

Herald and News

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Olson in Danger in California

DEFINITE indication in the California election returns is that Governor Culbert Olson's days are numbered as chief executive of the big neighboring state. Attorney General Earl Warren not only easily won the republican nomination, where his opposition was of little importance, but he also cut tremendously into the democratic vote. This does not necessarily assure his election in November, but it points in that direction. It reveals unquestionable dissatisfaction in California with the incumbent's administration.

Warren has risen to be a powerful figure in California politics through his successful public career as Alameda county district attorney and as attorney general of the state. He has won a reputation as a foe of vice and racketeers. He is an astute politician, who has built his fences well.

It appears that Congressman Harry L. Engelbright of the enormous second congressional district, which embraces nearby Modoc and Siskiyou counties, has won reelection by taking both republican and democratic nominations. In his case, it is again shown that people are not turning down congressmen who did not agree wholly with the Roosevelt administration on foreign policy before Pearl Harbor. Four other congressmen of California, with similar records in this regard, apparently are scheduled for a return to Washington.

Californians voted lightly in the primary. A heavier vote in November might change the situation, but it is not likely. However, Olson now has the democratic nomination, and Warren the republican nomination, and a stiff fight can be expected before the first Tuesday after the first Monday in November.

Fatigue at the Wheel

OVER-TAXING the human body at the wheel of an automobile is a fairly common tendency, even in these days of supposedly slower and reduced driving. It is still one of the most dangerous things that happens on the highway, and the cause of many accidents, such as that near Klamath Agency Tuesday.

There is too much driving all night. The fatigued driver not only must resist a growing desire to fall asleep, but even though he keeps awake his reactions are slowed and he is not prepared for the emergencies which are likely to occur on the road.

Several fatal accidents have happened on The Dalles-California highway north of here as a result of drivers falling asleep. These incidents have occurred on this highway because it is part of a favored coastwise route, one that is heavily used by cars on long trips. For the most part, The Dalles-California highway passes through level country, with few cliffs or even steep embankments on the roadside. In case a driver falls asleep, the chances are better of coming out alive on this highway than others less favored. But even on this highway, it is highly dangerous to drive too long and too far without rest.

Vendors' Ordinance Passes

ONE trouble with action such as that taken by the city council Monday night, in adopting an ordinance which admittedly was directed at Jehovah's Witnesses, is that it plays into the hands of an obnoxious group which makes capital of every attack and every restrictive measure. Our guess is that there was no disappointment in the ranks of the witnesses over the council's action.

Another, and more valid objection to the ordinance, is that it is a step in the direction of intolerance. So delicately balanced is the question of abrogation of constitutional rights in such a measure that on virtually the same issue the United States supreme court rendered a split decision, 5 to 4.

What has happened here is this: Most of us do not like the ideas or methods of a certain small group of people, so we go before a legislative body and get it to pass restrictive legislation. We do it with sincere patriotic motives. But the wider implications are here. The ordinance cannot be enforced with discrimination. It applies, for instance, to the distribution of the War Cry by the Salvation Army.

We cannot be expected to tolerate seditious and traitorous activities. We do not pretend to know if Jehovah's Witnesses are engaged in such activities, but if they are, there are federal laws to take care of them, and they should be invoked.

OBITUARY

CHARLES W. MCKINNEY
Charles William McKinney, a resident of the U. S. naval air station, Alameda, Calif., passed away at Klamath Agency, Ore., on Tuesday, August 25, 1942. The deceased was aged 30 years when called. The remains rest at Ward's Klamath funeral home. Funeral arrangements will be announced later.

The navy means to make the WAVE's feminine—not just in name but in looks.—Lieut-Com-Mildred H. McAfee, of WAVE's.

YOU WOMEN WHO SUFFER HOT FLASHES

If you suffer hot flashes, dizziness, distress of "irregularities," are weak, nervous—due to the functional "middle-age" period in a woman's life—try Lydia E. Pinkham's Vegetable Compound. It's helped thousands upon thousands of women to relieve such annoying symptoms. Follow label directions. Pinkham's Compound is worth trying!



Despite U. S. banana shortage, caused by lack of shipping facilities, fruit is plentiful on Guatemalan plantations where this worker totes load to shipping room.

NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, Aug. 26 — While soot from scattered labor fires has been soiling the front pages, Mr. Roosevelt's trouble-compromiser, Judge Samuel Rosenman, has been prowling around the government seeking a new administrative formula for wages and prices which might wet the situation down somewhat.

