

CPT OFFERS OPENING TO GLIDER CORPS

Entrance into the relatively new corps composed of glider pilots may now be made through the civilian pilot training program, according to James C. Stovall, CPT coordinator. This field offers many opportunities for flying service to the large group of men between the ages of 18 and 35 who want to fly but are unable to qualify as aviation cadets.

Coordinator Stovall explained that those entering CPT training in the glider preparation category would take the elementary course and then be sent to an army glider school. Upon completion of their work, they will be given wings and the rating of a glider pilot and be promoted to the rank of staff sergeant. This rank entitles the cadet to a base pay, plus subsistence and clothing, which is equivalent to approximately \$180 per month.

A limited number of men who show outstanding ability will be selected for commissions as second lieutenants in the army. Commissioned officers will be in the same pay status as other flying officers, with pay up to \$245 a month.

The CPT program is scheduled to begin in Klamath Falls on July 7, Stovall announced. Substantive and airport transportation will be provided trainees by the flight operator and the CAA pays insurance and physical examination fees. Several fields other than gliding are open to those completing the revised CPT program. Approximately 56 percent of all trainees will be taken through at least four courses, and in 24 to 40 weeks.

New Day for Logger

CHAPTER ONE—A logger was he and a heavy drinker, too, and with wife and kiddies was located in our Northwest-ern woods. On a day there came among them a man with the Book. The logger heard the old, old story of redeeming love and became a believer in Christ's saving power. The Lord undertook for him and uprooted his liquor appetite.

CHAPTER TWO—The man gave a clean cut testimony as to what Christ had done for him. It went over with the men in the camp for they knew what he had been. But he still had the cigarette habit, brought in from the old life, and it began to trouble him. He could not down the thought that for him, as a man of God, the smokes ought not to be.

Finally he settled the matter. You see him on a night open the stove and into it pitch cigarettes, pipe and tobacco. Then he knelt and prayed that the appetite might be taken away. That was three years ago and to this day he has not had one urge to smoke. "If you could know what a hold the cigarette gets on a man who has smoked two and three packages a day, you would know what the Lord did for me." So he tells it.

The intent here is not to rule against the many habits that trail along when we come into the Christian life. It may be cards, smokes, drinks, a sharp tongue, outbursts of anger, gossip or the itch to be boss—even though that itch break up a good work and cast a shadow on Christ's name.

The point we make is that this logger saw himself a poor advertisement for Jesus Christ, so long as he was a slave to an appetite. And let the follower of Christ who never has an evil thought cast this first stone. So we have the record of what the logger deemed a gross sin and of how the Lord undertook for him.

But a lot of us have never known just that sort of thing. Hear Dr. Robert W. Hambrook, Senior Specialist in Aviation for the U. S. in Washington, D. C. He speaks of the days of his youth. Stormy nights—open fireplace—Mother's prayers for her children kneeling by her side. "I believe it was at one of these times that I said YES to God and was born again for I do not remember the time when I was not a Christian." And what for you? Did you come later in life with gross sins or was it as a child, brought up on the Bible, that you came? No matter, here is the real issue—Are you so in the hands of God that a sin-darkened world can see in you the Christ who loves men better than they love themselves? The Christ who waits to prove how able He is to SAVE - KEEP - SATISFY.

GEO. N. TAYLOR, Cloverdale, Ore. This space paid for by an Oregon businessman.

from initial flight will be ready for jobs as civilian instructors, service pilots, or airline co-pilots. Those with previous experience can qualify in shorter periods of time.

Application blanks and full information may be secured by writing to Stovall at his office, 107 Condon hall on the University of Oregon campus, or by contacting Orville Varty through the Klamath Falls municipal airport. Those who cannot be accommodated in the first class will be given priority for later classes, starting each eight weeks.

CITY BRIEFS

Busy Bee Gardeners—Margaret Hartell, secretary for the Busy Bee Gardeners, has made the following report on activities of her 4-H club: "Our first meeting with our new leader, Mrs. Ray Loosley, was held June 12, in the CI club house at Fort Klamath. At this time we decided on our name. Our next meeting was held June 25. The meeting was called to order by the appointed president, Jack Baker. We elected a new secretary and a vice president, C. C. Jenkins, 4-H club agent, is expected to visit Fort Klamath in the near future to inspect our gardens."

