

The Evening Herald

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MILCOMB EFLAY
Managing Editor

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NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, March 20—The best of the news from the Jap war front has been lost in scattered communiques.

It is true our navy has not done much with the main Jap battlefleet. It has not even been seen since the war started. The Japs are keeping their big capital ships out of their south Pacific campaign in fear of our flying fortresses and submarines.

Big battle wagons do not even carry depth bombs for defense against subs. As they cannot be maneuvered swiftly they must rely on destroyers for sub protection, and upon aircraft carriers for protection against planes.

But day by day in every way, our navy and army have been pecking away mainly at the indispensable, but unspectacular, phase of the Jap attack—the transport, supply and tanker ships, and their convoy protection.

Up to Wednesday night the United Nations had put out of action nearly one-fourth of Tokyo's estimated supply wagons of the sea, without which their advance cannot be maintained or their conquests held, and 44 of the cruisers protecting them (out of a total estimated strength of 56 Jap cruisers.)

SCOREBOARD
The scoreboard in this supply shipping here shows: sunk 110 (including 7 by the Australians); damaged 54 (including 15 by the Australians); total put out of action 164.

Jap merchant marine strength was estimated at 898 ships for this type of service on the eve of the war, counting everything above 2000 tons. Of these 717 were freighters, 132 combined passenger and cargo ships, and 49 tankers. But 162 were under 3000 tons and could not be used for the farflung service of this attack. So 736 is a fair estimate of what the Japs could use and 164 is about 22.3 per cent of this, now counted as out of action.

This pinch of ships is important furthermore, because the Japs cannot produce them as we can. Her merchant shipbuilding capacity is limited to 300,000 to 400,000 gross tons a year while we expect to build 6,000,000 gross tons this year and 10,000,000 next.

Furthermore her lifeline must not only supply the Jap armies in the scattered islands of Oceania, Malaya, the Philippines, Indo-China and Java, but also their main army in China. Their supply line from Tokyo to Port Darwin, Australia would run approximately 2800 miles long. The farther they go the more supply ships they will need to sustain themselves.

TOLL MOUNTS
Even with the main Jap fleet hiding at home, the toll of fighting ships is beginning to mount. United Nations claim to have put out of action four stray battleships of an estimated 18 (it may be more) in the Jap fleet. Only two were sunk, two damaged.

Jap loss in aircraft carriers has run higher than you would think, with half her estimated strength put out of action (three sunk, two damaged.)

Cruisers and destroyers are types she must have to protect her supply convoys. We claim 17 cruisers sunk, 27 damaged, or a total of 44 out of action. (She is reputed to have only 56, but she probably has more.) Of her estimated strength of 136 destroyers, 22 are claimed sunk, 12 damaged, or a total of 34.

In submarines, her losses have been light, 10 sunk and two damaged out of estimated strength of 78. Sub-losses, however, are difficult to calculate

SIDE GLANCES



"You'll like this place, Tom—they still leave their sugar bowl on the table."

accurately, and no doubt she has lost more than claimed.

NOT TOO BAD

When you add it all up, the dismal setback we suffered in the Java sea (loss of 12 fighting ships of the United Nations without compensating damage to the Jap navy) appears less discouraging. Undoubtedly this was the greatest loss our side ever suffered actually fighting on the high seas under any flag in any war, if measured in United Nations losses against enemy losses. Apparently the Dutch commander exposed his joint fleet north of Java without an avenue of escape. Details are lacking.

But the navy now believes it has sunk 88 Jap vessels of all classes since the war began, the army 19, the Dutch 61, Australians seven—175 sent to the bottom. The navy claims to have damaged 27 more of all classes, the army 21, the Dutch 30, the Australians 15—93 more out of commission. This makes a grand total of 268 ships that have been put out of action.

