 29 —

Everyone here knew what Churchill meant when he hinted there may be darker days ahead. We must be prepared for the loss of the Far East—Singapore, the Philippines, Dutch East Indies, and everything west of Hawaii except Australia.

Everyone also knows the reason. Neither we nor the British had sufficient air or sea forces on the job to warrant high hopes of immediate success. Valor cannot always substitute for machines.

When the first Jap bombers came over Clark field, Manila, our pursuits took to the air promptly. The Japs disappeared without fighting. But our pursuit group was so small it could not maintain a continuous formidable patrol in the air. The moment that the bulk of it landed for refueling, the Jap bombers were back. A good many, too many, of our ships were destroyed on the ground.

THEY ARE IN LIBYA

Pursuit ships could not be flown out in quantities. Their range is too short, even for the shortest land hops across from South America to Africa and India. But even if we had them there, we would not have had sufficient Philippine air fields. The serious preparations for the defense of Luzon were not undertaken until the Japs started moving down the French-Indo China coast acquiring bases on the Philippine flank a few months back. The long rainy season set in thereafter and fields could not be adequately prepared. Just as the season ended, the Japs struck.

But the main reason was truthfully presented by Churchill. We concentrated all the planes we could spare last summer in Libya for a victory that is now being won.

WHERE IS THE FLEET

Question being asked in the streets of Washington (not only by outsiders but by some government officials) is: "Where is the fleet?" If precise information was available, it should not be published. It is no military secret, however, that it has not been around the Philippines. When 50 to 100 Jap transports can anchor off-shore, with only minor losses being reported, you may know the Japs are confident of their security on the sea.

The truth probably is that our naval command has decided not to risk heavy ships in waters where the enemy has air superiority, especially after what happened to the Prince of Wales and Repulse. It is also probable a third of the fleet was in the Atlantic when the blow fell. A redistribution of naval forces is obviously necessary. The British should have enough of their own capital ships to take care of the Atlantic even if the French fleet is betrayed into Nazi hands. Perhaps this is a primary subject of the Roosevelt-Churchill gathering.

Certain it is, that the day after Wake fell and at a time when Jap transports were riding securely off Luzon, "an admiral in command of a combat force of U. S. warships" was giving an interview to the A. P. at Pearl Harbor aboard his flagship.

WE CAN TAKE IT

Some congressmen and other politicians are afraid that if or when this bad news continues to pile up the next few months, our people will get restless. More congressional inquiries and court-martials may be demanded. Confusion may result.

That thought, of course, is insulting. If this country has such weak knees that it cannot stand reverses, then we do not deserve to win. If we have become so soft and decadent that we cannot survive defeats, and come out of them fighting better, we might as well know it at the start.

GIBRALTAR FOR THE JAPS

Remember this war broke for us under the most inauspicious circumstances. We are fighting halfway around the world from the homeland. We are defending inadequate outposts that most military authorities, knew could not be made impregnable. (Some folks are grunting now at congressmen who voted against Guam appropriations, whereas, if we had built a Gibraltar there, it now is evident we would have built it for the Japs.)

Worse than that, the fall of the Far East may yet bring the Japs back in force upon Hawaii during the coming year. If the Japs once get their hands on Dutch oil and raw materials they are going to be more formidable. It will be difficult to fight our way back ("in 1943" as Churchill says).

But the next time we go, it will be with superiority in air and on the sea.

Today's suggestion of how you can personally help to win this war (No. 6):

Remind any mourning dolts that worthwhile nations grow stronger in adversity. Softness which comes with success is what ruins them, or, if he is not worth wasting time in argument, just tell him to go buy a defense bond.

"NOW PLAYING"

TWO COURAGEOUS PIONEERS
...fighting for the right to live and love!

Henry FONDA
John BENNETT
Wild Geese Calling

PINE TREE

Gems of Thought

LOVE ONE ANOTHER

Love is never lost. If not reciprocated it will flow back and soften and purify the heart.—Washington Irving

"Love one another, as I have loved you." No estrangement, no emulation, no deceit, enters into the heart that loves as Jesus loved. It is a false sense of love that, like the summer brook, soon gets dry. — Mary Baker Eddy

It is the very essence of love, of nobleness, of greatness, to be willing to suffer for the good of others.—Spencer

Divine love is a sacred flower, which in its early bud is happiness, and in its full bloom is heaven.—Eleanor L. Hervey

How shall I do to love? Believe. How shall I do to believe? Love.—Leighton

Christian Science

"Christian Science" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, December 28.

The Golden Text was, "Heal the sick, cleanse the lepers, raise the dead, cast out devils: freely ye have received, freely give" (Matt. 10:8).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "For ever, O Lord, thy word is settled in heaven. O how love I thy law! It is my meditation all the day. Thy word is a lamp unto my feet, and a light unto my path" (Ps. 119:89, 97, 105).

The Lesson-Sermon also included the following correlative passages from the Christian Science textbook, "Science and Health with Key to the Scriptures" by Mary Baker Eddy: "For three years after my discovery, I sought the solution of this problem of Mind-healing, searched the Scriptures and read little else, kept aloof from society, and devoted time and energies to discovering a positive rule... The revelation of Truth in the understanding came to me gradually and apparently through divine power" (pg. 109).

