

# Herald and News

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## Too Much Stoppage?

KLAMATH'S traffic planners may find it advisable to give attention to indicated changes in traffic controls brought about by wartime conditions. Decreased auto traffic may make unnecessary various devices set up when the traffic volume was at its peacetime high.

One thing due for study is the stop sign. Stoppage is costly in tires and gasoline, and it often hinders the easy and logical flow of traffic. For a while, it seemed that local traffic planners had solved the problem of where to put stop signs by putting them at every intersection. There may be too many of them for wartime traffic conditions.

The American Automobile association is urging black-out of unnecessary traffic signal lights. Even in normal times, the association asserts, there were perhaps 30 per cent more traffic lights than were warranted by conditions. The association says further that no traffic light should be installed at an intersection when the total vehicular volume entering the intersection does not average at least 1000 vehicles an hour for eight hours. We do not know how traffic counts up here, but we are inclined to the belief that our Main street traffic lights still serve a need. Discontinuance should be forthcoming once they definitely are unnecessary.

Decreased traffic certainly should be considered in connection with parking regulations. Parking meters, incidentally, are growing in disfavor under wartime traffic conditions, and Klamath can consider itself fortunate it has never permitted them to be installed on local streets.

## It Got Results

THE vandalism of two Klamath youngsters who badly damaged eight or nine local houses can lead to lengthy cogitation on the effects of heredity and environment, the peculiar quirks of the human mind and human behaviour, and fancy methods of attempted moral rehabilitation.

A friend of ours has a more practical idea. He believes a good, old-fashioned woodshed threshing, such as some of us still remember with both pain and appreciation, is the indicated treatment in cases such as this.

There doesn't seem to be much of that any more. Instead we have in modern America whole armies of juvenile officers and special operatives busy on juvenile problems. Days-long conferences and conventions are devoted to the subject. The papers and speeches heard at these meetings are full of high-sounding terminology that wouldn't mean a thing to the stern parents who used to smack the omeriness out of youngsters in the woodshed. But the old-time methods, applied with the proper technique, sometimes got results. We know.

## Not What It Deserved

DESPITE an unusually good speaker and impressive ceremonies, the public flag day ceremonies conducted by the Elks lodge Thursday evening drew a scattering attendance of approximately 60.

Whether the public is simply uninterested in patriotic demonstrations is a debatable question. At last Sunday's Avenue Pearl Harbor services, attendance far exceeded expectations and it was necessary to carry an additional 100 chairs into the meeting place to care for the overflow.

The Elks event is colorful, instructive and inspiring. It deserved better attendance than it received. Patriotic groups of Klamath Falls in the future should make an effort to send their members to this service. Patriotic individuals should try to be there.

From the Emmett, Idaho, Index, was clipped this item:

"David J. Borup of Boise, brother of W. T. Borup of Emmett, was struck by a bolt of lightning Saturday while fishing near Eagle on Sunday. Funeral services were held at Boise on Wednesday."

That Idaho lightning is speedy, to say the least.

## Dorris

Ross and Paul Welch, both former Long-Bell employees at Dorris, are in army service at opposite ends of the world. Ross is a technical sergeant and mechanic in Hawaii, and his brother Paul is believed to be on duty in Ireland.

N. E. McGrew of Spokane arrived last weekend for a month's visit with his son, James McGrew.

Willine and Glyndell Bra-shers of Klamath Falls spent last weekend with their parents in Dorris.

Ruth Stringer and Agnes and Pauline Holder are picking strawberries near Salem.

Logging has resumed at Doran's camp.

John Huffman sold a truck-load of hogs to a Sacramento meat dealer last week.

Ethel Naught is visiting her brother, Glenn McKinnis, at Rocky Point.

Mrs. Blanche McCollum and Mrs. Bob McCollum of Tulelake visited at the Lloyd Lair home Monday.

Jimmy Tyler and Ole Rigo returned home from college Friday night. Tyler attends the University of Oregon and Rigo, St. Mary's.

# NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, June 11—The idea that a country which possesses unlimited supplies of petroleum and alcohol and a process for making rubber from either one, and yet cannot make enough rubber tires to satisfy its needs, is difficult to explain.

