

MANY WORKERS EMPLOYED IN DEFENSE WORK

SAN FRANCISCO, Jan. 1 (UP)—The state department of employment Wednesday reported a total of 330,000 persons are engaged in defense work in California, and many more will be hired before the maximum production peak is reached.

The report said 185,000 are employed in California aircraft plants and 79,000 in shipbuilding yards.

R. G. Wagenet, director of the department, estimated 45,000 more men will be employed in the aircraft industry, and 3,000 more in shipbuilding.

The department said there were 49,991 job placements in California during November—26 per cent below October, but higher than in any month in 1940.

The comparative decrease in placements in November was caused by seasonal slumps in employment in agriculture and other industries.

James G. Bryant, regional representative of the U. S. employment service, said Pacific coast war plants are hitting a faster stride and making a much greater output per worker than only a few months ago.

"The man-hours to build a ship or a bomber are being rapidly reduced as green crews get broken in. This increased efficiency helps solve the serious labor supply problem in this area, although we know that thousands more workers, particularly skilled workers, will be named on the coast in 1942," Bryant said.

War industries, he said, now are finding new sources of labor in plants heretofore engaged in civilian production, which are closing down or working on reduced schedules because of priorities on essential raw materials.

Bryant said plants facing such "priorities" shutdowns are being surveyed to determine if war contracts can be found for them so their equipment and labor force can be kept intact. Committees for that purpose have been established in Los Angeles, San Francisco, Portland and Seattle.

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U. S. Defender



Col. Claire L. Cennault, returned U. S. Army flier, commands the international air force of American volunteers fighting Japan to keep vital Burma road open.

RACE OR CREED— THEY ARE UNITED

LOS ANGELES, Jan. 1 (AP)—Pearl Harbor created in Lieut. William Nolan of San Diego, Calif., "a love for my fellow man that I never had before. Race, color or creed makes no difference to these men. (Soldiers) they work side by side."

In a letter passed by army censors, Lieut. Nolan told a cousin, Frances McCallick of Los Angeles:

"I could write pages on the actual case of heroic deeds that I watched x x x.

"I saw an Italian boy give his life to save a blond Swede, a Mexican fire away at Jap planes. After it was all over we all drank from the same cup from the same can of water.

"There wasn't one man who felt that he was any better than the other. All of us were Americans and proud of it."

Lieut. Nolan, 27, added "I was missed by bombs on several occasions by a few feet and men were blown to bits less than 100 feet away."

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NIMITZ TAKES COMMAND OF PACIFIC FLEET

HONOLULU, Jan. 1 (UP)—Admiral Chester William Nimitz, a tanned, white-haired, 56-year-old Texan, assumed command of the United States fleet Wednesday in a simple war-time ceremony at Pearl harbor where the Japanese delivered their "sneak punch" on December 7.

"I have just assumed a great responsibility and obligation which I shall do my utmost to discharge," he said.

Admiral Nimitz, who started development of the Pearl harbor submarine base when he commanded "submarine division 14" some years ago, took over the command from Vice Admiral William S. Pye, commander of the battle force. Admiral Pye temporarily had relieved Admiral Husband E. Kimmel, relieved as head of the fleet following the Japanese attack which brought war to the Pacific.

It was a somber ceremony, a grim reminder of the war that now flames to the west of this naval base. The officers who attended wore service dress white uniforms instead of the usual gold-bedecked full dress uniforms.

There were no blaring bands or big-gun salutes. Only the necessary orders were read with only flag officers of the Hawaiian area and the personal staffs of both admirals present.

When he accepted the command, Admiral Nimitz returned to the sea after a 2-year absence. He was chief of the naval bureau of navigation since June, 1939.

Experts said that Admiral Nimitz' appointment was significant because he is a submarine expert. They coupled that observation with the fact that the new army commander, Lieut. Gen. Delos Emmons, is an aerial expert.

Admiral Nimitz, born February 24, 1885 in Fredericksburg, Texas, was graduated from the U. S. Naval academy at Annapolis in 1901 and during his career commanded submarine, cruiser and battleship units. He became a rear admiral on June 23, 1938.

East Oregon May Be Out of Luck For '41 Plates

SALEM, Jan. 1 (AP)—Eastern Oregonians, who succeeded in persuading the 1941 legislature to commemorate the old Oregon Trail centennial next year by a special automobile license plate, probably will be out of luck. Secretary of State Earl Snell said today.

Defense requirements probably will prohibit the use of steel in 1943 license plates, so it is likely that the 1942 plates will be used for at least an extra year.

The 1943 plates, according to the 1941 law, would bear the words "Old Oregon Trail, 1843-1943."

If the 1942 plates are used in 1943, Snell said, some type of attachment would be issued to be used with the 1942 plates. He said no uniformly satisfactory substitute for steel in license plates has been discovered.

The government has asked states to adopt permanent plates, but legislative action would be required in each state, and most legislatures, including Oregon's, don't meet until 1943.

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Humane Society Notes

Interesting Stories About Klamath Animals and Efforts in Their Behalf

By Ida Momyer Odell

One of the things which has revolutionized the science of modern crime detection is the art of finger printing, and the reading of the intricate scrolls and whorls recorded thereby. While we do not prophesy that the time will ever come when pet owners will have the paw-prints of their little friends of the animal world registered, we do have today a story of the detection of a lost dog by description of his toe-nails. We give the story as written to us by Harry E. Momyer of Philadelphia, a faithful reader of this column:

"A few years ago the attention of R. F. Baldwin of Philadelphia was attracted by a wire-haired terrier, sitting on the seat of a large truck, which at the moment was unloading motor cars at the door of an automobile dealer.

