

Herald and News

FRANK JENKINS
MALCOLM EPLRY
Managing Editor

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Outside Regulations

THIS week's dangerous fire at a suburban petroleum distribution center focuses attention again on the question of regulation and fire protection outside the corporate limit of cities.

Fire Chief Keith Ambrose, reporting the incident to the city council, pointed out in effect that the city has no control over regulations observed outside its limits and therefore should not be expected to afford fire protection in outside areas.

It becomes increasingly plain that additional controls must be enforced in congested areas which are growing up on the fringes of American cities. This is a matter for state legislation and state legislatures cannot permit it to go on without definite action to meet the growing problem.

We have here at this time another situation that points to the same question. Employees and employers in restaurants and other food-handling establishments are asked to set up a program of medical examinations for food-handlers in the city. Yet there are a number of food-handling establishments just outside the city limits where such regulations would not be required, and where public protection from disease is just as important as it is within the corporate limits.

And so it goes. The extension of the regulations of the nearest incorporated city to cover certain activities and operations outside the city seems a possible solution that would be fair to all concerned. At any rate, the best heads, both inside and outside the cities, should get together on these problems and constructive legislation should be worked out in the public interest.

Can They Take It?

THE world is watching for evidences of the effects of repeated bombings on the German people.

Bill Shirer, in his "Berlin Diary," told how a few British planes over Germany profoundly affected people there who had been promised that Germany would always be protected from bombings. Shirer told of his hopes, while in Berlin, that the British would keep on coming, night after night, even with just a few planes.

Now they are coming, not with just a few planes, with hundreds of them. They are staging an aerial blitz which far outranks the prolonged bombings of Britain by the Nazis.

The Germans, who are great winners, are a different people when the worm turns against them. It is not believed they can take it as the British did during the Nazi blitz. The aerial offensive of the United Nations, carried on with increasing fury as Yanks and British join up, will hasten the collapse of the home front.

Post-War Battle in Transportation Seen By Teamster Union

PORTLAND, Ore., June 3 (AP)—Western AFL teamsters went into general sessions on wartime problems today, but the specter of a ruinous post-war fight with rail and air freight carriers overshadowed proceedings.

Delegates of AFL truck-drivers in 11 western states said the situation is this:

All freighting industries are expanding on the double-quick to meet war demands. When war ends, there will be perhaps twice as many cargo carriers as needed. Teamsters fear a disastrous

post-war rate-cutting fight for business.

There is one solution, they said—wise federal regulation.

Teamster officials were unanimous in naming the man for that regulatory job—Joseph B. Eastman, administrator of the office of defense transportation.

Dave Beck, the union's western vice-president, termed him "the most competent man in the nation to administer and understand the complex problems of the railroad and trucking industries."

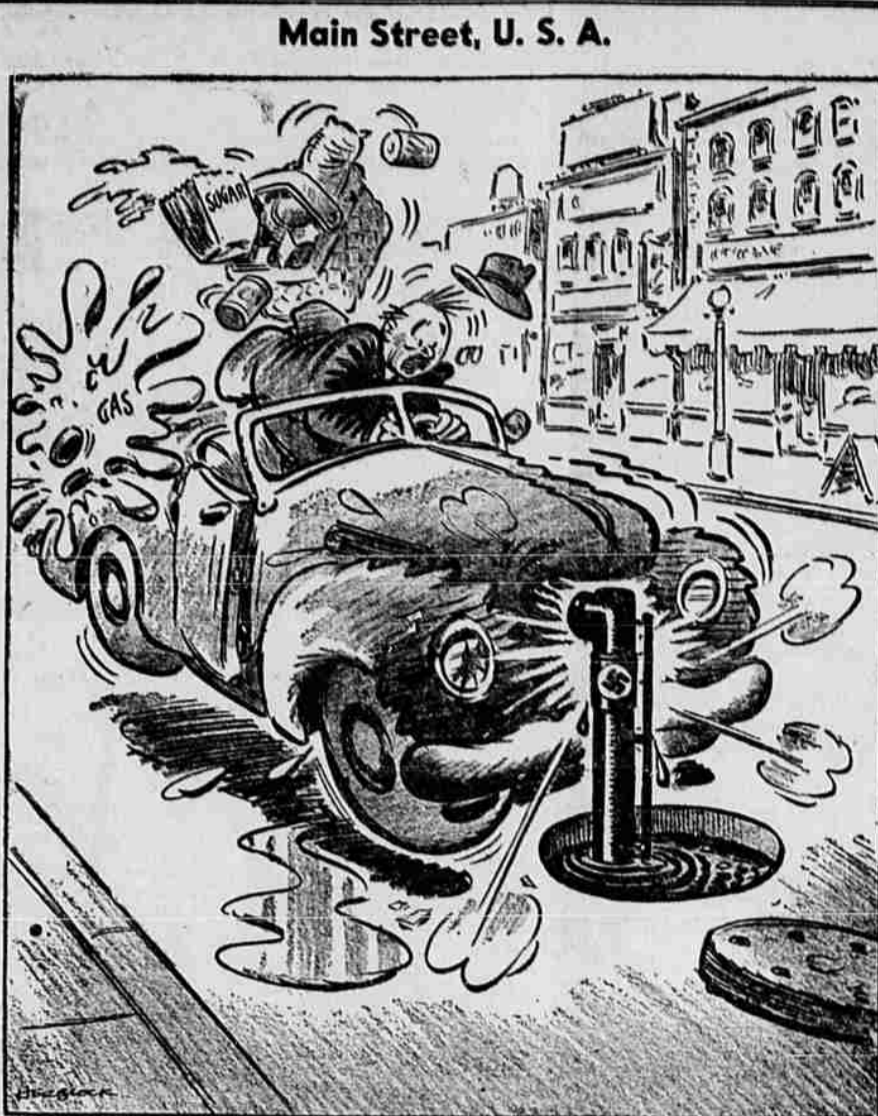
Beck warned, however, that if regulation fails, the teamsters would fight for survival.

