

PHOTO MEN, SALESMEN TO GET MORE GAS

WASHINGTON, April 27 (AP)—OPA today made thousands of salesmen and others outside of the east eligible for C gasoline rations up to 720 miles a month, a maximum increase of 250 miles a month.

The new provision gives all kinds of salesmen, newspapermen, photographers, and any other people who drive "in the course of work" the same eligibility for a maximum gasoline ration of 720 miles a month that was given in January to "essential salesmen" outside of the east.

Officials said the new ruling does not affect rations for driving to and from work, which are regulated by different provisions. The new rule applies to people who drive cars while at work.

OPA said it had been enabled to increase these gas rations through an increase in tire quotas from Rubber Director William M. Jeffers. Outside of the east, gasoline is rationed officially only to save tires. Rations in the eastern area are not affected.

Girl Scout Stamp Sale Nets \$235 From War Stamps

Stores and banks of Klamath Falls were manned by Girl Scouts Saturday and before the day was over members of the enthusiastic group had sold \$235.40 worth of war savings stamps.

During the day the girls "bought out" the stamp supply from four drugstores, sold all of the original amount issued to them and at the final accounting were only 10 cents short!

Mrs. Jack Murphy was in charge of the sale and those taking part included June Marie Murphy, Virginia O'Berg, Dorothy Peugh, Billie Jean Carson, Dorothy Kauder, Vanice Vaupel, Helen Eckert, Yvette Sweet, Joyce Sample, Peggy Rafson, Margaret Grubb and Gloria Mayfield.

FUNERALS

CLARENCE S. MAGEE
The funeral service for the late Clarence S. Magee, who passed away in this city on April 23, will take place from the chapel of Ward's Klamath Funeral home on Wednesday morning, April 28 at 10:30 o'clock. The Rev. Cecil C. Brown will officiate. Commitment services and interment will follow in the family plot of the Linkville cemetery. Friends are invited.

ROBERT C. DALZELL
The funeral service for the late Robert C. Dalzell, who passed away in this city on April 23, will take place from the chapel of Ward's Klamath Funeral home on Wednesday afternoon, April 28, at 1 o'clock, under the auspices of Klamath Lodge No. 77 AF&AM. The Rev. Victor Phillips will officiate. Commitment services and interment will follow in Linkville cemetery. Friends are invited.

SHHHH!
ALAMO, Calif., (AP)—Clyda Clauch is waiting until William McGeehon returns from overseas, to learn what he wanted to tell her.
His last letter began "Dear Clyda," and ended "Yours, Bill."
Everything in between was snipped out by the censor.

Death Is Mystery



Hazel Lorene Seton (above), 23, of Los Angeles, died in apparent agony aboard a passenger train east of San Bernardino, Calif., while returning home after watching her air cadet fiancé receive his flier's wings at Phoenix, Ariz. Preliminary examinations only deepened the mystery of her death.

OUR MEN AND WOMEN IN SERVICE



"Bob" Waggoner, son of Mr. and Mrs. Walter Waggoner, of 920 Grant street, is busy as a bird dog going through his pre-flight training at Del Monte, Calif. "Bob" joined up with the United States navy air corps this year after taking his CPT at Ontario, Ore., where he got his solo wings. He is a former Oregon State college student and was president of Theta Xi fraternity at the time he enlisted. "Bob" left here two weeks ago for Del Monte.

FORT KLAMATH—Staff Sergeant Jesse F. Cross of the U. S. air corps on active duty in North Africa is one of Uncle Sam's boys who is not only doing his part on the fighting front but is also helping beat the axis on the home front by buying war bonds. Since leaving from Philadelphia, Pa., for overseas duty last October, Sgt. Cross has sent \$450 out of his service pay to his father, J. Edwin Cross, of Fort Klamath, to invest in war bonds. The last bond purchased for his aviator son by Cross was for \$250 and was telephoned in to Klamath Falls during the recent war bond drive when the famous rooster, Captain Jack, was auctioned off on a radio program. Sgt. Cross intends to continue to send regular monthly allotments out of his pay to his father for further investment in bonds.