Mother Passes—Word was received here Wednesday of the death of Mrs. Catching at her home at Sumner, Oregon, the mother of Mrs. Jack Gove and of Mrs. A. Yates of this city. Mrs. Gove and Mr. and Mrs. Yates left for the coast immediately after receiving the news.

In Marines—The marine corps recruiting office Friday announced these recent recruits, Robert L. Wood, Floyd T. Baldwin, Klamath Falls, and William O. Heckman, Modoc Point. The men have reported to the Portland office.

Grass Fires—Careless smokers were said to have caused two grass fires Friday. There was no damage, firemen stated. The trucks were called at 11:25 a. m. to the hill back of South Riverside, and at 7:29 to 901 Dolores street.

Seriously Ill—Mrs. Orville Hull, daughter of Mr. and Mrs. Otto Kenschot, is reported as critically ill at her home on Melrose street.

Enlist—Naval enlistments, announced by the Portland office today, included Alva G. Dickinson and Wallace E. Scheck of Klamath Falls.

Draemel to Head Amphibious Force Of Pacific Fleet

SAN DIEGO, Calif., July 4 (AP)—Rear Adm. Milo F. Draemel is the new commanding officer of the amphibious force of the Pacific fleet.

Admiral Draemel took charge yesterday as successor to Vice Adm. Wilson Brown, who is to leave for Boston, Mass., to become commandant of the first naval district.

Draemel previously served as chief of staff to the commander-in-chief of the Pacific fleet, as commander of destroyers of the Pacific battle force and as commandant of midshipmen at the U. S. Naval academy.

VITAL STATISTICS

BIRTHS

RIEPL—Born at Klamath Valley hospital, Klamath Falls, Ore., July 3, 1942, to Mr. and Mrs. Phillip Riepl, city, a boy. Weight: 6 pounds.

Greek Pilar



Hollywood's long search for an actress to play Pilar, indomitable Spanish rebel of Hemingway's "For Whom the Bell Tolls," ended when Greek war refugee, Mme. Katina Paxinou won the role.



SOLEMN PUP—"Freckles," grandson of prize-winning "My Own Bruce," poses solemnly for this photo at Ellington Field, Tex.

Jap Radio's "Lord Hee-Hee" Is U. S. Born and Educated

By NEA Service

EUGENE, Ore., July 4—The Japanese voice that broadcasts axis propaganda from the Tokyo radio station speaks well "Americaneese" quite naturally, for it belongs to American-born, American-educated Charles Hisao Yoshii. His name is an anagram among students and alumni of the University of Oregon here, from which he was graduated in 1934.

Shortly after graduation he was taken under the wing of Yosuke Matsuoka, former foreign minister of Japan, who was graduated from Oregon U. In 1930—to give it many a headache of embarrassment since.

Today, Yoshii is chief announcer for the international section of the Broadcasting Corporation of Japan, blaspheming against the nation of his birth. On the campus here, they call him "Lord Hee-Hee of Japan," or "Yoshii, the Yokel of Yokohama."

Yoshii's is the English-speaking voice on the regular Japanese overseas program for the west coast section of North America, which is heard on the Pacific coast from 8:30 to 11 p. m. daily. This program is carried by two Tokyo stations, both powerful enough to be heard on almost any all-wave radio.

Yoshii was born in the strawberry-growing town of Banks, Ore. He later moved to Portland, where he attended grammar and grade schools.

After graduation, he went to Japan, where he enrolled in the Tokyo Imperial university as a graduate student. After some study he was steeped enough in Japanese nationalism to be declared a "success" by the Tokyo newspaper Nichi Nichi.

Shortly thereafter he was assigned to a position in the broadcasting division. Apparently he followed orders well, for early in 1938, the government-controlled Nichi Nichi wrote an extensive article praising his "fine work" for which it dubbed him "Japan's radio spokesman."

The Japs may love him, but the Oregon alumni do not.



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Max Stephan Convicted of Highest Crime—Treason

DETROIT, July 3 (AP)—German-born Max Stephan sat in a prison cell today convicted of the highest crime in the land—treason—while Federal Judge Arthur J. Tuttle pondered the punishment, which could be execution.