If it were not officially offered by various government departments over a long period, you would not believe it. It is the only great confession of inadequacy this government has made during this war, unless you consider the related subject of gasoline.

The government got started early enough. Back in the spring of 1941, a Polish diplomat tipped Leon Henderson's office about the Polish formula for making synthetic rubber from alcohol. The Poles had 1500 agricultural alcohol plants making synthetic rubber, and there were 36,000 in Germany and many in Russia way back in 1938.

Henderson's office turned the Polish formula over to the agriculture department experts who found the key catalyst was missing. It was so secret it had never been in written form.

The Polish inventor, Waclaw Sulkiewicz, was then a refugee in Italy. Thereafter he escaped to Rio De Janeiro, where Henderson's men eventually found him.

## JONES GOT BUSY

After five months of arguing with the state department over a visa, he came to this country. But all that was done with him and his formula was to install him in a large alcohol plant in Philadelphia to make synthetic rubber on a small scale.

Then after Pearl Harbor, Jesse Jones got busy and January 12 started a synthetic rubber program for 400,000 tons a year. It was to be made from a petroleum refining by-product (butadiene gas) then sent to Akron and other rubber centers to be made into the synthetic rubber buna.

This butadiene gas can also be made from corn, wheat, molasses and many farm products of which we have enormous surpluses, but Jones claims the war production board did not think there would be much alcohol available for synthetic rubber, so this phase was not pursued.

People came into the WPB from the Midwest urging that agricultural products be used, but WPB said no steel and building materials were available to build new plants. This western group then showed that it could lay its hands on 80 per cent of the materials in second hand junk shops and idle plants, but WPB would not give them the needed 20 per cent to go to work.

The accepted estimate was that it would cost \$28,000,000 for the first 200,000 tons of capacity and thereafter \$30,000,000 of plant expenditure to make each 100,000 tons of synthetic rubber annually from alcohol so that only about \$8,000,000 worth of new building materials would be necessary for each 100,000 tons, not enough to build the back end of a battleship.

But WPB claimed it would take copper tubing and copper tubing was short. The agricultural people showed that they

## SIDE GLANCES



"I hear the regiment is switching from horses to tanks, Captain—wonder if I could buy old Jake and have a furlough to take him home to the farm?"

could use steel and wood for tubing, and concrete for vats.

## NO NEW PLANTS

All that WPB has authorized, however, was the making of 200,000 tons from alcohol by converting distilleries and existing alcohol plants. It would not allow any new plants.

The WPB said only enough alcohol was available to make 200,000 tons of rubber, but the westerners promised they could make enough more in four or five months to stop all talk of a nationwide gas rationing.

By this time Jones had stepped his plan up to 200,000 tons a year—not enough. His limiting factors too are all priorities, not petroleum.

By the end of this year he thinks he will have 100,000 tons capacity ready, by next July 250,000 tons and two and a half years from now he will have 700,000 tons. (He does not even

promise to produce that much in 1943, only that he will have capacity for that production by the end of that year.)

His plants cost more than three times what the alcohol systems cost—about \$100,000,000 for each 100,000 tons capacity. Furthermore, the alcohol plants can be built in eight months, the Jones petroleum plants require 15 to 18. Costs of the synthetic rubber itself is immaterial because all are within reason and what we want is rubber at any price.

After all these months of arguing, the experts at WPB say that if everybody does all that is planned, there still cannot be a new tire made during this war for civilian use, that only military needs can be filled. When this nation's tires wear out, it will be on the rim. That's the prospect.

Does that explain everything to you? It does not to me. It sounds to me like each official,

## Klamath's Yesterdays

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

From the Klamath Republican June 12, 1902

Robert Garrett of this city, superintendent of the Ashland-Klamath Falls stage route, was injured in a serious runaway on Keen creek mountain between here and Ashland. He was driving the westbound stage when the singletree broke at the bolt and the horses lunged forward. The brake also broke. Garrett was thrown to the ground and struck his head on a boulder. One of the horses from the runaway stage broke loose and returned along the road, almost trampling the prostrate driver under the hoofs. Passing travelers rescued Garrett.