CAMP MURPHY—Two former residents of Klamath Falls have just been enrolled in a special course of instruction in the southern signal corps school at Camp Murphy, Fla. They are as follows: Technical Corporal Eddie C. Owens, son of Edward H. and Lillian E. Owens, 2144 Vine street, and George Murray Lawson Jr., son of Mr. and Mrs. George M. Lawson Sr., 109 N. Broad street.

CARLISLE BARRACKS, Pa. Captain Siegfried R. Berthels, dorf, 28, medical corps, Klamath Falls, physically hardened and well-trained for duty with troops in the field after six weeks of gruelling preparations, today was graduated from the medical field service school at Carlisle Barracks.

He has already left for his new station where he will put into actual practice the military training, medical tactics, military sanitation, logistics, field medicine and surgery, and administration which he learned thoroughly at this "West Point" of the medical department. He was among a class of 299 physicians, dentists, veterinarians, sanitary engineers and medical administrative members who prepared themselves at this army school to convert their professional skills from peacetime to war uses. Well known in Klamath Falls, Captain Berthels is a graduate of the University of Oregon medical school where he received his MD and MA degrees.

FARRAGUT, Ida.—Recruit training began here this week for Robert Clayton Friesen, son of Mr. and Mrs. J. E. Friesen, 1717 Main St., Klamath Falls.

Auxiliary Anita Hecoceta, daughter of Mr. and Mrs. S. H. Hecoceta of Sprague River, is taking her basic training in the WAACs at Daytona Beach, Fla. She left February 26 for induction into the women's army corps.

Aux. Hecoceta's address is 77th Co. Post Headquarters, care Osceola Hotel, Daytona Beach, Fla.

CHILLOQUIN—Chilloquin friends of Bob McCorkhill will be interested to know he is seeing action in the raw. He writes his friends, "I was going down the road driving a French-made truck when a Jerry spotted me. He didn't seem to like the way I was speeding, because at once he began zooming low and peppered me with his machine guns. I nearly pushed the throttle

through the floor board, and it paid big too. With the help of an American fighter I made it to my base. However my cab is well ventilated—14 holes in it the size of hen's eggs. It is a very good truck." Bob joined the army soon after Pearl Harbor was attacked. He landed in North Africa with our first contingents.

CHILLOQUIN—Friends of Allen Horton will be glad to know he has lost enough weight to enter an aviation cadet school. However, before doing so he took a course as aviation machinist and graduated from the school with the highest grades ever made at the school. Allen joined the army air corps in the fall of 1942. He is the son of Mr. and Mrs. George Horton, now living in Medford.

CHILLOQUIN—Bud Parazoo has been transferred to Florida for his final training in the engineering combat school. He is studying and working hard to learn to live and operate on water as well as land. He is with the amphibious force. His wife lives in Chilloquin.

CHILLOQUIN—Word has reached here that Josephine Hayes is graduating from nurses training and has signed up for overseas duty with the army. Lydia Hughes, daughter of Mr. and Mrs. Wes Vaughn, will soon graduate from nurses training. She has signed with the navy. Lorene Larsen has joined the WAACs. Her parents live in Bend. Betty Vilim, formerly employed in the Crater Lake park office at government camp has joined the WAACs and is stationed at Des Moines.

CHILLOQUIN—What a marvelous feeling these boys must have had when they found themselves all together in a "liberty port" after the fierce fighting and hardships they had known during their stay on Guadalcanal, Tulagi and Guvutu. The boys are Victor Felder, son of Mrs. Martha Felder; "Shorty" Donald Taylor, son of Mr. and Mrs. Brick Stowe; John Spence, son of Mr. and Mrs. Bill Spence; Herb Roper, formerly with Doc Starrett drug store; Don Gray, son of Mr. and Mrs. Bert Gray; West Engle, son of Mr. and Mrs. Harry Engle; Delbert Denton, son of Mr. and Mrs. Frank Denton, and the Wimer boy from Fort Klamath. They write wonderfully happy letters lately.