Judge Tuttle promised sentence "very shortly" after a jury yesterday finished 1 hour and 23 minutes of deliberation with the declaration, "We find the defendant guilty as charged," to a courtroom packed and silent.

Stephan, a naturalized citizen who was accused of 12 overt acts of assistance to a fleeing German war prisoner, met the verdict with the same cold expression which he had adopted on his first entrance to the courtroom three days previously.

At Stephan's chairside was his wife, a constant companion during the trial. She gripped his elbow.

Government Attorney John W. Babcock said Stephan was the first man to be convicted of treason in the history of the United States. The possible

penalties confronting the 49-year-old cafe operator range from five years' imprisonment or \$10,000 fine, or both, to death on the gallows.

It was Stephan's assistance to Oberleutnant Hans Peter Krug, an escaped prisoner from the Bowmanville (Ont.) prison camp, on April 18 and 19 that provided grounds for his indictment and conviction.

This Girl Got a Package of Diamonds

PORTLAND, July 4 (AP)—It might have been a selection of engagement rings her soldier friend had sent, but Adeline Hoffman doubted it. So she turned over to police a package containing diamond rings worth between \$3000 and \$4000.

Police, who gave the package to postal authorities, said it apparently had been sent by the Joe Heller jewelry firm, Los Angeles, to a salesman and reached Miss Hoffman by error.

FARM, LOGGING USES GET TIRE ALLOTMENTS

Farm and logging uses drew a majority of the tire and tube allotments announced by the Klamath county rationing board Saturday.

Here is the latest list:

Weyl-Zuckerman and Co., two tires, two tubes, farm use.

Marie Dubois, two tubes, farm use.

A. E. Downer, two tires, two tubes, transportation to airport construction.

California - Pacific Utilities, two tires, gas utility.

Harry A. Whitby, two obsolete tires, two tubes, ditch rider.

N. Z. Manns, two tubes, truck owner.

A. S. Wallace, seven recaps, road construction.

Ewauna Box company, one recap, lumbering.

Algoma Lumber company, four recaps, lumbering.

George Roberts, six recaps, logging.

Tulana Farms, eight recaps, farm use.

Ellington Lumber company, eleven recaps, lumbering.

Charles M. Hilkey, ten tires, ten tubes, logging.

Bert Wiggins, two tires, two tubes, logging.

Klamath Falls Creamery, four tires, four tubes, operating creamery.

Peyton & Company, one tire, fuel dealer.

R. E. Kirkland, one tire, one tube, logging.

Algoma Lumber company, two tires, one tube, lumbering.

LeRoy Garvin, two tires, logging.

George W. Shelton, two recaps, transportation to transportation facilities.

Oakley O. Schaeffer, two recaps, transportation to transportation facilities.

Boyd J. Jackson, two recaps, Indian Councilor.

George Brown, four recaps, labor representative.

Harold H. Hadley, one recap, deputy collector of internal revenue.

Lorenz Co., two recaps, wholesale hardware.

Carl Huson, two recaps, lumberman.

Fred W. Kuhl, one car, transportation to bulldozer operations.

J. M. Vaughan, one car, farm use.

Jimmie H. Sotherlin, one car, transportation to defense construction.

Lena M. Lewis, one car, transportation to communication facilities.

Weyerhaeuser Timber company, one car, transportation to logging operations.

D. A. Leners, one car, transportation to war industry.

Cecilia L. Campbell, one car, transportation to communication facilities.

Edwin S. Lee, one car, transportation to transportation facilities.

H. S. Hosler, one car, transportation to defense construction.

Vernon J. Taylor, one recap, one tube, crew dispatcher.

Edgar Lyons, two recaps, rancher.

R. J. Simpson, two recaps, one tube, salesman.

Albert H. Lee, two recaps, two tubes, machine shop.

Louis Lowe, two recaps, kiln operator.

Leo Martin Christensen, two recaps, printerman.

Ben Thomas, one recap, one tube, serviceman.

Antone Schiro, one recap, superintendent.

Joe Sharra, two recaps, construction worker.