Alternative recommendations were slipped into Mr. Roosevelt's pocket by his adviser without a nouncement last week:

1. That the war labor board be expanded into a wage control board, handling not only the cases for the unions that come before it now, but administering an affirmative national wage policy, designed to hold wages down.

2. That a new economic control board over wages and prices be formed to act in a purely top policy-making capacity. It would be made up of Price Administrator Leon Henderson, Manpowerer Paul McNutt, War Labor Board Chairman Davis, Donald Nelson of WPB, Agriculture Secretary Wickard, and Chairman Eccles of federal reserve.

This second alternative looked to every one like the one Mr. Roosevelt would adopt as the basis of a new wage-price stabilization policy. If he built up WLB and left Henderson to continue as now, the rearrangement would preserve the worst existing features of conflict between the two organizations.

But even if he took the second plan and built a new coalition board to thrust out both wage and price policy, he would have to lay down the policy himself, because those six men could hardly be expected to agree on one themselves. He would have to effect a compromise between Henderson, Davis and Wickard for instance, and their super-board would merely direct existing administrative bureaus to change and conform.

Attorney General Biddle is supposed to have told the president he can do this without going to congress for legislation and opening the matter to debate.

PRODUCTION SNARL

Judge Rosenman also has been searching quietly for a solution of another subject—the establishment of coherence in the production effort between Mr. Nelson, the army, navy and others.

In this case also Rosenman is supposed to have recommended a super-board, composed of the heads of all the agencies involved, in order to end the differences between them.

An announcement from the White House on both these matters was expected last week, but failed to appear. The supposition prevalent on the outside is that the president decided to wait until political campaigns in various states were over, before stepping out with such powerful reorganizations.

BIDS TO OPEN

SALEM, Aug. 26 (P) — The state highway commission will meet in Portland tomorrow to open bids on nine projects costing \$650,000. The projects include two flight strips, one in Lake county and the other in Malheur county, and seven rock production jobs.

Read The Classified Page

SIDE GLANCES



"I wouldn't put off buying these things too long—I have a hunch the priorities board is going to crack down on us popcorn men pretty soon!"

Dr. Waldo Semon Has Made 5000 Synthetic Rubbers--One of Them Fit for Tires

(Editor's Note: Shut off from its raw rubber supplies, America will have to depend on synthetic rubber if the war lasts long. Some of the synthetic plants are still to be built. Wide World Business Writers James Marlow and William Pinkerton, in this second of four columns devoted to the nation's rubber problem, trace synthetic program which was in its infancy at Pearl Harbor and will need more than another year to mature.)

By JAMES MARLOW
AND WILLIAM PINKERTON
WASHINGTON, Aug. 26

(Wide World)—When someone tells Dr. Waldo Semon of a miraculous new synthetic rubber he laughs and says:

"I've made 5000 synthetic rubbers in my day and only one of them was fit for tires."

He has been at it a long time—since 1926—as an outstanding researcher in the B. F. Goodrich company laboratory. Others also were seeking rubber in the years before Pearl Harbor.

But until the Japanese attack there was no great pressure in this country for synthetic rubber since the supply of crude, natural rubber which came from the Far East was cheap and plentiful.

On Threshold
By the time the Japanese struck—cutting off those imports of natural rubber—we had only reached the threshold of commercial production of synthetic.

In 1941, when America used 766,000 tons of rubber, this nation produced only 11,000 tons of the synthetic kind.

Now this country's synthetic rubber program is chugging along and it will be at least another year before it nears capacity production, perhaps later than that.

Semon's one-in-5000 synthetic rubber which works in tires was called "Ameripol," a trade name. Half-Ameripol, half-rubber tires were placed on the market experimentally by the Goodrich company in July, 1940, but its present all-Ameripol tires are being tried out now on the army's trucks and combat cars.

Other companies were producing synthetic rubber under various trade names while the Goodrich developments were taking place. Some of them were intended for tires, some for special uses.

The name "Ameripol" is a combination of two words: American and polymerizer. It may have been intended to needle the German Chemical Trust, I. G. Farbenindustrie, which had long boasted of exclusive success in making rubber out of coal and oil.

The secret of that process—well-covered by American patents—was the "polymerizer" which converted butadiene and styrene into rubber.

The butadiene, a gas, could be made from coal, natural gas, petroleum or alcohol. Styrene, a liquid, was made from petroleum. Making butadiene is fairly difficult, making styrene is less so.