"We are watching trends and developing machinery that will permit us to move into action as soon as the war is over," he said.

Sends Roses to Slain Wife



After sending three dozen roses, with a note, "Goodbye, my darling, see you in heaven," to his slain wife, Barbara, Otis Hall dashed his wrist. Los Angeles Detective Lieutenants Pat Murphy and Miles A. Stephenson said Hall confessed choking his wife to death. Detective Lieut. Gene Bechtel shows the roses to Hall tonight.



Telling The Editor

Letters printed here must not be more than 500 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.

LET'S BUY BONDS

KLAMATH FALLS, Ore. (To the Editor)—For some time past I have been working on the Japanese refugee at Tulelake. At a time when we are being constantly told to save iron, they put as high as 227 1/2 inch by 4 1/2 inch bolts and two washers in the rafters of the buildings. These bolts were not necessary. Several miles of 12 inch iron pipe was used where wooden pipe would have done as good. Galvanized iron sinks and drain boards in the mess houses. Most of our logging camps get along O. K. with wooden ones. Large refrigerators, and linoleum on the floors. I heard a lot of men working there of whom I was one say they would be damned if they were going to buy any more bonds when the money would be used as it was at the refuge (I want to say that I do not believe that the contractors were to blame for iron being used as it was; the plans were drawn by an army architect, the contractors had competent superintendents, and foremen, and if the men didn't work they got fired.) Well we were wrong, I will tell you why.

I have just come back from a trip to Aberdeen, Washington, to see my son who is stationed there, and who will probably be shipped away soon. I went the coast route, the vital spots are all guarded. It rained on us all the way up, and we were stopped many times by soldiers, and our car examined. It was a cold nasty rain, but not one soldier that stopped us was anything but courteous and gentlemanly. If those boys can take it on the chin and smile, and they are, then it is not going to hurt me or anyone else to buy bonds.

Another thing when one gets out and sees what a grand country we have, realize its size, and the things we have to be thankful for, it makes our own personal troubles seem petty and small, and a little ashamed of ourselves, so it is up to us who can't fight in the front lines to do all we can to support our boys who are, the biggest help we can give them is buy bonds NOW.

Another bet we are overlooking is Ma. She is the one that has the babies, walks the floor with them at night, and gives them Castoria or Paregoric when they have the stomach ache, rubs Pa's back with the liniment when he gets a ketch in it.

Ma is kissing those babies goodbye now, with an ache in her heart, tears in her eyes, and a smile on her lips, telling them to be good boys, she can't tell them to hurry back home as she would in normal times; she knows they may never come back.

Pa's heart can break too, but

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TRUCKS and BICYCLES
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Save 1/2 - Long and Short Trips.
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Klamath's Yesterdays

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

From The Klamath Republican

June 3, 1902
P. S. Loosley was down from Fort Klamath yesterday with 1200 pounds of choice cheese which he sold to local merchants.

From The Evening Herald

June 3, 1932
Murray F. Canova, entomologist, will continue his studies of mosquito control in the Klamath basin.

From The Evening Herald

June 3, 1932
R. C. Groesbeck talked to the Rotary club today on "Money, the Gold Standard and the Silver Question."

From The Evening Herald

June 3, 1932
D. E. Alexander is in charge of agricultural activities for the Klamath county chamber of commerce.

From The Evening Herald

June 3, 1932
The British captured the unit.

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German Plans Fail Before British

CAIRO, June 3 (AP)—The Germans had a good idea when they attacked the British in Libya last week. They brought along a big, mobile tank repair unit to keep their mechanical forces in order.

From The Evening Herald

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NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, June 3—The worm has turned in this war—turned completely over, reached its feet and is galloping. Evidence is available on every front.