CHILLOQUIN—Gene Coleman has been released from the army due to ill health and is back in Chilloquin. Jack Coleman still has his c/o postmaster address. Paul Coleman remains at Pearl Harbor. He writes "the ocean is nearly as blue as Crater lake, and the beautiful moon-lit nights are enough to drive a man to 'drink.'" These three boys are the sons of Mrs. Maud Coleman, now living in Klamath Falls.

CHILLOQUIN—Hughie Carter, nephew of Mr. and Mrs. George Carter, joined the navy in July, 1942, and is with the "Mosquito fleet." He writes, "unless you have been 'there' you cannot imagine the thrill that comes from a ride in these fast honeyeys." Hughie wears the stripes of a third-class engineer. He had a 30-day leave recently and is now stationed at Des Moines, Ia.

CHILLOQUIN—Bill Richards, nephew of Mr. and Mrs. George Carter, is in North Africa. He is bombardier on one of our big planes and is seeing plenty of action. He joined the army air corps in the spring of 1941, and was among the first to arrive in that theater of war.

War bonds insure all other kinds of insurance. Get one today. Hans Norland Insurance, 118 North 7th.

Bolivia's Leader



Gen. Enrique Penaranda, president of Bolivia, leads his nation in its newly declared war against the axis.

OPA COMPLAINT

ROSWELL, N. M., (AP)—Try this one for size, please. That's Dayton Talmadge, New Mexico Funeral Directors association president speaking to OPA officials and association members.

He took several caskets, built according to OPA specifications, to a meeting and asked the members to try them.

The caskets were too small for more than half of them. No peace is good unless educators and the church are allowed to speak and unless they conduct themselves so that they will be listened to.—Norwegian Parliament President Dr. Carl J. Hambro.

Convoy Road Is a Lonely One Says Local Navv Man

MERRILL—It's a lonely old trail, the convoy route between the western and the eastern hemispheres. No mail reaches the boys who are responsible for the safe delivery of allied war materials to ports across the seas for weeks and sometimes months. Radios, with the exception of the official sets on board the merchantman, are "taboo." They might be a give away to the enemy subs that lurk like "schools of fish" for the slow moving convoys so the old phonograph and scratched records get a thorough working out, according to Lester Lodien, who spent a few days in Klamath Falls with his brother, Dennis Lodien, before reporting back this week to San Francisco for further duty.

Lodien, a gunner's mate 3/c class, enlisted a little over a year ago and in the brief span of twelve months completely circled the globe, touching in his travels, India, New Zealand, Africa, Australia and both coasts of South America. Nonchalantly he mentioned the torpedoing of the boat on which he was returning to America early in March. He described its sinking and the rescue by a destroyer of all the crew except one who was asleep near where the torpedo entered the ship. The crew never saw the sub that sent the shell completely through the vessel. It was about 3 a. m. and while the moon shone on the water the deadly missile was sent without noise or fan fare and the under-water craft went on its way.

Possessions of all the crew including mementoes of their shore leaves in those far flung ports were down to Davey Jones locker. On board were a dozen or so tiny monkeys, small enough to be carried in the pockets of a shirt that the boys called banana rats. These, too, were lost.

Lodien praised highly the Australians whom, he said, seemed to really like the Americans. Australian cities are much like those in the United States. Their sky scrapers look like the New York shore line as ports of the major cities are entered.

India, particularly Bombay, is a city of beggars. Sailors from U. S. vessels fell over them in the dim light of the black-outs as they sprawled in gutters and across sidewalks. Dozens of little beggars, some of them mere babes, work under a master beggar who gets the lion's share of what they can wangle out of foreigners. Americans particularly are sized up as being made of money.

Shoe shine beggars double up, one hanging on to each foot of sailor boys who go ashore and shine as they walk, yelling for cash. Crippled beggars try to sell their canes and knives as a common buy. Sailors registered amazement at the deftness with which the Indian wraps his 18 or 18 yards of cloth into a turban and "women of India look like bales of cloth walking around."