The scorecard does not compare sharply with Admiral Shimada's claim that the United Nations have lost seven battleships, two aircraft carriers, 12 cruisers, 22 destroyers, 44 submarines (whoop!) and 42 other warships sunk (mosquito boats) and four battleships and 72 other warships damaged (canoes?). He told his diet 128 merchant ships had been sunk and 92 damaged—an overall total claim of 425 ships which seems to be far more than the United Nations had in that part of the world. Maybe he sank some of his own.

Lifer Returned to Oregon Pen 22 Years After Escape

SALEM, March 20 (AP)—Twenty-two years after his escape from the Oregon state penitentiary, where he was serving a life term for murder, Ralph Turpin, alias Robert Jordan, will be returned to serve the rest of his sentence, Prison Warden George Alexander announced.

Turpin was convicted of the murder in Josephine county of William McAllister, and he entered prison Sept. 13, 1917. He soon was made a trustee at the prison farm, and escaped in 1920.

STATE ROAD BODY CANNOT SET SPEED

SALEM, March 20 (UP)—The state highway commission has no authority to fix a blanket speed limit of 40 miles an hour in compliance with President Roosevelt's request to all state governors. J. M. Devers, commission attorney, said Wednesday in an opinion for the commission.

Only the legislature has authority to do that, Devers said, and the next legislature does not meet until January.

The commission will meet in Portland tomorrow, and probably will consider the matter at that time.

The 1941 legislature boosted the speed limit from 45 to 55 miles an hour, but gave the commission power to fix either higher or lower limits on sections where desirable.

But, Devers said, the commission does not have authority to change the maximum limit on a statewide basis.

Courthouse Records THURSDAY Dismissal

State of Oregon versus Warren Tunt. Suit to collect contribution dismissed on motion of plaintiff. C. T. Terril, attorney for plaintiff. D. E. Van Vactor, attorney for defendant.

Complaint Filed
Robert Gourley versus California Oregon Power company et al. Suit to collect \$629.24 damages. A. C. Yaden, attorney for plaintiff.

Marriage Applications
LINVILLE-DEPUY. Everett J. Linville, 21, truck driver. Resident of Klamath Falls, native of Oregon. Maxine Faye Deputy, 20, cashier. Resident of Klamath Falls, native of Oregon.
Justice Court
David Harold Cox. No warning device. Fined \$7.
William Terrence Foley. No operator's license. Fined \$5.50.
Porfirio Lopez Nabor. One head light. Fined \$5.50.
Benjamin H. Hill. No operator's license. Fined \$5.50.
Raymond Harold DeGagne. Void foreign license. Fined \$5.50, suspended.
Lorenzo Woodrow Sampson. No operator's license. Fined \$5.50.
Frank Ashbery Biles. Axle overload. Fined \$10.

A tough new armor plate only one-quarter of an inch thick which turns off 30-caliber machine gun bullets without a dent is one of America's newest contributions to the safety of crews of its combat airplanes.

Telling The Editor

Letters printed here must not be more than 100 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.

REPLY TO COOPER

KLAMATH FALLS, Ore. (To the Editor) — The article appearing in your paper on March 11th, entitled "Labor and War," by John Cooper was one of the finest pieces of anti-labor propaganda that I have read for some time, and there is no doubt in my mind that the Honorable Mr. Cooper thought it was so good that he has already sent a copy to our congressman in Washington.

It so happens that I have been working on the Tule Lake Sump project since last Nov. as a carpenter and can give some true facts about the working conditions. We never had any trouble with the contractor and he treats us fine; but the weather conditions and roads were very bad. Therefore the job was at a standstill for many days in succession which is no fault of either the contractor or the so-called unpatriotic labor.

It appears that the thorn in the side of Mr. Cooper was the time and one half for overtime and Saturdays, that did not come out of his pocket. Let me show you how much money a carpenter makes on a job located as this one was. If I am fortunate enough to put in a full week, that is 5 eight hour days, I receive \$47.47 and in order to earn this I have to drive my car 70 miles a day and 12 of these miles over a road filled with rocks and ruts which does not do our precious tires any good.