The mass raid on Cologne, for instance, signalled the beginning of the greatest air-bombing campaign the world has ever seen. It is true no war yet has been won by bombing, but no war yet has seen such scientific air bombardment in such vast force as is coming up.

The nazis lost the air battle of Britain because they could not stand the losses. In their heaviest bombing raids, they lost as many as 145 to 150 ships a night, or about 20 per cent of the force involved. They had to quit because in five days they would have needed 100 per cent air replacements.

Their average losses through the whole air battle of Britain was about 10 per cent, which was too much, also. They would have needed 100 per cent replacement every 10 days to keep that up.

But in the Cologne raid, even if you accept the German claims (17 shot down) and figure that number of British bombers involved as 1000, the rate of loss was only 4.7 per cent—which means success, and bodes ill for Hitler's future.

PURSUIITS USED

There are several reasons for this. For the first time in history British used night fighter pursuit planes to protect the bombers. One British air officer here was so surprised at the press reports of this feat, he refused to believe them true until official confirmation followed.

The British apparently massed their fighter pursuits along the coast for a takeoff when the bombers came along from deeper inland. These fighters were then able to take care of the nazi planes sent up from the occupied Belgian and French fields to intercept the bombers.

Never before had pursuits been used in a night raid, and only once previously in a daylight raid over France.

But there is another greater reason. Germany cannot protect adequately against bombing the vast region of her homeland and occupied military objectives.

She cannot provide sufficient anti-aircraft fire at every vulnerable place. Nor can she shift her air force around to meet nightly challenges which may be hundreds of miles apart. The British can hit Rostock one night, Cologne the next.

RAIL CENTER

Cologne was chosen for the first mass blow because it is the biggest rail center of German communications behind the western lines. It has a main rail line running from Germany to France and the main line north and south.

France would not have fallen if the British could have done there 24 months earlier what they did on the night of May 30.

Also that rail center lies within easy pursuit range, about 200 miles from the British coast (half hour flying time.)

Now when British raiding soon is amplified by American assistance, with our better bombsight (the British prefer their own swifter acting but less accurate one) you will find out how far air bombing can go toward winning a war. The air force probably is a little over-optimistic in its hopes.

In Spain, Britain and elsewhere, bombing usually

SIDE GLANCES



"We can stay out an hour extra today and get some shopping done—the boss is taking that new secretary to lunch!"

strengthened domestic morale and failed of decisive results. Obvious handwriting in the skies now for Hitler might possibly cause a different result in nazidom at this particular time, although no one is counting on it. Invasion will follow.

So also in Libya. The British have achieved air superiority there, the superiority without which victories cannot be won; the superiority they did not have in France, Norway, Singapore, Malaya. Consequently, the crafty Marshal Rommel is confronted with a problem in extricating himself from his recent offensive.

Rommel planned it with his customary skill, somehow getting through the protective British mine fields. This was done presumably by ascertaining their location from spies, then bombing a path through them by airplane, before sending his tanks through.

However, when he once got through, all his gasoline, food and other supplies had to follow the same channel and the British, with superior air power, were able to concentrate their attack and destroy an unprecedented number of vehicles.

Thus it appears Rommel will have to capture Tobruk to save himself from a disastrous retreat through the same narrow roads.

The Kharkov fighting cannot

More Combatant Ships on Ways

WASHINGTON, June 3 (AP)—Rear Admiral A. H. Van Keuren, chief of the navy bureau of ships, informed the house naval committee today that approximately 100 more combatant ships would be commissioned this year.

Chairman Vinson (D-Ga.) said that he would introduce tomorrow a measure calling for a big increase in the number of naval aircraft carriers. At present, there are 11 carriers building.

For 300-mile-an-hour planes to depend upon 10-mile-an-hour convoys to get them there is absurd.—Maj. Alexander De Seversky, famed plane designer.

Opening Today At The POLICAN

REMARKABLE? IT'S TERRIFIC!

SHADES OF OLD HICKORY!

Andrew Jackson takes charge of a modern love-battle... in the season's screen surprise!



William Holden Ellen Drew

Brian Donlevy

"The REMARKABLE ANDREW"

ADDED TREATS

Minstrel Days - News Snow Trails in Pampas Paddocks

PINE TREE

TWO SWELL PICTURES

Grand Entertainment!

Starts TODAY

ENDS TOMORROW

HERE COMES THE CLOUD BUSTERS!

Edmund Lowe William GARGAN

FLYING CADETS

Edmund Lowe William GARGAN

Hands Across the Seas

SONS OF THE SEA

LATEST WORLD EVENTS

RAINBOW

NOW PLAYING

Ronald Colman Basil Rathbone

"If I Were King"

2ND HIT

Penney Singleton (Blondie)

"Go West, Young Lady"