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Herald and News

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MALCOLM EPLEY Managing Editor

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Today's Roundup

By MALCOLM EPLEY
MANY people have the idea that in cities where there are military installations, tremendous building is under way...



Here it is:
OREGON—
1942 1941

Table with 3 columns: City, 1942, 1941. Rows include Astoria, Baker, Corvallis, Eugene, Klamath Falls, La Grande, Medford, Pendleton, Portland, St. Helens, Salem, Total Oregon.

Big Contributions

It is true, of course, that Klamath's extensive lumbering and agricultural industries have kept it in the defense picture in this war period...

How vital our agriculture is to the armed forces, for instance, is shown in the quartermaster corps' current interest in our stocks of potatoes...

Freedom of the seas went only to the three-mile limit off each shore. By immigration, customs and port restrictions, each country protected its sovereignty against alien influence and encroachment.

And, in a world of the future when St. Louis would be only 48 hours by air away from Australia and Russia, that right assumes far more significance than a railroad would.

OPA Gets Going

The Klamath district office of the Office of Price Administration is operating now, although the full personnel complement has not been selected.

Since the announcement of the formation of the OPA district, a change has been made in the counties covered.

There was some talk of moving Siskiyou and Modoc counties outside the district, because they are across the state line.

The state line separating Klamath county from its nearby California neighbors is annoyance enough, without letting it interfere unnecessarily in this program.

News Behind the News

WASHINGTON, Feb. 15—The British have maintained an empire covering one-fourth of the land surface of the earth for several years by power upon the seas.

But this war has already proved to Mr. Churchill and parliament that the world of the future is to be an air world.

The sea empire of the little Isle of Britain, therefore, must become an air empire. So parliament has recently devoted its attention to various proposals of its air minister, designed obviously



MALLON

Dawson Creek Fights Way Back After Stunning Fire

DAWSON CREEK, B. C., Feb. 15 (CP)—Dawson Creek fought its way back toward normal today after a stunning fire-explosion disaster and scenes of injury and suffering it will never forget.

A toll of five dead, at least two missing and close to 150 injured was counted and smoke still rose from the smoldering ruins of a complete city block...

to fulfill this goal. The mistress of the seas must become mistress of the air.

Soft-hearted patriots in the United States, whose brains are so pliable that they will not follow the excellent British example and look out for the future of their own country, have started sympathetic propaganda here.

Statements have been broadcast that the United States has been selfish in maintaining its commercial aviation supremacy, because the British are manufacturing mostly fighter planes.

Now comes the new congresswoman, Clare Booth Luce, with the serious charge that this administration is now negotiating an air agreement with Britain for what is called a "freedom of the air" policy in the post war world.

The seriousness of the charge was shaded by the glamor of a widely known republican congresswoman making her first speech, and everyone seemed more interested in what she wore than in what she said.

Are We or Aren't We?

BUT an even graver importance was given the matter by the response of the administration to this charge that its secret negotiations portend a world of the future in which all planes of all nations may fly over any country at will and land wherever they choose.

Mrs. Roosevelt's answer seemed to confirm the charge, for she only asked in reply: "Are we going in for a peaceful world or aren't we?"

Vice President Wallace, who occasionally has been in charge of the post war world for the administration, turned off the allegation in an affirmative manner by observing: "I am sure that the republican party is not against either freedom of the seas or freedom of the air after the war."

The administration, therefore, practically announces in this indirect way that it is preparing something called "freedom of the air," but which appears to be freedom of the land as well.

Freedom of the seas went only to the three-mile limit off each shore. By immigration, customs and port restrictions, each country protected its sovereignty against alien influence and encroachment.

But if commerce is to move in a future world of the air, freedom of the air policy would seem to allow each nation to move its commercial approaches fully in upon all other countries.

We would not think of allowing the British, the French and others to build railroads across our country, from New York to St. Louis, but freedom of the air would allow them to maintain many through the skies.

And, in a world of the future when St. Louis would be only 48 hours by air away from Australia and Russia, that right assumes far more significance than a railroad would.

Slipshod Thinking

WHAT of immigration, customs and tariff protections when everyone flies around and lands at will? What of defense? With Britain now able to fly parachute troops to Algiers, would this not seem to involve the dangers of giving away a country by giving away its air?

