

The Evening Herald

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Good Showing Must Cover Long Period

PEDESTRIAN safety has improved enough in Klamath Falls in the last two years to bring a national award to this community. On a basis of comparative accident records, this city was given second place in the national contest for cities of its class.

Buy Your May Bond

UNLESS about \$30,000 worth of war savings bonds are bought in the next three days, Klamath county will fail to make its \$149,000 bond quota for May.

Courthouse Records

WEDNESDAY
Complaints Filed
Blanche Irene Thomas versus Ward O. Thomas. Suit for divorce.

NEWS BEHIND THE NEWS By PAUL MALLON

WASHINGTON, May 28.—A wallpaper manufacturer in the mid-west, who barely knew a bomb from a bum a year ago, made some of the incendiary which General Doolittle and his 79 American bombardiers dropped on Japan.

His is another of the inside stories of how this country won its first battle of the war, the most important one for it, the battle of production.

It is the same inspiring tale explaining why nearly every phase of our production is already ahead of its blueprint schedule. America simply did not know how good it was until it got started.

The mid-west wallpaper maker appeared in this column nearly a year ago. Then he had been an assistant to Donald Nelson and yet could not get a government contract for defense work.

Conversion of the wallpaper plant into a bomb factory was not started until last winter. A circus tent had to be erected to cover construction work on one new building, because of the intense cold.

Less than a month later, a conveyor line was installed. The plant was ahead of schedule the first month and has continued since to increase the gap.

Originally it was figured the shells would cost 40 cents apiece. In production, it was found the cost could be lowered to 30 cents, and more recently it has been lowered further by improvements in methods.

One improvement was the perfection of a typically ingenious American riveting machine to do work formerly done by hand. Girl workers simply dump the rivets into a hopper, step on a lever and the riveting is done.

The management says the girls are working a lot harder on bombs than they worked on wallpaper.

CENSORED
Much information about our success on this front is censorable, which explains why our own appreciation of our accomplishments is so restricted.

Names, places and inventions cannot be fully given yet, but there will come a time, when this victory will be acknowledged as the greatest industrial triumph of our way of life (which they said was outmoded) and to our ingenuity and patriotism (which they said were soft).

LABOR MAKER
Testimonials to American mechanical ingenuity on this communiquess front, continue to pile up upon those recently cited in this column:

SIDE GLANCES



"I'm worried about grandpa—he knows he's too old to enlist, but he asked me yesterday if it cost very much to have one's face lifted!"

Seversky Sees Possibility Of Gigantic Aircraft Built To Carry 80 Tons of Bombs

(Editor's Note: Aviation design is advancing by leaps and bounds and gigantic planes, as large as skyscrapers and capable of flying tremendous distances at speeds of 300 miles an hour with loads of 80 tons or more of bombs, are entirely feasible, the author of the widely-discussed book, "Victory Through Air Power," asserts in the following dispatch. Major Seversky himself is a widely known plane designer and winner of the Harmon trophy.)

By MAJOR ALEXANDER P. DE SEVERSKY
United Press Aviation Analyst
Glenn L. Martin, one of the world's foremost aviation designers, made a brief speech in New York last week which merits closer public attention than it generally received.

The occasion of his speech was the bestowal upon the airplane manufacturer of an award for notable American design. In passing it should be noted that these awards have been intelligently mindful of the importance of aviation design to America. This is the second year in succession that airplane design has been thus honored.

The keynote of Martin's address was a warning against excessive "freezing" of aviation models. Change in this domain is so rapid, he indicated, that "freezing" amounts to "stagnation." The tempo of aeronautical progress is such that engineers "will be required to design a new series of military aircraft that will supersede and replace every type of war plane now fighting in the World war.

Not only the general public, but even military experts of national reputation, have failed to catch up with the most significant fact about air power—the way in which every element of military performance, including range and fire power, is being expanded not year by year, but month by month. For the most part these experts are accustomed to the relatively slow rate of airman talks of planes with ranges of 10,000 or more miles and load-carrying capacity of 40 or more tons, they call him "romantic," "a Jules Verne," "fantastic" and worse.

For such experts, in particular, Martin's speech should be made prescribed reading, with a test at the end to prove they have absorbed what they read. Here is no theoretician giving his lively imagination the right of way. Martin has 1900 people employed in his engineering department, divided into 29 types of engineering tasks. His every reference to aviation types means that the actual designing and calculating on it is finished or under way.

The Glenn Martin flying boat "Mars," 140,000 pounds, with a range of nearly 8000 miles and designed to carry 18 tons, is one of the two largest in the world—the other being the Douglas B-19. It will make its first flight on June 1 from the Chesapeake bay. He compared it, in his speech, to "a 15-room house on wings," adding: "who knows, maybe we will be flying the Empire State building."

"I wish to go on record," he said, "with the fact that we do not recognize limits to which airplanes can be built, other than the daily volume of cargo required to be hauled and the efficiency surrounding the number of daily trips desired. The next step, however, will be the 250,000 pound size, depending on the cargo per trip required by the customer." As a matter of fact, the 250,000-pound flying ship has already been designed and according to a previous announcement by Martin, his firm "can build a 250,000-pound flying ship, able to carry 80 tons of bombs or cargo to Europe at a speed of more than 300 MPH at any time that there is a demand for it."

To appreciate the significance of these words, it should be commented that the "customer" just now is the American nation and the "cargo per trip required" is just enough to destroy the sources of axis power in Japan and Germany.