Interest Acquired
Through inter-company agreements made long before the war, the Standard Oil company had acquired an interest in the German process for making a synthetic rubber tire out of butadiene and styrene.

After the war struck Europe, Standard acquired control of the German patent rights in the United States. (After Pearl Harbor they were made part of the patent pool for getting synthetic

rubber industry started quickly.) But the senate investigating committee headed by Senator Truman (D-Mo.) has found that Standard was hampered in getting into commercial development in 1939 because the German Chemical Trust, for reasons of "military expediency," refused to make available the necessary designs and information.

Low-Cost Rubber
Meanwhile, however, on the basis of patented processes received from the Germans, Standard was developing a low-cost synthetic rubber of its own, a butyl type made from the same isobutylene used to make high-octane aviation gasoline.

Since cost hitherto had been the main hurdle of the synthetic, this was an important step. Although the Standard butyl was not suited for tires then (and is not suited for military tires now) it had other uses.

It was fortunate that—although by the end of 1941 the nation had become almost totally dependent upon synthetics once its stockpile of crude rubber was used up—a small experimental program of building synthetic rubber plants had been approved by the government.

Government Aid
Government financing had been arranged for plants with about 40,000 tons of capacity yearly.

The program finally approved in late March, 1941, was that four major rubber companies each should build and equip a synthetic rubber plant capable of producing 2500 tons a year. It was intended that these plants, none of them in operation on the day of Pearl Harbor, could be expanded quickly to produce 40,000 tons yearly.

The program was increased in January to 400,000 tons. Later it was doubled again and now it has been suggested the total capacity may be increased to 1 million or 1,200,000 tons of synthetic a year.

Long Road
The road between letting the contracts to getting the rubber is long and tough. This summer many of the projects were still in the land-buying and blue-print stage.

The Truman committee said some plants had been blocked by low priorities ratings and blamed a lack of central control of the government's rubber program.

The present 870,000-ton program called for 770,000 tons by the butadiene-or buna—process, 60,000 by butyl, and 40,000 by neoprene, a Dupont process.

Most of the program is built on petroleum but 200,000 tons of the butadiene rubber will come from alcohol.

Dealer shortages put new value on used merchandise. Cash in on your "junk" through a classified ad. Phone 3124.

RAINBOW
TODAY
"Who Killed Aunt Maggie?"
22 BOOKS HITS!
"Crooked Circle"
Latest news

BOARD 1 MEN LEAVE HERE SEPTEMBER 2

Names of Board 1 men who will leave here on September 2 for induction into the army at the Portland receiving station were released today by local selective service headquarters.

The men will be the only selectees to leave from Board 1 in September. A Board 2 group is scheduled to depart late in the month.

The men follow:

Ammel, Louis Philip, 815.
Bower, Eazel Quoten, Silver Lake.
By, Sol, Hollingham, Wash.
Black, Charles Donald, 201 Grant.
Childers, Everett Casser, Vallejo, Calif.
Coleman, Byron Bernart, 215 Orchard.
Cyr, Harold Amy, Route 2, Box 120.
Culler, Joseph Brennon, Wetumpka, Ala.
Dunning, Merton Charles, Portland.
Dennis, Gordon Marney, 391 Millard.
Dehn, Alfred Clyde, 922 North Third.
Davis, Floyd Jesse, Klamath Falls.
English, Charles Anthony, Beatty.
Erickson, James, Hamilton, Mont.
Fowler, Alton H., Giddalago, Calif.
Fry, Wayne William, Klamath Falls.
Gwin, James Herman, 1012 Shelley.
Graves, Hans Fred, 817 Pine.
Harrington, Wilbur, 206 Dolores.
Hansen, Graham E., Redwood apartments.
Hickman, James Lavador, Tulelake.
Johnson, Halmer Arthur, 1022 Donald.
James, Robert Marvin, 684 North Eighth.
Jensen, Raymond Wallace, 1404 Klamath.
LaCourte, Les Gibson, Canby, Wash.
Ladd, Paul, Beatty.
McGee, Hollister C., Route 2, Box 729.
Martin, Alvin LeRoy, Box 560.
Miller, Gilbert McDonald, 320 Broad.
Moore, Eugene Patrick, 132 Octavia.
Marble, Theodore Benjamin, 929 Jefferson.
Niderman, Edward Joe, Morristown, S. D.
Nichols, John Merrell, Portland.
Ostrom, Gordon Myron, 12411 Mina.
Okrusch, Otto Herman, 421 High.
Proner, Glenn Alvin, 417 Market.
Peterson, Kermit Leroy, Route 2, Box 1109.
Richard, Raymond G., Emmetlaw, Wash.
Stone, Donald E., 2228 Cannon.
Roderholm, August Edwin, Baldwin hotel.
Stacy, Edwin Virgil, Moscow.
Schaefer, Fred Joseph, Portland.
Sample, Melville Newell, Santa Monica, Calif.
Swales, Erwin Morris, 519 North Twelfth.
Thompson, William Orel, Klamath Falls.
Tudor, Mark Ray, Beatty, Calif.
Thomas, William Kenneth, 725 Washington.
Vigil, Remigio, Chiloquin.
Verrier, Ernest Anthony, 626 South Sixth.
Walker, Raymond Francis, Portland.
Wade, William Wallace, Route 2, Box 229.
Waller, John, Milner, Collier, C. Alton, Idaho.
Wheeler, Horie Linton, 1426 Oregon.
Williams, George Percy, Beatty.
Williams, Mack Albert, Colby, Kas.
Wilmer, Charles Henry, 2224 Oregon.
Ward, Raymond, Beatty, Bremerton, Wash.
Wright, John Charles, Tillamook, Ore.
Wood, John Oscar, Seattle, Wash.
Ziegler, Charles, 120 Conger.