Anyone knows that it costs approximately \$10 to drive a car 350 miles, so that leaves \$37.47 and that I actually put in 12 hours a day to work an 8 hour day. On an average we lose one day a week, which leaves about \$28.00. I wonder how Mr. Cooper would like to maintain a home on that amount. Surely he does not pay more for his groceries, lights, etc., than I do.

Now about Joe Willis, who Cooper stated was a selfish, hard headed, unpatriotic labor leader. It may interest him to know that Joe Willis is hired by a majority vote of each crafts that he represents, and that he only carries out the requests of each local, therefore Mr. Cooper is accusing the majority of the construction workers in this vicinity of being very unpatriotic, and that does not set so good with us. He also stated that labor should be drafted for the purpose of winning this war. If that becomes necessary it will be through the efforts of Mr. Cooper and his kind, that spread anti-labor propaganda.

Another interesting thing is that the majority of our armed forces comes from the ranks of labor, and when my number comes up, which will be very soon, I will be willing and proud to go wherever I am needed. However I would like to go with the thought in mind that I will be fighting for my home and better living conditions for the laboring class of people and not for the Mr. Cooper's of this country that use war time and anti-labor propaganda for their own personal benefit.

Respectfully yours,
KARL H. JOHNSON,
1832 Last Street.

"POP CHASE" MAY RUN

KLAMATH FALLS, Ore. (To the Editor): I wish to comment briefly on the coming party primary election, and nominations for our local officers.

Personally I believe in the two party system and nomination by parties, but this cannot be a successful procedure unless at least a majority of each party

should support the candidates that they shall have nominated. Locally this has not been done. For this reason I shall not participate in the nomination of candidates for the local offices but I shall use my best efforts in the nomination of state and congressional candidates of my party, and when nominated, I shall support them to the limit of my ability. No, I am not sore about the last election, and I have a whole lot more regard for my successful opponent than I have for some of the members of my party who were so afraid of their own election that they wished to trade Mr. Chase off, all along the line.

It was not in the cards for me to be elected to the third term for the very good reason that all of the county court lived in town or near town, and for the further reason that I had held the office for two terms (only two terms, not six), but there was no good reason why I should not have had a better party vote than I did get. In fact if it had not been for a few of my warm personal republican friends, I would have looked very sorry. Now, many of my friends, both republican and democrat, have asked me to try again this time, and I have not yet decided whether I will or will not be a candidate for commissioner. However, I have definitely decided that if I should run for any office it will not be as the candidate of any party. This is a poor year for rabid partisanship, but we still need good sensible, patriotic, unselfish men to keep the home fires burning, and perhaps it would be a good thing also for the local democrats to learn that they just cannot preserve their organization by voting the other ticket. It would not be proper for me to make any further definite statement in regard to my own intentions at this time nor until after the primary elections, however I wish to assure all my friends that their desires are being carefully considered, and that Pop Chase is still a political quantity to be reckoned with.

Respectfully,
WM. F. B. CHASE.

Cost of Living Rises 10 Per Cent

NEW YORK, March 20 (AP)—The upturn in the cost of living in the past 12 months is put at 10.6 per cent by the national industrial conference board.

Of 67 cities surveyed through the country, the board reports that all showed an increase in living costs, with the largest jump, 16.2 per cent, noted in Syracuse, N. Y., and the smallest, 7.4 per cent in Newark, N. J.

The rise in New York was estimated at 10 per cent.

Klamath's Yesterdays

From the files — 40 years ago and 10 years ago.

From the Klamath Republican March 20, 1902

Klamath Agency item: Rev. Calme failed to hold services here last Sunday on account of the scarcity of oil. (Coal oil for lighting, presumably.)

A ball will be given at Houston's opera house to raise funds for a ladies' brass band.

Three hundred pounds of oats were stolen from Rev. Harbit's granary last week. It is certainly the lowest type of thief that will steal from a preacher. It is as surprising as would be the theft from a newspaper.

From the Evening Herald March 19, 1932

City Police Judge Roy Fouch was arrested last night on a charge of driving while intoxicated.