Food on board was plentiful and good and Australian beef loaded for table use on one voyage was excellent. Travel being necessarily slow, the boys had plenty of time to think "and

most of us lived a lot in the past." They dragged a fish line most of the way to India but "only got a strike or two." Laundry, especially greasy work clothes, was a chore so these were tied to ropes and dragged through the salt water that eventually cleaned them.

English coal burning ships were the bane of convoys, the smoke being a trailing signal for the enemy. These sometimes shipped among American oil burners.

Lodien hoped to be sent on destroyer duty on his return from his 30-day furlough, part of which was spent in Minnesota with his family. He was employed during part of his residence in Klamath county on the D. E. Alexander ranch at Merrill.

Camp Fire News

The "Service Thrifters" are still hard at work on their salvage drive for greases and fats. To date over 175 pounds of high-quality grease and fats have been turned in by the various Camp Fire groups of this city and the money received from the greases and fats is being put into various uses by each group.

The "Rainbow" Blue Bird group will buy cake for the service men at the Commando Service center with their money. Mrs. Matt Kohn's group of Blue Birds will use their money to purchase honor beams for their ceremonial gowns. Mrs. Raymond Reeves' group has put its money into a general fund to be used later in the year for something needed or wanted by the group.

Bulldozer Starts Snow Removal on Rocky Point Road

A county operated bulldozer was sent to the junction of the Rocky Point-Lake o' the Woods road, and will start snow removal on the resort stretch, according to John Sarginson, ranger in charge of Rogue River National forest.

Heavy snow still covers that section of the mountain area, and melting is quite late this year. The seven-mile stretch into ranger's quarters is the only section to be cleared.

If after the World War (I) we (had) had an interest in the education of the common man rather than in solely intellectual co-operation on the higher levels, we might have educated him for living, not for death.—Dr. Paul Cannon of Stanford University.

Mrs. Raymond Reeves of Lakeshore drive, has the only group in the city which is working on the birthday project. For this project they have chosen a most opportune subject, "The Thrifters" honor has seven different aspects of community service. These include the budget, home, garden, health, war bonds, clothing, care and salvage. At the present time the group is making the Thriftie dolls from straw and art paper which will be on display at a later date.

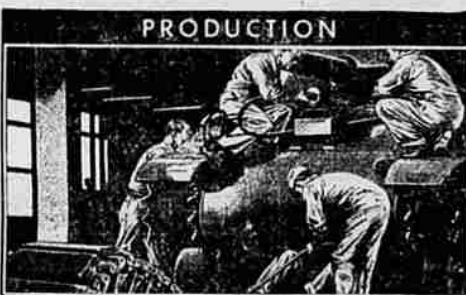
Do not hesitate to call 5442. Mrs. Matt Kohn Jr., in regard to the fats and greases which you have saved.

Firs' sawmill in the U. S. was built at York, Maine, in 1823.

MORE GOOD NEWS FROM THE PRODUCTION FRONT

A REPORT TO THE NATION

on General Motors' Production, Employment, Economies and Profits



PRODUCTION
TODAY THE COUNTRY'S LARGEST PRODUCER OF WAR MATERIALS

During 1942 war production in General Motors increased rapidly. Deliveries in the fourth quarter were more than four times those in the fourth quarter of 1941 and were of an annual rate of more than three billion dollars. In reality, war production increased far more rapidly than dollar value indicates—thanks to decreases in cost of manufacture. General Motors' interests and energies are concentrated on speeding war production.



PERFORMANCE
THROUGH BATTLE TESTS WITH FLYING COLORS—THE WORLD AROUND

General Motors' war products are now being used by both the Army and Navy on battlefronts all over the globe. Reports of their effectiveness—and, in many cases, of decided superiority over enemy equipment—are evidence of the quality materials and precision workmanship going into their manufacture. The great variety of equipment furnished is indicated below—and there are additional secret weapons which cannot be listed.