Karl E. Baugh, two recaps, electrical service.

John L. Atchley, two obsolete tires, carpenter.

J. Z. Smith, two obsolete tires, two tubes, farming.

Arthur Rickbell, two tires, two tubes, ranching.

Charles M. Hilkey, four tires, four tubes, logging.

McCullum Lumber company, six tires, three tubes, lumbering.

Charles C. Whitmore, one tire, farmer and dairymong.

Algoma Lumber company, one tube, lumber and box.

Di Giorgio Fruit corporation, one tube, lumber and box.

Clifford W. Fields, two tires, wood dealer.

Gleicher Timber company, four tires, two tubes, logging.

Leo Donovan, four tubes, farming.

California Oregon Power com-

FUNNY BUSINESS



"Sabotage! There's one that's slowed down again!"

Epic Story of America's Flying Tigers Finished

CHUNGKING, July 4 (AP)—The epic story of the Flying Tigers, a thrilling tale of achievement by a handful of brave men against overwhelming odds, ended Friday with the dissolution of the American volunteer group.

Its sequel, with the promise of more and worse headaches for the Japanese, begins Saturday when the daredevil corps joins wings with the regular United States army air force in China.

The final chapter in the unique story of the volunteer fliers, one of the most sensational of the whole war, was a singularly humane document issued today which reviewed their accomplishments, their honors, their grief and their tribulations.

Sacrifices

Only at the end did the official history hint of the Flying Tigers' sacrifices in offering their services in a far-off country against a powerful foe.

"Some of the Tigers," it said simply, "have wives and children in America and miss them quite a bit."

From the time the AVG went into battle on December 20, 1941—less than seven months ago—the announcement said its

fliers shot down or burned on the ground 284 Japanese planes definitely, probably destroyed almost as many more and "was responsible for what is believed to be the demoralization of the Japanese air force in China."

This was the record of a group which never had more than 250 men, of whom only 15 were lost in action and another nine in accidents.

Honored

Mentioned among those credited with the highest scores, including aerial and combat destruction on the ground, among members of the Flying Tigers were Flight Leader K. A. Jernstedt of Yamhill, Ore., with 10 planes, and Flight Leader R. L. Little of Spokane, Wash., killed in action, 10.

The top ten were led by Squadron Leader R. H. Neale, of Seattle, with 16 planes.

Among those decorated were: Flight Leaders Jernstedt and Little.

Flight Leader T. A. Jones, (deceased), of Walla Walla, Wash., was ordered promoted to vice squadron leader by Generalissimo Chiang Kai-Shek for the part he took in the bombing and strafing of the Japanese armored columns in May near the Salween river front and in the Hanoi raid.

Pilot Unfolds Dramatic Story of Air Transport

SEATTLE, July 4 (AP)—A dramatic story of an epoch in air transportation, of dodging Jap fighter planes and towering mountain peaks and of battling the heat of the deserts was unfolded Friday by a pilot home from the far-flung airways of Asia and Africa.

Bob Carstensen, 22-year-old former University of Washington law student, came without injury through thrilling aerial experiences with overloads of freight and human cargoes.

In India, the one-time army pilot who shifted to the transport service, refueled at a temperature of 145 degrees. When he took off, the throttle handles were so hot he had to hold wads

of paper over them to operate the ship.

The chunky flier made 11 flights to a mountain-bound Burma airfield to take out refugees. He flew three hours over a mountain range at 20,000 feet after his co-pilot "passed out" in the rarefied air.

Flying Freight

"We were flying freight into some mountain fields I can't tell about," he related at the home of his parents here, as he started a month's leave. "If we wanted, we could swing down into Burma, empty, and take aboard refugees. I don't know how many I carried out, but I took off on one trip with 99 of them and their baggage packed into the ship. We'd come in one ship at a time, land, load and get out. We tried to out-guess the Jap planes and then head for the clouds."

On one trip four Jap fighter planes came over, straining the field. Carstensen lay in a ditch and watched two other planes, fully loaded, shot down as they attempted to take off.

Of one high altitude flight without oxygen, he related. "My co-pilot, Kidge Hammeil, passed out at 16,000 feet. He just nung in the seat for three hours with his head on his chest. The radioman went back in the cabin and didn't have strength enough to crawl back. I only kept conscious by fighting all the time.

