

# Herald and News

FRANK JENKINS

MANAGING EDITOR

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## The Christmas Seal

**H**ANDSOME in purpose is the Christmas seal, sold in Klamath county by the County Health association as a part of the fight against tuberculosis. Colorful seals have been mailed to hundreds of Klamath residents, and they are asked to send in the money for the seals as soon as possible.

In a day when we talk in terms of billions, it is comforting to think of what just \$1 or \$2 can do.

If you send in \$2 for the seals received in the mail, you have supplied the money for 50 children to receive tuberculin tests. The same sum will x-ray two industrial workers. It will maintain a tuberculosis clinic for about ten minutes. It will help carry on the all-important program of education which is a major factor in the fight against tuberculosis.

Tuberculosis still kills more persons between 15 and 45 than any other disease. In Klamath county, a steady and stubborn battle is made against inroads by this disease, and Christmas seal sales help finance that battle.

There is no personal solicitation in connection with the seal sales. The seals are mailed to residents of the community and they are asked to return the money for them. Additional contributions will help that much more.

Here is a program that asks for little from each one and is doing a great work for the health of our people. Let us not forget to send in our money for Christmas seals.

## Manzanar Incident

**T**HE incident at Manzanar, where "pro-Japanese Japanese" rioted in a demonstration celebrating the anniversary of Pearl Harbor's treachery, damaged the cause of loyal evacuees in the WRA projects and offered a pointed lesson to those who are administering the evacuation program.

The open and violent pro-axis demonstration of hundreds of evacuees, who were thus anxious to show their loyalty to America's enemies, provides a stern warning against easy-going, indulgent policies. If these pro-axis evacuees would riot in behalf of Japan, they no doubt would commit other and more damaging acts for the same cause. They must not be given the opportunity.

We are not informed whether there are more known disloyal evacuees at Manzanar than in the other projects, such as that at Newell in the Klamath basin. We are informed that loyal evacuees in the nearby colony are incensed at the incident at Manzanar, and regard it as most unfortunate for them, which it undoubtedly is. There seems to be no alternative but to assume that in each group there must be disloyal evacuees, and to act accordingly.

Perhaps more to be feared than such noisy demonstrators as those at Manzanar are shrewd men and women who do not show their colors, but pose rather as loyal to America, hoping thus to gain opportunities to strike unexpected blows for our enemies. How can there be a sure-fire segregation of loyal and disloyal evacuees? There is no alternative but to treat them all with suspicion, unfortunate as that may be for the loyal ones. This is war, and no chances can be taken.

A resident of the Butte valley district, who is a foreign-born citizen of the United States, is chalking up a record for war bond and stamp buying. This man, who does not wish his name mentioned, is earning \$162 monthly on the average. Each month he invests \$100 in bonds and stamps. He buys not just two \$50 bonds, but puts \$100 cash into war savings. "I am too old for the army but I can still do my bit behind the lines by getting out war material and buying bonds," he said in a letter to The Herald and News. That, friends, is a mark to shoot at.

## Racing Driver Has Some Pointers on Gas Rationing

By JOSEPH D. BARBER

**SALT LAKE CITY, Dec. 10 (AP)**—The government figures you should get 60 miles of driving out of your four gallons of gasoline per week, but take the advice of a man who should know—don't plan any jaunts to a point 30 miles from home unless you have a reserve supply in your tank.

Tests made by Abe Jenkins, Salt Lake City's racing driver-mayor, who holds more than 500 world speed records, show that average around town driving gets only 10 miles to the gallon.

On the Bonneville salt flats at a speed never more than 35 miles an hour he got 27 miles out of an ordinary car. The same car, driven through the streets of Salt Lake City as the average motorist drives, traveled only 10 miles before running dry.

To get the best out of your car in both mileage and wear, Jenkins gives the following tips:

1. Time yourself with the lights so you won't have to stop and start at every corner.

2. Keep carbon out of your motor. Never use cheap oils and always use the same brand.

3. Always take your car to "its own home" for repairs. Your dealer knows more about the car he sells than anybody else does.

