

Herald and News

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Finger on the Eligibles

WE quote from a press release of the office of war information:

"Orders of war agencies will soon make any automobile traveling on the highways faster than 40 miles an hour about as conspicuous as a straw hat on Christmas."

The story goes on to say that beginning August 1, all motor vehicles, with the exception of passenger cars which are ineligible for tires or recaps, will be under a strict 40-mile-an-hour speed limit set by the OPA and ODT.

Ration boards, under the new orders, will refuse to grant tires to cars which have been driven over 40 miles an hour. Applicants will be asked for sworn affidavits to attest that the car has not been driven over that speed.

Hence, it is clear that the privilege of getting recaps or new tires carries with it a greater responsibility than that on the shoulders of ineligible drivers. But it has been observed that some of the most flagrant violators of the slower speed limits now in force are people eligible for new tires or recaps, and not infrequently a car with a government license on it is seen burning up the pavement.

The new orders of ODT and OPA puts the finger directly on eligibles, where it should be. At the same time, the public generally should remember that the president and the governor of Oregon have asked drivers to stay within the 40-mile limit.

Holman in Oregon

SENATOR RUFUS HOLMAN, who was a Klamath visitor Wednesday, has been subjected to some press criticism recently because he has spent considerable time in Oregon. The Portland Journal recently mentioned his "record of absence from the senate when crucial war matters were awaiting action."

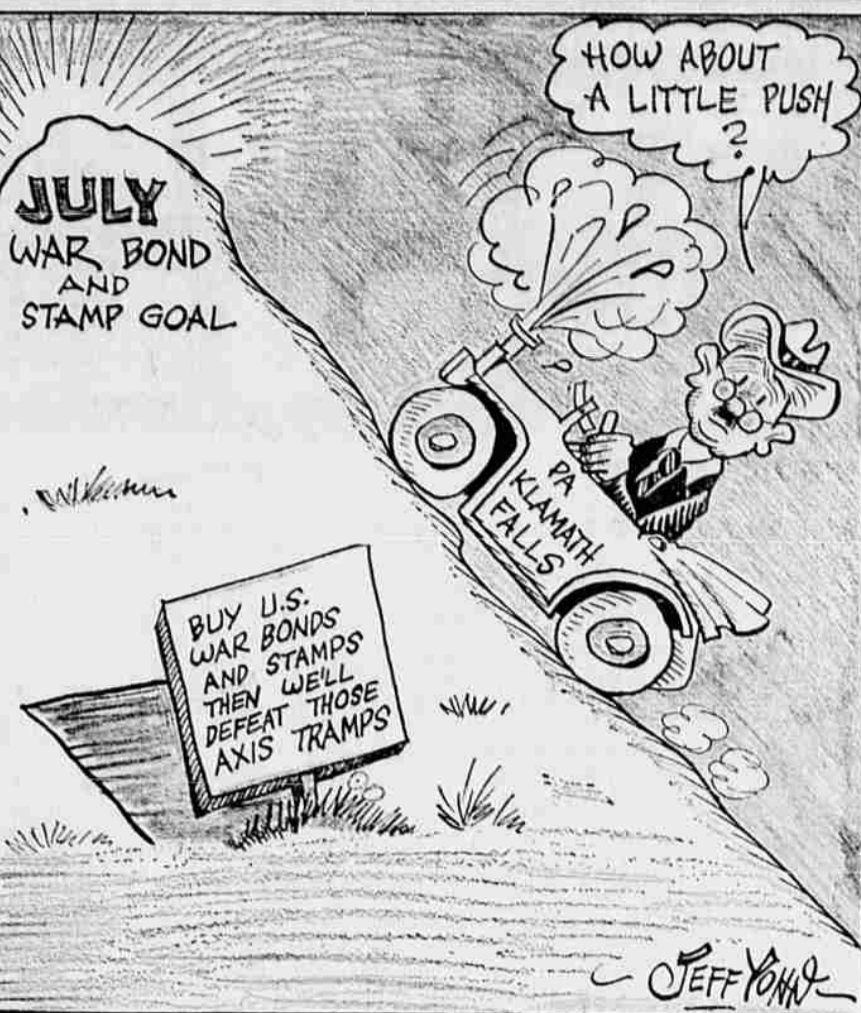
"Damned if you do and damned if you don't," is Senator Holman's characteristic reply. Here is his comment on this situation:

"Every day of my career to date as United States senator has been employed at the place where, at the time, I believed I could occupy myself in the public interest most effectively. I have not even taken a vacation and at the present time, although I have been in and about the Oregon country for the past three weeks, I have never visited my manufacturing business nor seen my manager or any of my employees."