"Mr. Baldwin, a dog lover with a special leaning towards wire-hairs, made friends with the little fellow, and negotiations with the driver of the truck resulted in Mr. Baldwin taking the dog home with him, to fill the vacancy recently left by another wire-haired terrier which had started along the long trail which all good little dogs must ultimately travel. The little fellow was promptly named Skippy in memory of his predecessor.

But in spite of the kindness and affection lavished upon him in his new home Skippy was apparently homesick and lonely. His evident longing for missing faces and surroundings touched the hearts of his new family. Having noted that the truck in which Skippy had arrived in Philadelphia carried a Buffalo identification tag, Mr. Baldwin was inspired to write to a newspaper in that city asking aid in locating the family for which the little dog was grieving. The outcome of this effort was a letter from a Mrs. Pritchard, of Buffalo, enclosing a photograph, undoubtedly of Skippy (which proved to be the little terrier's rightful name), and directing special attention to the dog's toe-nails. Skippy's nails, said Mrs. Pritchard, would be worn almost to the quick, because of his delight in coasting down the school slide with the small children who played on the neighboring school playground. Examination of the wire-haired's nails clinched the identification as they plainly showed the effect of this pleasurable pastime. Through an exchange of letters it was arranged that the Baldwins and the Pritchards should meet at a city approximately half way between Buffalo and Philadelphia.

"The meeting took place, and Skippy was restored to the bosom of his rightful family. It was noticeable, however, that at the meeting the little dog was apparently bewildered; there was evidently a doubt in his mind now as to which of the two families was rightfully entitled to his loyalty. Nevertheless he was taken back to his Buffalo home where he again proceeded to wear his little nails off sliding down the coaster with his boy and girl friends.

"From the meeting of the two families a friendship developed and on four different occasions, twice at Philadelphia and twice at Buffalo, cities separated by approximately four hundred miles, they have met, always to Skippy's great delight, because it was unmistakably apparent that the little chap remembered the Baldwin family and his temporary home with them.

"Skippy recently joined the other Skippy in the Great Beyond, but it is pleasant to know that one man, with a genuine love for and understanding of dogs contributed to his happiness by restoring him to his rightful owners, and relieved them of the grief which would have followed a continuing uncertainty as to his fate."

From the same source comes an interesting tale of the horse who draws the parcel post wagon in a certain down-town Philadelphia district. While Uncle Sam's messenger takes his packages from building to building in that busy part of the city, the horse, Tom, with his negro driver pass the time as best they can till deliveries are made. The driver, lounges up and down the sidewalk, but Tom puts in the time occupying first one parking space then another. As nearly as one can determine he has a prejudice against having anyone park in front of him, so he may start the delivery at one end of the block and be at the opposite end before the work is completed, this entirely of his own volition and through no orders from his driver who gives him freedom to go as he pleases

knowing that at a certain point it always pleases Tom to end his wandering. As soon as the car in front of Tom pulls out the horse pulls up. When the next car leaves, Tom occupies that space, and so on until he comes to the sign which stands on all down town street corners "No Parking From Here to Corner." At this sign Tom stops and waits until his white man and his colored man are ready to go. Inasmuch as Tom, with all of his intelligence, doesn't know just what the sign says the only explanation is that he does know that no car is going to get in front of him at this point so he is happy to remain here.

Many a disappointed motorist preparing to occupy a parking space from which another car is drawing out has found Tom gently but firmly drawing in the parcel post wagon before the outraged driver can beat him to it.

It is odd to think of horse-drawn vehicles in a city as large as Philadelphia and we firmly believe that Tom meets many an affectionate glance from men who have been raised with horses and miss them from their daily lives.

GOOD RATIONS

Napoleon fed all captured soldiers such excellent food that many of them preferred to remain with him after war rather than return to their own country's meager rations. Many of them willingly surrendered to get the good food offered.

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As for the future, it appears probable that the war will take much of the oomph out of the 1942 political campaigns. There will be contests and elections, but they will be overshadowed by the momentous events connected with the international conflict.

There are a few local evidences of budding political ambitions, but none has reached the announcement stage or even the point where candidacies can be predicted.

A feature of the political year was the development of an effort to make Police Chief Frank Hamm of Klamath Falls the United States marshal for Oregon. Chief Hamm is appointed a candidate for the appointment, to be made after the first part of the year. He is the only outright candidate from the second congressional district.

One candidate who did some actual campaigning in Klamath county in this off-year was Lowell Stockman, Pendleton, who is an aspirant for the republican nomination for congressman. Stockman visited this city a number of times and one occasion spent several days here

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It Was a Dull Year for the Politicians; Nobody Cared!

Nineteen forty-one was an off-year in politics, and there was even less political activity than is usual in off-years.

Klamath basin people evinced little interest in the political stirrings at the state capitals of Oregon and California, being apparently too busy to give such things any attention at a period far in advance of next year's elections.

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CLEARINGS SOAR

PORTLAND, Jan. 1 (AP)—Portland bank clearings soared 33 per cent above the 1940 figure this year, the Federal Reserve bank reported today. Building increased correspondingly.

Bank clearings came to \$2,589,733,490 compared with \$1,889,940,045 last year. A total of \$745,000,000 in construction during the year compared with \$10,348,000 last year.

SUIT SALE
One Group Reduced to
\$18.75
DREW'S MANSTORE
739 Main

SALE!

All Winter Apparel Must Go—
Prices Slashed As Never Before!

COATS			Dresses		
Values To \$19.95					