150 GRIPSCHOLMERS TO BE QUESTIONED

JERSEY CITY, N. J., Aug. 26 (P)—Government officials announced today that about 150 passengers among the more than 1400 repatriates aboard the diplomatic liner Gripsholm had been taken to Ellis island for questioning.

While there was no official comment on the reason for this, ostensibly it was because officials had found their papers unsatisfactory or wished to question them more intensively.

The U. S. immigration station is on Ellis island and it is there that enemy alien hearings are conducted. There was the possibility that some might have been transferred there because of illness, since there is also a government hospital on the island.

When victory comes we shall stand shoulder to shoulder in seeking to nourish the great ideals for which we fight. It is a worthwhile battle.—Prime Minister Winston Churchill, to President Roosevelt.

PINE TREE TODAY AND TOMORROW

MORE HUMAN... MORE TOUCHING... MORE REAL THAN ANYTHING YOU'VE SEEN IN YEARS!



Fredric MARCH
and
Martha SCOTT
in
ONE FOOT IN HEAVEN
FRANKIE THOMAS
BEULAH BONDI

SECOND FEATURE
The Comic-Strip Boys
SNUFFY SMITH
and
BARNEY GOOGLE
in
"HILL-BILLY BLITZKRIEG"



by Alice Brooks 7386

To obtain this pattern send 11 cents in coin to The Herald and News, Household Arts Dept., Klamath Falls. Do not send this picture, but keep it and the number for reference. Be sure to wrap coin securely, as a loose coin often slips out of the envelope. Requests for patterns should read, "Send pattern No. _____, to _____, followed by your name and address."

State Prison Fires Believed Incendiary's Work

SALEM, Aug. 26 (P) — The state board of control ordered a complete investigation today into the cause of two fires that destroyed two flax sheds at the state prison at a loss of \$66,500. The board said it believed the fires were of incendiary origin, although Prison Warden George Alexander said he did not know how the fires started.

The first shed was destroyed at 5 p. m. last Friday at a loss of \$6500. The second shed was burned at 5 p. m. yesterday, the loss, including 900 tons of flax, being \$60,000. Five sheds are left.

flyers and will soon take its place in raids over nazi territory. What is it?

2. A "field day" is something few sailors look forward to. Why?

3. What ranks do former Heavyweight Champions Jack Dempsey and Gene Tunney hold in our armed forces?

ANSWERS TO WAR QUIZ

1. It is the Mustang, a fighter-bomber. Official title is P-51.
2. "Field day" is navy slang for a general ship or station cleaning.
3. Tunney is a navy commander; Dempsey, a lieutenant in the coast guard.

DELICAN
LAST SHOWING TONIGHT
DOROTHY LAMOUR
Beyond The BLUE HORIZON

STARTING TOMORROW

DAYS OF VIOLENCE!
"THE RAIDERS ARE RIDING!"
The cry that swept Texas with terror!

THE RAIDERS ARE RIDING!
The cry that swept Texas with terror!

STAR TEXAS

DOBBY STACK - CRAWFORD
Jackie Cooper - Anne Gwynne - Ralph Bellamy
Joan Darwell - Leo Carrillo

— EXTRA —
Divide and Conquer
Squawking Hawk
Marching Old Glory - Latest News