RAINBOW ENDS TODAY

—HIT No. 1—
John Wayne, Ona Munson
"LADY FROM LOUISIANA"
—HIT No. 2—
Roy Rogers
"SHERIFF OF TOMBSTONE"
TUESDAY-WEDNESDAY
Shows 2, 7, 9
—HIT No. 1—
Men Will Do Anything for

JEFFREY LYNN
BRENDA MARSHALL
"MONEY AND THE WOMAN"
JOHN LITTEL • LEE PATRICK • HENRY O'NEILL
ROGER PRYOR • GUNN "BIG BOY" WILLIAMS
—ACTION HIT No. 2—
"FACE BEHIND THE SCAR"

Telling The Editor

Letters printed here must not be more than 300 words in length, must be written legibly, on ONE SIDE of the paper only, and must be signed. Contributions following these rules, are warmly welcome.

RAILROAD QUESTIONS

KLAMATH FALLS, Ore. (To the Editor)—I read the article in the November 14 Herald by Arthur M. Geary, also the one on November 4 from "Listener In." What disgusts me (and the laboring class of people in general) is when someone like Mr. Geary tries to poison the minds of the general public against labor and labor organizations, especially railroad labor organization. They either give out the wrong information entirely, or only a small part of the facts intended to mislead the public on the balance.

Mr. Geary does not mention the political power of the railroad managements, which make the political power of the brotherhoods look mighty small in comparison.

If Mr. Geary wishes to criticize what he calls "pressure group politics," he should include the railroad managements and the heads of all other industries that hire labor. And if it had so happened that Mr. Geary's typist was working for a railroad, then she would be 100 per cent for the railroad man. And I'll be she would have had an awful frown on her face while she was typing his correspondence.

Referring to Mr. Geary's quotation from the Railway Age about a locomotive engineer getting \$8.65 per hour, or a conductor making \$400 per month working two hours per day. I have spent nearly 40 years in railroad service, and I have yet to even know of this happening in even one instance. But, granting that such a thing is barely possible, it would only apply to one case in hundreds or maybe thousands. Mr. Geary did not give the public the information as to how it might be possible to a certain degree in very rare occasions. Neither did the Railway Age, nor the National Grange. They did not want the public to know that much.

The quotations were evidently based on some streamliner train making 100 miles per hour, which they do in certain spots under favorable conditions. The engineer was paid \$8.65 per 100 miles run, equivalent to one day. Alright, what is wrong if he did train 100 miles in one hour and get his one day's pay for it? The company increased their hourly income from that train by moving it 100 miles in one hour in the same proportion that the engineer's hourly rate was increased.

The company received the same revenue for moving that train 100 miles in one hour as they would if it had taken all day, and the engineer would receive only his \$8.65 if it had taken him five hours instead of one.

Railroad rates, both passenger and freight, are all figured on a mileage basis. Therefore, it is entirely proper that wages should be figured the same.

There are plenty of people in the United States that do get more

SIDE GLANCES



"I'm glad I bought a new dress for the Browns' party—maybe it will keep people from noticing that you need a haircut!"

OBITUARY

GRACE SAMPEY
Grace Sampey, late resident 200 East Main street, passed away in this city Friday night at 11 p. m. following a brief illness. She was born in Greeley, Colo., April 18, 1904, and a 37 years 8 months and 9 days at the time of her passing. She is survived by her mother, Dr. Stella Gattion of Medford, one cousin, Mable Gattion, of Medford. The remains rest at the Earl Whitlock Funeral Home, Pine street at Sixth, where friends may call after 6 p. m. Notice of funeral arrangements will be found elsewhere in this paper.

FUNERAL

GRACE SAMPEY
Funeral services for the late Grace Sampey, who passed away in this city December 27, 1941, will be held from the chapel of the Earl Whitlock Funeral Home, Pine street at Sixth, on Tuesday, December 30, at 2 p. m., Rev. Theodore Smith of the First Presbyterian church officiating. Services private. Interment at Linkville cemetery.

RAISE WHOLESALE PRICES

NEW YORK, Dec. 29 (AP)—The American Tobacco Co. announced Saturday that it had raised the wholesale price of Lucky Strike cigarettes to \$7 per 1000 from \$6.53 per 1000. The company said the increase of about 8 per cent was necessary because of increased expenses.

Make a Date! Plan a Party! Join the Fun!

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Gala NEW YEARS EVE SHOW

Be With The Crowd At The PELICAN Wednesday, Midnite

★ Free Hats ★ Free Serpentine
★ Free Balloons ★ Free Horns FOR ALL!

Sing! Sing! Sing! HAPPY SONGS YOU KNOW and LOVE TO SING

DOORS OPEN AT 11:30

-- and On The Screen --
SLAP-HAPPY MAXIE IN A HAPPY NEW YEAR'S COMEDY HIT!

WHAT IS THIS POWER MAXIE HAS OVER WOMEN?
THE STORK PAYS OFF
With VICTOR JORY • ROCHILLE HUDSON
MAXIE ROSENBLUM • HORACE MATHAMON

PELICAN
Now Playing
SAMUEL GOLDWYN PRESENTS
BETTE DAVIS
—the way you really love her—
—in a superb screen version of the famous Lillian Hellman play—
The **LITTLE FOXES**
WITH **HERBERT MARSHALL**
TERRA CARLSON-WRIGHT
Directed by **WILLIAM WYLER**
Distributed by RKO Radio Pictures
Mat. 9:15 — Eve. 7:15-9:15
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