SUBCONTRACTING
THOUSANDS OF SUBCONTRACTORS AND SUPPLIERS ASSIST GENERAL MOTORS

Continuing peacetime practices, thousands of subcontractors and suppliers—companies which have demonstrated production efficiency and ability to maintain quality—have been utilized by General Motors. This practice has resulted in the spread of approximately one-half of General Motors' war work to outside firms. Thousands of these subcontractors and suppliers are firms employing 100 people or less.



"KNOW-HOW"
ENGINEERING AND PRODUCTION KNOWLEDGE PRODUCES RESULTS

The experience gained by General Motors over the years has proved of immense value in war work. This "Know-How" in the fields of engineering and manufacture has made possible quick conversion to war production, and resulted in simplification of design, improvement of quality and reduction in cost. This not only speeded up the work and got the job done, but saved manpower and millions of dollars of the taxpayers' money.



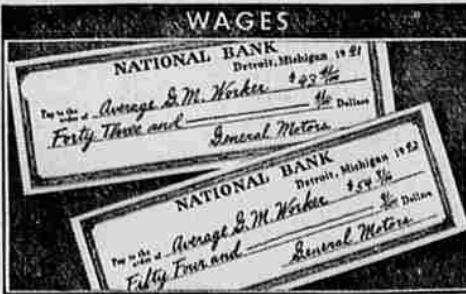
EMPLOYMENT
EMPLOYMENT FIGURES HAVE MOUNTED TO AN ALL-TIME HIGH

Although more than 50,000 G.M. people have joined the armed forces, employment in the U.S. and Canada rose to 370,000 in 1942—an all-time high. This increase involved great problems in training personnel. Hours worked increased to an average of 42.5 hours per week, compared to 40.7 hours in 1941. General Motors' employment is spread through 107 plants in the U.S. in 46 communities in 13 states—and five plants in Canada.



SERVICE COOPERATION
TECHNICAL TRAINING AND FIELD SERVICE TO ASSIST THE ARMED FORCES

General Motors' training schools for technicians of the armed services have graduated more than 11,000 men—will train approximately 40,000 in 1943. Parts schedules have also been established, and maintenance units set up in combat areas. Technical observers are stationed at battlefronts, so that our engineers and mechanics, cooperating with the armed forces, can more rapidly improve the military effectiveness of weapons.



WAGES
WAGES REACH A NEW PEAK AS RATES AND HOURS INCREASE

Along with increased employment and working hours, wages have risen substantially. Hourly workers, who averaged \$43.41 weekly in 1941, averaged \$54.91 in 1942—an increase of 26%. The payroll for both salaried and hourly rate employees in 1942 was \$859,314,062. G.M. paid \$259,331 to employees for suggestions furthering the war effort. More than \$7,000,000 was paid to employees through group insurance.



REDUCED COSTS
SAVING MILLIONS OF DOLLARS FOR UNCLE SAM—AND YOU

As a result of the industrial "Know-How" reviewed above, manufacturing costs were reduced that, by the end of 1942, more than \$177,000,000 had been voluntarily returned to the government in price reductions, and there will be an additional \$183,000,000 in price reductions which will apply to subsequent deliveries under existing contracts.



PROFITS
GENERAL MOTORS' PROFITS WERE LOWER IN 1942

The General Motors policy of limiting its rate of profits, before taxes, on its manufacturing business to about half of 1941 resulted in a net income from manufacturing of 43.5% of total sales. Common stock dividends were \$2 per share in 1942, as compared with \$3.75 per share in 1941.

First Church of Christ, Scientist, Klamath Falls, Oregon, Announces a Free Lecture on

CHRISTIAN SCIENCE

Entitled

Christian Science; The Revelation of True Freedom

By

RICHARD J. DAVIS, C. S. B. of San Jose, California

Member of the Board of Lectureship of the Mother Church the First Church of Christ, Scientist, in Boston, Mass.

IN CHURCH EDIFICE—Corner 10th & Washington

FRIDAY, APRIL 30 - 8:00 P. M.

The Public is Cordially Invited To Attend

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