4. Have your spark plugs checked frequently, cleaned and

spaced. Properly cared for they will last indefinitely and give peak performance.

5. Use any grade of gasoline you want, but be sure your motor is adjusted for it.

## THIRTY HINDUS ARRESTED IN RAID

BOMBAY, Dec. 10 (AP)—Thirty

persons were arrested today in Poona and quantities of chemicals described as for the manufacture of bombs, and pistols and ammunition were seized as police raided a number of homes.

Yesterday marked the end of the fourth month of the detention of Mohandas K. Gandhi, Indian nationalist leader, and demonstrations occurred here and in Ahmedabad.

In the latter city police were reported to have wounded four persons when they fired on a demonstrating crowd.

The effect of growing peace feeling in Italy places another strain on Hitler's war machine.

—British Ambassador Lord Halifax.

"How Dry I Am" now is a fitting song for gas tanks, too!

## U.S. PREPARED FOR THIS WAR, SAYS OWI HEAD

By BEN E. TITUS  
Director for Oregon, Office of War Information

**A**T the end of the first year of American participation in this war, one fact emerges clearly—the United States was better prepared to fight the enemy this time than it was in the last war.

Instead of waiting for direct provocation, the United States, recognizing the defenders of its own interests in advance, helped arm its friends and then proceeded to enlarge and train its own army, turn out munitions and start warships down the ways against the day when the axis would make war on America.

As a result of the American preparedness program which got underway about the time France was toppling, the United States had spent more for war purposes three months after its entry into the war than it did during its entire twenty months' participation in the last war.

Specifically, by February, 1942, \$20,000,000,000 had been spent in the period starting April 6, 1917, when America entered the last war, down to Armistice day in November, 1918.

Comparison Difficult

According to war production officials, the reason more war orders were able to be placed and filled this time is due to the fact that the United States can produce, largely because of technological advances and improved employer-employee relationships, more guns, tanks, planes and other material than it could during the last war.

At any rate, American supplies were far better mobilized for December 7, 1941, than they were for April 6, 1917.

Comparing the two wars in fields other than that of expenditures is much more difficult because vastly different conditions framed the settings for American participation. For example, the last war was not conducted on anywhere the global scale of this one. Japan was an ally, and such vital commodities as crude rubber and manila fiber were sailed over from the Far East uninterrupted by friendly Japanese and Dutch vessels.

This time Japanese aggression had made it necessary to employ a two-ocean navy as compared with the one-ocean fleet in the last war.

Lend-Lease

The nature of war material has been practically revolutionized since 1917-18. People bragged in those days about planes capable of hitting the dizzy speed of 120 miles an hour; tanks were new-fangled monsters.

In the last war, France and England had an ample supply of heavy equipment on the continent. Since 1941 the lend-lease policy has kept American factories busy producing arms and planes for the United Nations and the United States merchant fleet has operated without benefit of French debarkation ports.

There are many other major differences in the backgrounds of the two wars, and they make valid comparisons of a specific sort difficult. However, summaries of various phases of war-making may help give some idea of the score at the end of the first year of American participation in the two conflicts.

Here are a few such summaries:

OVERSEAS FIGHTING

Last war—The middle of June, 1917, found the American force in France represented by only a few hundred persons. Eleven months later a half-million had arrived but few of the American regiments had been in front line trenches. The bulk of the newly-arrived AEF was undergoing the intensive training which it had not been able to receive at home. The AEF, up to that time, consisted almost exclusively of infantry, machinegun detachments, railroad workers, railroad technicians and transport specialists.

Participation of U. S. troops in military actions did not take place to any considerable degree until more than a year after America's declaration of war and practically all engagements were limited to the front in France.