Articles of incorporation have been filed for the Klamath County Fair association, whose purpose is to hold annual county fairs here.

From the Evening Herald June 12, 1932

Unless a strong wind develops, the Tule lake flood will be held within bounds behind a temporary dike protecting 8000 acres of grain. Some 1300 acres were flooded.

Lightning struck the porch of the hotel at Elk lake yesterday.

Mr. and Mrs. Frank Ward, pioneer Klamath residents, were rescued yesterday after their car plunged into Sprague river from the Lakeview highway near Beatty.

Jones, Henderson, Nelson, Ickes, et al., has only explained that somebody or some other thing beyond his jurisdiction is to blame.

They have not explained that anyone who wanted this country to have tires and had single-headed authority to go about getting them, could not wade through this mass of conflicting authorities and interests, and get them produced.

## 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.

## CARPETBAG CHARGE REFUTED

PORTLAND, Ore. (To the Editor)—During the past few days I have been unpleasantly surprised by statements in the press, attributed to city officials, charging that carpetbaggers were coming to Oregon to run our OPA.

In my judgment, next to the army, the navy, the air force and the marines, the Office of Price Administration and the War Production Board are without doubt the right arms of the United States in our tremendous war effort. The undertaking of the OPA is of extreme importance to the citizens of this state.

I understand that every employe of the OPA is a local citizen—not a carpetbagger. Furthermore, in the immediate future a district office is to be opened at La Grande, manned by citizens of that city. Immediately thereafter district offices will be opened in Eugene and Klamath Falls. Both of those offices will be manned by local citizens from each of those communities, and certainly none of the patriotic citizens any place in the state of Oregon should be considered carpetbaggers.

The purpose of the OPA is to prevent war profiteering which was so rampant in the last war; to prevent inflation, and to prepare us for sensible peace conditions when the war is at an end.

When OPA offices were being organized by the federal government in all of the states of the Union, what would the citizens of our state have felt had we been ignored or overlooked by the federal government? A situation of that kind would really have been something for our officials to complain about.

It seems to me the time has come when local citizens, particularly officials, should stop shooting at and stabbing in the back those agencies which are set up for the sole and only purpose of helping to win the war and to prepare the peace and to protect the citizens of our great state of Oregon and this nation.

LEW WALLACE.

## ANSWERS TO WAR QUIZ

Questions on Page 2  
1. The 40th division was called the Sunshine division because of the sunshine in which it trained.  
2. Act instituted selective service.  
3. Chlorine gas was first used.

## Three Men Qualify For Railroad Work

DORRIS — C. E. Motschenbacher, Allen Tolbert and Clyde DeWalt went to Dunsmuir Friday to qualify for special railroad work at Dorris.

Ace Egelline, Vern Welch and Arnold Davis qualified for employment of the same nature last Saturday.

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## PINE TREE

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### SING YOUR WORRIES AWAY

with Dorothy June Bert LAHR · LOVETT · HAVOC  
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Extra! Latest War News

# POLICIAN

Last Times Today! THE MAYOR OF 44th STREET Last Times Today!

## SATURDAY -- WHAT A PICTURE!

SHE'S GOT WHAT IT TAKES!

SO WE'VE TAKEN WHAT SHE'S GOT! ... and set it to music and dance!

Rita the girl men get romantic over... over and over again!

Sal the gal who'll live forever in song and hearts that love!

Rita HAYWORTH Victor MATURE JOHN SUTTON CAROLE LANDIS in Theodore Dreiser's **MY GAL SAL** IN TECHNICOLOR!

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—ADDED TREATS— Information Please Army Mascot — Latest News

10 Great Song Hits including Paul Dresser's "MY GAL SAL" "OH THE BANKS OF THE WABASH" "COME TELL ME" "HERE YOU ARE" "OH, THE PITY OF IT ALL"

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Evenings: 40c Inc. Tax 60c 60c Inc. Tax  
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## VOX

Saturday and Sunday Only

GEO. HOUSTON in "Frontier Scout"

2 SMASH

Leo Carrillo Andy Davins in "ESCAPE FROM HONG KONG"