In war-time, of course, disposable load includes armament and explosives.
Martin did a service to the war effort in focusing attention on these typical developments in his field. There is real danger that the full use of the air-power potential may be stymied by the limited imaginations and the mental timidity of old-time strategic thinking. It is the duty of every American who has access to the public ear to make America more sharply aware of the rapidly with which aviation is developing—both in order to encourage research and experiment here, and to serve as a warning what we may expect from the enemy if we do not boldly take the lead.

The visions of fiction writers seem mild contrasted with the cold, hard realities of aviation facts. The sooner we recognize this as a nation, and proceed to utilize the last ounce of air-power potentiality, the sooner victory will be ours.

Recent Marine Recruits Listed By Local Office

Recent enlistments in the US marine corps announced Thursday by the local recruiting station are as follows:
Donald E. Nogler, Klamath Falls, son of Mrs. Mildred Smith. After completion of recruit training at San Diego, Calif., Nogler will be given the opportunity to qualify for special training in radio and telephone courses. He is a former employe of the Pacific Telephone and Telegraph company here.

Swan B. Swanson, Klamath Falls, son of Mr. and Mrs. Carl Swanson, 1520 Oregon avenue. Arnold Meador, Bonanza. Irby E. Hosea, Grants Pass. Hosea is an ex-marine with considerable service in foreign countries. He enlisted for guard duty.

Read The Classified Page

PINE TREE Ends Today



IT'LL OPEN YOUR HEART AND LET THE FUN-SHINE IN!
SING ANOTHER CHORUS
JANE FRAZEE
JOHN DOWNES AUER

WIFE OF GENERAL LING

TOMORROW
Two Swell Pictures!
MURDER...MADNESS... and a MAID!
A terror island in the tropics and the most daring and different romantic adventure you have ever thrilled for!



Ends Today
"KENTUCKY" and "ONE NIGHT IN PARIS"
2 SMASH HITS!
Coming Tomorrow
Harold Lloyd's "Professor Beware" and "Ghost Town Law"



"HOPPY'S" IN ARABIA!
WILLIAM BOYD
OUTLAWS OF THE DESERT
Latest World News

NAVAL CADET BOARD TO COME SATURDAY

Bringing with them opportunities for qualified young men to enlist as United States navy aviation cadets, two officers of the naval aviation cadet selection board of the thirteenth naval district and a group of enlisted men will be in Klamath Falls for several days starting May 30 to interview prospective flyers and to explain the many advantages of the navy's expanding aviation program.

High school graduates, with or without flying experience, can become aviation cadets under the enlarged program and receive the valued ground and flight training under skillful navy instructors. Commander Bert H. Creighton, senior member of the naval aviation selection board explained, and those successful will receive commissions and the coveted golden wings awarded navy aviators. Lieutenant Howard Frame and Lieutenant (J. G.) John Flynn, flight examiner, will head the naval delegation visiting Klamath Falls. They will be at the Willard hotel where they will interview all interested prospective flyers between the ages of 18 and 26 years.

Successful candidates will be given the finest aviation training and instruction in handling every type of navy fighting planes. The golden wings and commissions in the United States navy or the United States marine corps will be awarded those completing the training.

The stars that form the Big Dipper are only a part of the constellation Ursa Major.

Klamath's Yesterdays

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

From The Klamath Republican May 29, 1902
F. M. Calkins, a court reporter, narrowly escaped serious injury when the stage in which he was riding overturned near Lakeview. He was the only passenger on the Klamath-Lakeview stage at the time. This is the second painful experience for Mr. Calkins on trips east of the mountains from his home at Ashland. It will be remembered that one night last winter he, District Attorney A. E. Reames and Attorney A. S. Hammond of Jackson county spent a night wandering the trails west of Klamath Falls.

From The Evening Herald May 20, 1932
Drenching showers visited the Klamath country today.

William Bechhold's pool hall at Bonanza was looted by thieves last night.

The Sea Scout ship, Norse King, was launched on Upper Klamath lake today.

KUHS graduated 129 students today, with Dr. Henry Sheldon, dean of education at the University of Oregon, as speaker.

ORIGINATOR
Galveston, Texas, originated the commission form of government in the United States as an emergency measure following the flood disaster of 1900.

PELICAN! NOW PLAYING It's Real — And It's Startling!

At last! HOLLYWOOD TELLS THE TRUE STORY OF GESTAPO TERROR!

Advertisement for movie 'Joan of Paris' featuring Nicole Morgan and Hen Reid. Includes text: 'The story of the strange power of the "/>

WATCH FOR —

Advertisement for movie 'Valley of the Sun' featuring Lucille Ball and James Craig. Includes text: 'BEARCAT IN BUCKSKIN and a blonde blaze came the flaming frontier in a surging saga of grim courage by CLARENCE BUDINGTON KELLAND. VALLEY OF THE SUN with LUCILLE BALL, JAMES CRAIG, BOB CROSBY, HARDWICKE DEAN JAGGER, PETER WHITNEY - BILLY GILBERT - TOM TYLER - ANTONIO MORENO. IT'S COMING SOON!'"/>

Advertisement for Sunny Brook Kentucky Straight Bourbon Whiskey. Includes text: 'Cheerful News? Celebrate with OLD SUNNY BROOK Kentucky Straight Bourbon Whiskey. "CHEERFUL AS ITS NAME". When Buying Bourbon Ask for Old Sunny Brook by name. National Distillers Products Corp., N. Y.'"/>