"Senator McNary is criticized because he has not visited Oregon more than he has, while I am criticized because I do return to Oregon at every possible opportunity. In other words, it appears senators are damned if they do and damned if they don't by those who have their own personal motives for such attacks. Senator McNary has very good and sufficient reasons for being at all times where he is and has been, and I have equally good and sufficient reasons for being at all times where I am and have been. We coordinate our efforts and cooperate for the welfare of our state and nation."

It will be remembered that when Willis Mahoney was running against Senator McNary (and almost beat him) a favorite stunt of Willis' was to ask his audience how many of its members had seen Senator McNary.

As minority leader, it is necessary for McNary to remain in Washington, although we imagine he longs for the coolness of Oregon on these hot summer days. Senator Holman is in Oregon on the business of the nation and the state, as his letter indicates. We are gratified that he found time to visit Klamath Falls on a quick trip in connection with military matters. This community may well benefit from his interest.



Klamath's Yesterdays

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

From the Klamath Republican July 31, 1902

Forest is the name of the new postoffice on Spencer creek, N. L. High being the postmaster.

J. H. Driscoll arrived home Monday after a week's visit with relatives at Bly. Mrs. Driscoll remained for a longer visit.

Judge Baldwin informs us that the bridge crossing the Klamath river near Keno is in need of repair and will be condemned.

Edward Freuer and wife of Poe valley were in town Saturday.

From the Klamath News July 29, 1932

The Klamath irrigation district has proposed a plan for preventing further floods on Tule lake. The project would involve building a canal north from the present Tule lake sump, tunneling the mountain and installation of two large force pumps. This plan would not only make possible additional cultivation and prevention of floods, but would also irrigate several thousand acres of land on Lower Klamath lake, where the excess water would be delivered.

Percy Murray spoke at the Rotary club today on the Zorn-McPherson higher education consolidation bill.

When life is too intense it is too soon in the past tense.

STUDENTS MAY ENLIST NOW IN ARMY RESERVE

UNIVERSITY OF OREGON, Eugene, July 29 (Special)—Colonel C. L. Sampson, head of the ROTC department at the University of Oregon, has just announced that university students over 20 years of age who are likely to be called by their selective service boards during the summer could be enlisted at once in the army reserve corps without waiting until the opening of the new school year in September.

Students must be able to meet the physical and scholastic requirements under the army enlisted reserves and also show the necessary personal attributes to make good army officers, the colonel said. Enlistments will be made at the ROTC offices in Eugene.

The navy has also announced a broadening of its V-1 program, according to Dr. Carl F. Kosack, head of the bureau of military information and placement at the university. Where before only students between the ages of 17 and 20 years were eligible, the age limit has now been extended to include all students under 28 years. Students who could not previously qualify may now be enlisted through their local navy recruiting office, under the presentation of the necessary forms from the university.

Radio Day by Day

(Pacific War Time)
NEW YORK, July 29 (Wide World)—Programs tonight: MBS—5:15, analysis of propaganda; 6:30 Pass in Review from Ft. Bragg, N. C.

What to expect Thursday: NBC—10:15 a. m. U. S. Army Air Force band; 11:45, hymns of all churches; 3:30, Engineer at War.

A wolf was killed in a Wisconsin town. Wonder whose door it was hanging around.

WAR QUIZ

1. This medal is prized by all soldiers. It consists of a gold eagle set in a blue mounting upon which is inscribed "For Distinguished Service." Middle stripe of ribbon is white, end stripes are red with a fine blue stripe separation. What is the medal?



2. What branch of the army is equipped with the following weapons: Rifles, hand grenades, bayonets, pistols, machine guns, trench mortars, heavy machine guns, 75 mm. guns, 37 mm. guns?

3. What is the dog watch on a naval vessel?

ANSWERS TO WAR QUIZ

1. Medal shown is the Army Distinguished Service Medal, awarded for "exceptionally meritorious service" in time of war in connection with military operations against an armed enemy.