Engineers of the Southern Pacific will confer Saturday with Mayor Cofer this week on proposed plans to remove the center support hazard on Esplanade street.

One of the heaviest spring rainstorms in years bombarded the Klamath country last night and today.

Oregon State Will Buy Bicycles for Extension Staff

CORVALLIS, March 20 (AP)—"Bicycle No. 10, issued to Dean Schoenfeld for trip to south farm." "Bike No. 18 issued to P. M. Brandt for trip to dairy barn."

Such entries as these on the school of agriculture records at Oregon State college will soon be a reality, as 22 bikes have been ordered through the state purchasing agent to be added to the "car pool."

With diminishing tires and no new ones promised, the experiment station and extension service staff men will be issued bikes instead of cars for short official trips to the various experimental tracts and farm buildings within a few miles of headquarters.

Looking for Bargains? Turn to the Classified page.

PELICAN THEATRE POPEYE CLUB

SATURDAY MORNING — 10 O'CLOCK —

THE RANGE BUSTERS in "THUNDER RIVER FEUD" — AND — 7th Thrill Packed Chapter

DICK TRACY VS. CRIME INC.

VOX

SATURDAY AND SUNDAY ONLY

TWO FEATURES

LAW OF THE TROPICS
Constance BENNETT - Jeffrey LYNN

—AND—

TIM HOLT THE BANDIT TRAIL

PINE TREE TODAY and TOMORROW

TWO REALLY GREAT PICTURES!

SWAMP WATER

From the Saturday Evening Post Story by Vernon Bell
WALTER BRENNAN - WALTER HUSTON
ANNE BAXTER - DANA ANDREWS
Virginia Gilmore - John Caradine - Mary Howard
Eugene Pallette - Ward Bond - Guinn Williams

—AND—

STAN LAUREL - HARDY
in
GREAT GUNS

RAINBOW TODAY AND SATURDAY

THE HONEY OF THE "FUNNIES"

Now the screen of the SCREEN!

Tillie the Toiler

Played by KAY HARRIS

William Tracy - Daphne Pollard - George Watts - Jack Arnold

ALSO

THE RANGE BUSTERS IN "THUNDER RIVER FEUD"

DIAL 4572

PELICAN

DIAL 4572

NOW PLAYING

Ginger ROGERS

In her funniest and greatest roles!

ROXIE HART

You'll Be Sorry If You Miss It!

THE NEXT BIG PICTURE

SPENCE is crazy about KATE! —but she's too busy! She's the **WOMAN OF THE YEAR**

A GEORGE STEVENS PRODUCTION with FAY BAINTER - REGINALD OWEN

Pilot Found Paddling Home From Crash in Channel

LONDON, March 20 (AP)—On Friday, the 13th, RAF Squadron Leader J. C. Carver, whose Spitfire was damaged in a dog-fight at 15,000 feet, radioed his mates, "now I'm in a jam," and plopped into the sea near the channel islands.

At 3 a. m. Monday a destroyer found him bobbing cheerily along in a tiny rubber boat on the pitching channel, alternately singing about mother's apple pie and blowing on a little tin whistle.

The air ministry news service told the story of the cruise in which the 26-year-old pilot not only was captain and crew, but also navigator, propeller and ship's orchestra.

"What the devil did you pick me up for? I'm OK. I've got my course set for Portland Bill," Carver told his rescuers, mentioning a point of land jutting out from the English south coast. "I'd have been there by daylight anyway."

The destroyer's navigator checked up. Carver was on his course, 25 miles from his destination.

Since last Friday he had drifted up and down the channel with each successive tide. But, steadily paddling with his hands, he had made 40 miles in a straight line.

He had a chocolate ration for food, a bottle of water and he found the tin whistle in his pocket.

"I whistled," he related, "and I sang. I sang a song about mother's apple pie because I got rather tired of chocolate."

One Pulitzer prize of \$2000 is awarded for the best book of the year about the history of the United States.