This war—The number of American troops now overseas has been estimated at about one million. The number of engagements in which American armed forces have taken part far outnumbered those at the end of America's first year in the last war. This war's fronts, stretching from the Far East to North Africa, have been much more far-flung than those of 1917-18. The navy has played a far more important role in this conflict and, while the exact number of its personnel cannot be disclosed, it is far bigger than its 1917-18 roster.

Not only has the navy been fighting U-boats, it also has been stopping Jap landing parties, aiding American landings

and catapulting its planes off aircraft carrier decks. America's navy was larger in 1941 than the 1918 fleet but today naval vessels are being produced at 34 times the rate they were in 1941.

FOR COLDS Believe an illness, muscle aches. The salve with a mutton suet base. Get Penetro, white Penetro, 25¢, double supply 35¢.

## SIDE GLANCES



"Doc, you know a lot about human nature—suppose you explain why it is that customers of mine who never bought coffee before want to buy it now just because it's hard to get!"

## Telling The Editor

Letters printed here must not be more than 100 words in length, must be written on ONE SIDE of the paper only, and must be signed. Contributions following these rules, are warmly welcomed.

SOLDIER TRIP DELAYED

**KLAMATH FALLS, Ore.** (To the Editor)—I thought I would write regarding people traveling during the holidays. They tell people not to do any unnecessary traveling but they must not listen.

I wrote to my son in a training camp at Turner field, Albany, Ga., and asked him if he was coming home Christmas. This is what he wrote:

"A guy came from California and said he had to stand up practically all the way."

My son says he does not want to stand all the way to Oregon as it will take five days to come on the train and that would be quite a while to stand. So he will wait until after the holidays when there is not so much traveling.

**MRS. E. V. WHETSTONE**  
247 Martin street.

ON TAX QUESTION

**PORTLAND, Ore.** (To the Editor)—I have read Mr. Van Meter's letter to the editor regarding taxes and gave it quite a lot of study. I can see some good points, but I still think the matter of collecting taxes, or paying as you go, from your pay, is the proper way.

For instance, the tax will all be collected, which would lower the tax for everybody. You and I know that there will be a heavier tax if a part of the tax is not paid, and we know that when it is due, there will be many unable to pay, because they have been careless and not dishonest.

I have not talked to one worker in the shipyards, who does not favor the plan. In fact, they are the ones that are agitating for it. If our tax is five or six dollars a week, it is much easier to pay as we go, than to wait and have to dig it up in lump sums. We pay our social security, state industrial, hospital and insurance out of our weekly pay. They take our bond allotment from our pay. We buy the \$50.00 bonds, which is \$37.50, so much per week, not less than 10 per cent of your weekly pay. If they waited for the boys to come in with the \$37.50 cash, I don't think there would be so many bonds sold.

The employee wants to pay as he goes, that is, the one that really intends and wants to pay his share. There are still many that say, well if I haven't got it, what are they going to do about it. They are going to have to be shown, what they will do about it, and that is going to cost the taxpayer more.

We buy about all we get on the weekly or monthly installment plan. It is about the only way we get anything, as we very seldom have the cash on hand to pay for it. That will be the case of many when the income tax comes due. What we don't have, we don't miss nearly so much. Let us pay our tax from our weekly pay, by letting our employer hold out same.

Yours truly,  
**ARCHIE L. RICE**

and catapulting its planes off aircraft carrier decks. America's navy was larger in 1941 than the 1918 fleet but today naval vessels are being produced at 34 times the rate they were in 1941.

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## From Other Editors

**AUTO LICENSES DUE**  
(Salem Capitol Journal)

A reminder that people have to be reminded of their most routine customs is contained in the fact that only 700 applications for 1943 auto licenses had been received by the secretary of state up to Friday noon. On December 4 last year more than 50,000 applications had been filed. More than 425,000 sets of plates have been issued this year, and each must be renewed before January 1 if the vehicles to which they are attached are to be operated after that date.