The scope of this threat to American sovereignty has naturally terrified a portion of the American aviation industry, in on the proceedings so far. The conflict of opinion already has spawned a more moderate group of "freedom of the air" enthusiasts who propose only to carry that freedom up to the three-mile limit. They would have freedom of the air only where the sea is free.

This sounds slightly reasonable until you consider that air routes do not follow sea routes. For instance, Chicago might be the future important world air terminal of the United States, being the shortest distance across the polar air routes from far-flung destinations.

Apparently, the "freedom of the air" enthusiasts are working on the theory that the United States has more planes, and, therefore, can get more out of such a policy than foreign nations can get out of it. This seems to be slipshod thinking, because each of the 20 Latin American nations, for instance, could maintain its own airlines into the United States and ignore ours.

Very Peculiar Way

ONLY two of those nations are in a position to maintain such a line, but nothing could keep the British—or even the nazis and Japs of the future—from forming their own companies among residents of each of these countries and flying over us at will.

The advantage in any rivalry between the United States and Britain for control of post-war air routes would seem to lie with the British. While their air minister is screaming about commercial planes, they have commercial bases throughout the world, whereas we have kept to our own shores largely in the past.

The current propaganda sympathy for them may be premature, to say the least. A new subject has been opened in a very, very peculiar way.

the damage would reach \$350,000.

A boy not yet in his teens was among the known dead. His body and that of an adult were found Sunday among the debris. Neither could be identified immediately. Other known dead included a United States soldier whose name was not given out, a Mr. Smith of the R. M. Smith Construction company and another man identified unofficially

SIDE GLANCES



"It's wonderful having him home on furlough, even if he is so busy gadding about we only get a good look at him when he's in bed!"

Oregon News Notes

By The Associated Press

The war manpower commission has named the University of Oregon to give basic training in the army specialized program and Eastern Oregon College of Education to give training to army aviation cadets.

The Deschutes county court appealed to the federal fish and wildlife service for aid in halting the slaughter by coyotes of deer caught in deep snow in the Cascades.

Dismantling of the old battleship Oregon started at Portland. The army reported the promotion to Captain Herbert Glaisyer, Jr., Salem, now at Chandler, Ariz.

The Oregon Federation of Women's clubs nominated Mrs. George R. K. Moorhead, Salem, as the only candidate for president.

A Camp Adair soldier, Andrew E. Pineo, was charged with rape and held in the Linn county jail under \$5000 bond after a 24-year-old Salem woman told police she had been attacked in Albany.

The 84th anniversary of Oregon's admission to the union was observed Saturday in Portland in the annual banquet of Sons and Daughters of Oregon pioneers.

William Walsh, father of State Senator William E. Walsh of Coos county, suffered a broken shoulder and fracture of five ribs when struck by a hitrun driver in Salem.

Near Portland an automobile-truck collision killed Clifford McGill, 38, Gresham, and seriously injured his mother and another passenger in his car.

Private Howard O. Shafer, son of William Shafer, 632 Roseway drive, Klamath Falls, is now serving with the AAF at Pecos army air field, Pecos, Tex., where he is being trained as an aircraft mechanic.

FARRAGUT, Ida.—More men from Klamath Falls have reported for duty at the U. S. naval training station here, for preparation to fight our enemies on the seven seas.

The Klamath men are Robert Monroe Smith, son of Mr. and Mrs. G. M. Smith, 2135 Vine street, and Alfred Samuel Barker, son of Asa Barker, Klamath Falls.

The women's reserve will include both commissioned officers and enlisted personnel. Ranks and pay will be the same as those for men of the corps.

It will be possible for women to work their way up through the enlisted ranks and into the commissioned grades, Major Streeter said.

Applicants for officer commissions must be between 20 and 50 and have a college degree or two years of college and at least two years of business experience, or special qualifications in a particular field.

Enlisted personnel must be between 20 and 36, have at least two years of high school or business school education, or special qualifications in a particular field.

Both married and unmarried women are eligible for service. But no married woman with children under 18 years of age will be accepted, and no woman married to a member of the marine corps can serve.