2. These are infantry weapons.

3. There are two dog watches; the first from 4 to 6 p. m., the second from 6 to 8 p. m.

MOTORISTS TAGGED

SEATTLE, July 29 (AP)—More than 1750 motorists were given tags here yesterday in the drive against automobiles and trucks not carrying the \$5 federal-use stamp. Persons who received such tags, however, can escape prosecution by buying stamps immediately, Clarence S. Hagen, bureau of internal revenue division chief, said.

DELIVERY CUT DOWN
PORTLAND, July 29 (AP)—Motor truck delivery routes started since June 1 will be cancelled after August 1, unless receiving special permission from the office of defense transportation, Field Manager Herman O. Sites said today.

If your dealer is out for the duration, advertise for a used one in the want-ads.

NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, July 29 — Representative Lyndon Johnston tipped a few high officials' chairs over backwards when he came back from the Far East battlefield and criticized our planes as well as our fighting leaders.

His criticism came forth the same day it was announced that American flyers had used British planes in their first raid on the continent, instead of their own.

Also at least one aviation manufacturer in this country has been heard complaining lately that our program puts too much emphasis on quantity, too little on quality.

The inference from all these and other similar murmurings is that our fighting ships are inferior to both the Japs and the British.

Such drastic conclusions however do not seem warranted. If they were true, we certainly have the most colossal assembly of dunderheads ever assembled, in charge of choosing planes for our fighting services.

They have known all about the Japs, as well as the British ships, for many months, and only the most extravagant stupidity could possibly have prevented them from using the vast mechanical facilities and genius of American production.

But the situation is hardly so clear cut. The Jap ships, for instance, seem to be superior in some qualities, the British in others, and ours in still more.

NOT EVERYTHING

You cannot have maneuverability, fast climbing and speed in planes without neglecting armor, firepower and self-sealing gas tanks. The Japs, the British and our people have been required to choose which of these qualifications they wanted and which they would sacrifice.

Now no cautious reporter will attempt to do anything more in the current argument among aviation technicians than report the full facts, without expressing arbitrary judgment. The other side of Mr. Johnson's story, as I gather it here, is this:

The Jap Zero is superior to our navy fighters in climbing ability and speed, but it is very vulnerable. An A. P. dispatch recently claimed new Jap models are sacrificing their speed to put on more armor. The Zero has no armor now, and does not carry self-sealing gas tanks. One hit and it is gone.

In combat, so far, our planes have proved more than a match for the Japs, due perhaps in some part to our superiority in armor, firepower and self-sealing tanks, but most of all because our pilot efficiency is greatly superior to the Japs.

Our PBV flying boats (long-range patrol bombers), however, is one type of ship that has been no match for the Jap Zeros, but our flying fortresses are supreme.

New navy planes will be coming along as soon as present orders are finished, and promise correction of some of our defects.

The army started off with planes similar to the light firepower and protection of the Zeros, as did the British, but these were soon abandoned.

Earlier models of our P-40 proved greatly inferior to both the British and Japs. But a British communique Sunday paid high tribute to the new P-51, our latest North American pursuit ship.

The old P-40s have been used mainly by our air force in China and Libya, but new models in use elsewhere carry superior firepower, armor, etc. Although they are not as maneuverable as the Zeros.

SIDE GLANCES



interceptor is supposed to fight higher and harder than anything flying today. Republic is building this new army ship and deliveries are being made but not in quantity yet.

It has a 2000 horsepower air-cooled engine, and has tested at 680 miles per hour in a power dive, flying level at 400 miles per hour. It will outshoot the Zero and has greater protection.

As for the Americans flying British ships in their first raid, it is said that British production has concentrated on pursuit ships which they cannot easily get from us, as these must be crated and shipped overseas, while our production has placed emphasis on big bombers which can be flown over. The British are supposed to fly our bombers in England, while we use their pursuits.

For these reasons, little official notice was taken of the Johnson charges or other critical

murmurings. The men in authority seem to concede, by their explanations cited above, that all our ships are not the best in the world, that much remains to be done, although they, at least, seem to be satisfied that they are doing it.

Certainly it is, that the isolated engagements in which we have been involved so far have proved that our fighting men have what it takes to win. Our leadership and our equipment still has not been so thoroughly tested as yet.

Until they are tested, no outsider can safely reach conclusions as to their efficiency. At least evidence will be lacking upon which any drastic changes can be forced by public opinion.

Meanwhile, the Johnson charges will serve constructively to build fires under the powers-that-be and force them to the utmost of their ability.

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