

KLAMATH LADY SPECIALIST IN MACHINE SHOP

Mrs. Blanche McKenny, a former resident of Klamath Falls, is the first woman specialist to be employed in the San Francisco machine shop of the Enterprise Engine and Foundry company where large marine diesel engines are constructed, according to an article received here. Mrs. McKenny is now working in the inspection department.

Her husband, Duvall McKenny, is employed as foreman at the General Engineering Drydock company in San Francisco and she learned her trade from him.

They report that they find their work very interesting.

Mr. and Mrs. McKenny made their home in Klamath Falls for many years, before leaving last year to make their home in San Francisco. They are now spending their vacation here, visiting with Mr. and Mrs. Guy Jones and their numerous other friends.

The cheerful look on the faces of war workers indicates that when you're up on your toes you're not down in the mouth.

EDITORIALS ON NEWS

(Continued From Page One)

over. But the first time we went into action he was as cool as a cucumber and didn't seem to have a nerve in his body. He just cracked down on 'em and popped 'em off."

Then the boy added with a grin: "You can't tell about yourself, either, till you go into it. You never know what you'll do till you've been under fire. About nine times out of ten, it turns out not to be as bad as you thought it would be."

SO far, these quotations have been wholly anonymous. The boys themselves don't like the idea of being quoted publicly. It makes them look like publicity hunters—which almost without exception they abhor.

Here's one from Colonel Carlson, of Carlson's almost legendary famous raiders. For all they've looked on, his eyes fill with tears when he tells it and his voice gets a little husky:

"We were operating well behind the Jap lines, with no communications, no stretcher bearers, no help at all except what we could give to ourselves. One of my boys was hit hard in the abdomen. We rigged a rough stretcher and carried him along. Several times he asked for food, and we gave it to him. Every time he'd explain with a grin that it didn't do much good because it ran right out. Through all the ex-

cruciating agony of those hours, there was never a peep out of him. When we were trying to do what we could for him that night, he asked: 'Can I talk?' and I told him: 'You'd better not, son,' and he grinned and said: 'OK.' A few minutes later, he died."

THAT'S the kind of kids they are, these youngsters of ours who are fighting our battles in the far places of the earth.

M'MERRICK LATEST NAVY RECRUIT HERE

Charles N. McMerrick of 325 Martin street is the latest navy recruit enlisted here, according to First Class Specialist Dan Schrieber, local navy recruiting officer. McMerrick signed up for the Seabees and will probably be sent to Norfolk, Va., for training.

Specialist Schrieber said that word received from Portland today states that 17-year-old enlistees are now being sent direct to Farragut, Ida., without seven days leave. Previously, the Portland officials said that enlistees would be sent to Bremerton rather than to Farragut for training.

It is the simple truth that without Russia to aid us in the war, we would have been in desperate jeopardy.— Joseph E. Davies, former ambassador to Russia.

IGL PROPOSES IMPROVEMENT OF ENTRANCE

One of the major proposals at a meeting of the park board on Tuesday was that made by E. M. Igl, a representative of the planning commission. Igl proposed that the west entrance to Klamath Falls be improved and possibly be made into a city park. This would include the territory from Link River bridge to Second street.

E. E. Spencer, keeper of Moore park grounds, made the suggestion that the road over the hill from Riverside school to Moore park be improved. He also asked that some of the large sprinklers on the lawn at the park be changed to small ones so that small plants may be watered better.

Spencer also reported that there were about 400 cars at the park last Sunday and 3000 people there at one time.

What satisfaction can there be for the Germans who are being moved out of territory that is being bombed into territory that likely will be invaded?

You can't blame a man for getting impatient with a wife, generally speaking.

Klamath Gets Money For Animal Control

SALEM, July 8 (AP)—The state department of agriculture today allocated \$21,250 to 18 counties for control of predatory animals. The allocations, which cover this year, are made on condition that the counties make equal appropriations. Amounts allocated to counties includes \$2000 to Klamath.

SIR HARRY OAKES DIES AT NASSAU

NASSAU, Bahamas, July 8 (AP)—Sir Harry Oakes, one of the richest men in the world, died at his home here last night.

The body was found this morning, and officials immediately launched an investigation.

(At Miami, Fla., the Daily News said Detective Captain James J. Baker and Captain E. W. Melchen of the homicide squad had been summoned to Nassau this morning on a secret mission).

Oakes, who was made a British baron in 1938, was born at Sangerville, Me., December 23, 1874.

Sir Harry maintained homes at Niagara Falls, Ontario; London, Palm Beach and Nassau. Oakes, whose fortune has been estimated at a figure as high as \$200,000,000, has many enterprises at Nassau, and is the largest real estate owner on the island of New Providence.