The duties of the trained women reserves will be varied and many. They will include administrative, clerical, stenographic, photographic, laboratory, aerographic, aircraft mechanic, and parachute rigging assignments.

But Major Streeter stressed that applicants need not have specialized training in order to volunteer. The corps, she said, "desires women of high caliber who can be trained for their duties after they are enlisted."

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Women wanting to enlist are directed to apply to the nearest office of naval and marine officer procurement, or marine recruiting station, stating their age, educational record, occupational and marital status.

Nothing would so alarm the world and make another war more certain than to try to create a post-war exclusive British-American plan.

He (FDR) took us in over the citadel in Haiti without trouble, just from his memory of the inlets and trails.—Capt. Howard M. Cone, FDR's Casablanca pilot.



OUR MEN IN SERVICE

MERRILL—First Class Seaman Thomas Cole, Mrs. Cole and Cole's mother, Mrs. O. J. Harris, left Sunday for Los Angeles, where Cole is reporting for duty on his submarine.

Cole, who has seen active duty in enemy waters, stated while here that the submarine on which he saw duty was one of the fastest of the American navy.

The sub, escaping, was rocked by depth charges but got away unscathed. On board, Cole stated, was a man who had seen duty on Guadalcanal, who calmly ate sardines and crackers while the sub crew manned the battle stations.

The action drew from James E. Marino, a national representative of the Industrial and Shipbuilding Workers of America (CIO), the assertion that "poor planning and scheduling of ship construction" was the real cause of the layoff.

Shortly after the company's announcement, a delegation of workers met with Gail Smith, war production board labor representative, and William Foley, district manpower commission manager, to protest. Marino said that the WPB and the WMC asked workers classed as "absentees" to present their cases this week.

The management said that the men discharged had been warned that they would lose their jobs if they did not report regularly.

MERRILL—Richard E. Balley Jr., son of Mr. and Mrs. Richard Balley of Adams Point, spent the weekend here with his parents on leave from Camp Roberts near San Francisco.

Balley, an acting corporal, is completing his training as a ground gunner and expects transfer to the air corps in the near future.

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Lost Mascot Is Starving From Grief for Masters

ST. LOUIS, Feb. 15 (AP)—The lost mascot of a company of army engineers is starving, apparently from grief.

Wearing a blanket indicating his company and regiment, the dog has been wandering around Union station for three days without food.

Baggage Agent Clarence J. Wehmeyer said officials of Jefferson barracks and Fort Leonard Wood, Mo., reported they did not know the location of the animal's unit.

Meanwhile, the forlorn pet makes up with all soldiers, spurns all civilians and refuses to eat from the hands of either.

150 DISCHARGED FOR ABSENTEEISM

QUINCY, Mass., Feb. 15 (AP)—Declaring that "there is no place in the Fore River yards for any man who does not want to work," William H. Collins, general manager of the Bethlehem Steel company's local shipbuilding plant, announced yesterday the discharge of 150 welders on the ground that they had been absent without excuse.

The action drew from James E. Marino, a national representative of the Industrial and Shipbuilding Workers of America (CIO), the assertion that "poor planning and scheduling of ship construction" was the real cause of the layoff.

Shortly after the company's announcement, a delegation of workers met with Gail Smith, war production board labor representative, and William Foley, district manpower commission manager, to protest. Marino said that the WPB and the WMC asked workers classed as "absentees" to present their cases this week.

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EXPANSION OF SECURITY PLAN TO BE TALKED

NEW YORK, Feb. 15 (AP)—An expanded social security plan providing for premiums amounting to 10 per cent of the national pay roll, to be shared equally by employer and employee, will be sent "very shortly" to President Roosevelt or congress, says Secretary of Labor Frances Perkins.

A framework of "free business enterprise, expanding production and free exchange of goods" is essential to the full effectiveness of the plan she told a meeting of the new school for social research last night.

Dual Role Explaining that the permanently disabled, those suffering from extended illnesses, maternity, hospitalization and industrial accidents would be covered by provisions of the proposal, the labor secretary said: "Provided expansion is undertaken now, social insurance can play a dual role in the economic readjustment and reconstruction that will be necessary when the war ends."