Like Driving Car

"It was just like driving a car when you're so sleepy you can't stay awake. It was terribly cold. There was ice all over everything, an inch and a half of it over the windshield, and the prop kept throwing chunks of it against the fuselage. It was full of dents when I came down. "At the end of the three hours I started stalling out. We were over mountains and in heavy, turbulent clouds. The ship lost flying speed three times and the

Transportation News

W. A. WORTHINGTON RETIRES FROM SP

W. A. Worthington, whose service with Southern Pacific began over 55 years ago when Leland Stanford was president of the line, has retired as vice president of the railroad, according to word received here today.

Worthington's service of over 55 years with the company is the longest of any officer in the railroad's history. He also holds a record for over 30 years' service as a vice president of the company.

Born in Vallejo in 1872, Worthington began his career with Southern Pacific as stenographer and clerk to the superintendent of the Sacramento division in 1887, only 18 years after the historic driving of the golden spike which marked completion of the first transcontinental railroad. He was appointed vice president and assistant to the chairman of Southern Pacific company at New York in 1913, and in 1925 returned to San Francisco as vice president.

Hildebrand

H. H. Wood left on Wednesday for home at Huntington Beach, Calif., after spending the past two weeks visiting at the T. P. Michael home.

Andy Bodnar took a load of scrap rubber to Klamath Falls on Wednesday.

Mr. and Mrs. James Good and son Tommy, and Mr. and Mrs. D. Hoefler and children, Floyd, Ray, Gloria, and Wanda, all of Klamath Falls, spent Father's day with their parents, Mr. and Mrs. T. P. Michael.

Jack Bradley was transacting business in Klamath Falls on Saturday.

The benefit dance given at the Hildebrand grange hall on Saturday night was attended by a large crowd.

Mrs. Red Gaskill and Mike Bidegary of Paisley, visited on Wednesday evening with Mrs. Gaskill's parents, Mr. and Mrs. T. P. Michael, and brother and sister, Mr. and Mrs. Marvin Michael, and brother Michael.

Mr. and Mrs. James Luebke and children, Robert and Barbara, of Klamath Falls, and Mr. and Mrs. Mike Rueck of Bonanza, visited on Tuesday afternoon with Mr. and Mrs. Leonard Ritters and family.

Mr. and Mrs. T. P. Michael and Mrs. Marvin Michael visited on Wednesday with Mr. and Mrs. F. W. Broadwood of Bonanza.

Mr. and Mrs. S. K. Hartzler and daughter Bessie, accompanied by Mr. and Mrs. T. P. Michael, were transacting business in Klamath Falls on Thursday.

Emile Egert has been on the sick list the past week.

Mr. and Mrs. D. Hoefler and children, Floyd, Ray, Gloria and Wanda of Klamath Falls, and Mr. and Mrs. T. P. Michael, visited one Sunday evening with Mr. and Mrs. Leonard Ritter and family.

Ernest Ritter and Roy Drew helped S. K. Hartzler and son John brand cattle on Sunday.

RUBBER ON WAY

PORTLAND, July 4 (AP)—One hundred thousand pounds of scrap rubber, filling a railroad car, is en route from Oregon to an East St. Louis, Mo., reclaiming plant Friday. It represents about one-third of the Clackamas county collection and is the first shipment from here.

third time it went off on a wing. I let it go then, and dived to pick up speed. Then things opened up a little and I went down and found myself near the field I was heading for."

He said his only weapons of defense were "tommy guns and quinine pills."

ATTENTION

Hard of Hearing

You are cordially invited to preview a hearing aid which has so many unusual features that we feel it will set the style for years to come.

This new and different hearing aid is based on the findings of the United States Government survey, the greatest laboratory test ever undertaken.

Expect the unusual—for you'll not be disappointed—and may we add—tell any friends who might be interested.

A personal comparator test showing the hearing loss as well as the hearing gained through the new SYMPHONIC ACOUSTICON is given without cost or obligation.

Ask for Mr. S. C. Mitchell, Elks Hotel, Klamath Falls, July 6, 1942.

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