GOVERNMENT MAY END COPPER STRIKE

BINGHAM CANYON, Utah, July 8 (AP)—Army officials expressed confidence that government action today would end a strike of railway conductors which has halted production at the Utah Copper company mines, the nation's largest producer of the war-vital metal.

"The government cannot stand for further loss of copper," Major M. J. Tinerney, executive officer of the labor branch, ninth service command, asserted after a day-long conference with union and company representatives. He predicted that a settlement would be reached today with the intervention of "some department of the government."

The halt in production came after the walkout Tuesday evening of 100 members of the Order of Railway Conductors (AFL) from their jobs on the Bingham and Garfield railroad, a line which hauls the ores from the mines at Bingham to smelters at nearby Magna and Arthur, Utah.

The hour is not far off when our great fatherland will again breathe freely. The Russian people no longer stand alone in this deadly struggle. Beside them are the soldiers of our Allies.—Moscow radio.

Goebbels Takes Over Theatres

STOCKHOLM, July 8 (AP)—Berlin dispatches said today Propaganda Minister Paul Joseph Goebbels had taken over the operation of all German theatres from private operators because of dissatisfaction with the programs. The report indicated he believed the programs were not attuned to the Nazi war effort.

OLDEST LIFE TRACE

Oldest imprint of life is said to be the fossil imprint of a jellyfish preserved in the Smithsonian Institute in Washington, D. C.

Local Sale of Use Tax Stamps Totaled

Auto tax stamp sales to date from June 1, when they first became available, now total 6693 stamps, according to postoffice officials. They are now being sold at the rate of approximately 200 per day.

TREES PACK 'FLASKS'

Trees contain about as much water in winter as in summer. In winter, however, the moisture is not stored in the cells, but in the spaces between the cells.

Fire insurance insures your property. War bonds insure your liberty. Hans Norland, Insurance, 118 N. 7th.

Pepsi-Cola Company, Long Island City, N. Y.
Franchised Bottler: Pepsi-Cola Bottling Co., of Klamath Falls
645 Spring St., Klamath Falls, Ore.

GOOD NEWS FROM THE PRODUCTION FRONT

WORKING TOGETHER

The Armed Forces
GENERAL MOTORS
18,735 Sub-contractors & Suppliers

American enterprise and its time-tested production methods are meeting and fulfilling the most imposing demands ever placed upon the industry of any country

IT HAS BEEN our privilege to play an important part in war production—geared with the supply services of the Army and Navy, and with almost 19,000 other producers who have worked with us.

Figures show how successful this "partnership" has been. But they do not show the valuable direction and cooperation we have had from Army and Navy officials. Nor do they indicate the fine spirit shown by our suppliers and sub-contractors.

While 18,735 organizations have shared our big job of war production, there have actually been more than 68,000 such "partnerships" established. For, in many cases, several divisions have gone to the same source, for different types of work.

It is interesting to note that nearly three-fourths of the firms which have furnished us parts for war products, employ less than 500 people. Of these more than half employ 100 or less.

We have chosen our sub-contractors and suppliers carefully, in order to secure those best qualified for the work at hand.

In this we have had one great advantage: "Sub-

contracting" is merely a wartime extension of a time-honored General Motors method. We have always dealt with thousands of suppliers of materials and parts.

And so we have known how to proceed in establishing sources dependable as to both quality and efficiency of performance—not only among

FACTS ON GENERAL MOTORS SUB-CONTRACTING	
Total number of sub-contractor-supplier connections with GM divisions.....	68,505
Number of separate organizations from which GM purchased parts, materials, services and supplies.....	18,735
Size of organizations furnishing us with parts for war production—as indicated by special survey—was as follows:	
Firms employing less than 100 people.....	43%
Firms employing 100 to 500 people.....	31%
Firms employing more than 500 people.....	26%
General Motors' policy on sub-contractors and suppliers has resulted in the spread of approximately one-half its war work to outside firms. The figures above are taken from an exhaustive study of sub-contracting prepared in connection with a recent report to the War Department.	

organizations with which we have formerly worked, but also with thousands of others.

This sub-contracting "know-how"—combined with manufacturing "know-how"—is largely responsible for the consistent quality of the war goods produced. It also accounts for cost reductions totaling hundreds of millions of dollars.

The "partnership" of the Armed Forces, General Motors and the thousands of other businesses involved—some large, some small—is but one example of cooperative wartime endeavor by the automobile industry.

All companies in this mass-production industry have been cooperating with one another—and with organizations not formerly supplying the automotive industry—in order to utilize all knowledge and facilities suited to the task.

The success of this method demonstrates one fact of tremendous importance to all Americans:

American enterprise and its time-tested production methods are meeting and fulfilling the most imposing demands ever placed upon the industry of any country.

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