Keen Feeling In answer to a question after her talk she said she had "carefully avoided the subject of medical service" in outlining the plan, adding: "American physicians feel very keenly the sanctity of the relationship that grows between physician and patient and between physicians and whole families of patients. To make a system of medical service work, it would require the full cooperation of the nation's medical men. I would like to see some system in which the physicians joined actively for perhaps some sort of a cooperative service, but it seems best not to recommend it at this time."

By CHARLES MOLONY WASHINGTON, Feb. 15 (AP)—Extension of social security coverage to members of the armed forces as well as to millions of others now outside the program will be recommended by the social security board.

Informed sources reported today that adoption of this recommendation, along with other board suggestions for expansion of the program to provide hospitalization costs and cash benefits to disabled workers, might obviate any need for special veterans' legislation like that which followed the last war.

BITTING-UP EXERCISE LOS ANGELES, (AP)—Lie on your back, clasp your hands beneath your head, and then sit up. Most people, says Lieut. Robert H. Erskine, Los Angeles area physical director, can do it less than 40 times.

Sgt. David Davidson is champion of the 14 army air force technical training command schools—he can sit up 414 times.

Klamath's Yesterdays. From the files—40 years ago and 10 years ago.

From The Klamath Republican Feb. 20, 1903 We visited the town of Merrill on Monday, and enjoyed the hospitality of Mr. and Mrs. N. S. Merrill, whose large, neat residence and other well-kept buildings and surrounding ranch of 500 rich and highly improved acres show the energy and persevering thrift of past years.

The Tule lake valley is one of the most fertile stretches of country in Oregon and only needs a little more water to increase its productivity and widen its good reputation. The town of Merrill presents a more favorable appearance than we had anticipated. It is larger than we anticipated and its site is ideal.

C. C. Low of Olene was in town this week.

From The Klamath News Feb. 15, 1933 The city council last night ruled tax stands off the congested areas on Main street.

Local utilities have filed reports of their gross earnings, on which to base the city's first utilities gross earnings tax enacted through the efforts of Mahoney.

Pharmacists Mate Performs Operation On Sub Fireman PEARL HARBOR, Feb. 15 (AP) An Everett, Wash., man, Ensign Donald Finch, was one of several who assisted at an appendectomy aboard a U. S. submarine cruising far below the ocean surface not far from Tokyo, officers of the submarine Silversides related here Saturday.

The patient was Fireman George W. Platter, 21, of Buffalo, N. Y. And the five-hour operation was performed by a chief pharmacist's mate, Thomas A. Moore of Chino Valley, Ariz.

A few minutes after the operation the submarine surfaced to recharge its batteries but instead sighted and fired a torpedo into an enemy ship and then submerged again, under a heavy depth charge attack. Platter recovered long ago.

Scientists are about evenly divided on whether the moon's craters were formed by meteorites or volcanoes.

When in Medford Stay at HOTEL HOLLAND Thoroughly Modern Joe and Anne Earley Proprietors

Next week Mr. Whitlock of the Earl Whitlock Funeral Home will comment on When the War is Won.

Our Home Town

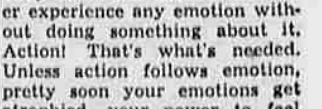
Good Intentions By EARL WHITLOCK The old saying is that hell is paved with good intentions. Not actions—just intentions never carried as far as action.

We all of us get so many good ideas but somehow it's too much trouble to do anything about them or something interferes.

We want to speak to a stranger—and do not. We intend to go and visit a new neighbor but never get around to it. We mean to write a letter of thanks to someone—and let it go.

Psychologists say we pay a heavy penalty for this inertia. They claim that one should never experience any emotion without doing something about it. Action! That's what's needed. Unless action follows emotion, pretty soon your emotions get atrophied—your power to feel emotion dies within you. Then you become a cold, fishy-eyed individual, repelling the world and living out your life without the love and trust of your fellow men.

Next time you feel an impulse to speak a kindly word or to help someone out of a tough spot, or even to pass the time of day pleasantly with a stranger—DO IT! Don't just think about it. So shall you insure the continuance of your emotional life



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