The only plausible explanation for the discrepancy in applications is the fact that the customary notices for renewal were not mailed out this year, nor was the usual advance drawing for low numbers held. These were discontinued for reasons of economy, but the reasoning has proved faulty. It will cost more to keep ahead of the deluge of last minute applications when the rush comes than mailing of the notices would have cost.

To conserve on metal and save the expense of new plates vehicles having 1942 license tags will continue to use them during 1943, their new registration being evidenced by a windshield sticker. Cars being licensed for the first time in Oregon will receive 1942 plates plus the sticker.

The law does not require that notices of the January 1 due date for licenses be sent out. Neither does it excuse motorists who do not display their new licenses on their cars the first day of the new year. Applications accompanied by \$5 for each passenger car license should be made by filling out the form provided on the reverse side of the 1942 certificate of registration, which should be mailed to the secretary of state, Salem, Oregon. Applications can also be filed in person.

Read Classified Ads for Results

## First U. S. Wounded Return From Africa



One of eight officers and 107 enlisted men brought back to the United States to recuperate from injuries suffered in the North African campaign, a soldier receives comfort of an Army nurse as the train bearing the wounded reached Silver Springs, near Washington.

## Klamath Sets a Record, Mails Packages Early

"They done it!"

For the first time in history people are actually mailing their Christmas packages early! Postmaster Burt E. Hawkins said the holiday rush was on with a vengeance and a steady stream of patrons is flowing through the lobby of the Klamath Falls post-office.

Five new carriers have been put to work, these to be permanent, Hawkins stated. Some 30 extra men are needed to handle the incoming mail and they will go on duty gradually until the peak is reached. Older high school boys are expected to assist in handling the holiday packages and letters this year as there is a dearth of man power all the way around.

Postmaster Hawkins said he

wished to correct an impression which arose following the government order that overseas delivery could not be guaranteed unless parcels were in the mail by November 1.

"We can still take packages for men in the service outside the continental United States," he stated. "It is only that delivery by Christmas is not guaranteed, but the mail will continue to go through."

The world cannot make peace without us. We must not make the mistake of 1918-19. This time we should see the job through.—Dr. Clark M. Eichelberger, director League of Nations Associations.

Modern dances are wonderful exercise—for reformer's jaws.

## Klamath's Yesterdays

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

From the Klamath Republican  
December 11, 1902

Altamont, one of the greatest speed horses on the coast, died at Binghamton, Calif., November 13, aged 27 years. Until a few years ago Altamont belonged to Jay Beach of Fort Klamath, who purchased the valuable animal in Kentucky. At the time of his death, the great horse was owned by J. M. Nelson of Alameda.

R. C. Short and Inez Turner were married last Sunday at Pine Grove.

H. L. Clouton, Bonanza merchant, is the father of a bouncing girl.

From the Evening Herald  
December 10, 1932

A jury of 10 men and two women today found Theodore Jordan, negro, guilty of first degree murder in the death of F. T. Sullivan, dining car steward. Judge W. M. Duncan will sentence Jordan to be hanged, as such sentence is mandatory under the verdict.

Temperature dropped to 10 below zero here today.

The Klamath Union high school budget was reduced \$6300 at a meeting held by the school board and budget committee today.

## VITAL STATISTICS

**AUSTIN**—Born at Hillside hospital, Klamath Falls, Ore., December 9, 1942, to Mr. and Mrs. William Austin, 103 Michigan avenue, a girl. Weight: 7 pounds 6 ounces.

**RISLEY**—Born at Klamath Valley hospital, Klamath Falls, Ore., December 9, 1942, to Mr. and Mrs. Charles A. Risley, Beatty, Ore., a girl. Weight: 7 pounds 8 ounces.

The dawn of 1943 will soon loom red before us and we must brace ourselves to cope with the trials and problems of what must be a stern and terrible year.—Winston Churchill.

## BRING IN YOUR MUSKRAT SKINS

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Pajamas in all price ranges! The ones shown are warm flannel—as good looking as they are sturdy, and incredibly low-priced at

2.98

# La Pointe's