

Herald and News

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Today's Roundup

By MALCOLM EPLEY

THERE is a possibility the end of the war in Europe may take the wraps off some of the proposed airline extensions now pending before the civil aeronautics board. Reports have been heard here that more equipment may be released soon to the airlines, and extension of commercial aviation activities may follow.



EPLEY

Several applications to provide much-needed service to Klamath Falls are now before the CAB. Among these are the major line proposals of the United Airlines and Western Airlines.

United, by establishing alternate schedules through here, could provide service quickly without additional flying equipment, while Western is anxious to establish a route up and down the Pacific coast with Klamath as a major stopping point.

Klamath has long suffered from lack of commercial airline service. Some of the old reasons for denying applications to come through here are no longer valid, inasmuch as this city is now on a through airway, the navigation aids are in, and the local airport is one of the finest in the nation that can accommodate any commercial ship. It is true the navy is operating the field, but it is our understanding that the navy would permit regular commercial planes to use the field.

Now is a good time to begin pushing again for this needed service. Klamath has a fine case for a through airline.

We are getting just a little tired of receiving airmail that takes longer to reach us than ordinary mail.

Johnson Leaves Lake

WE learn with regret that Vic Johnson will leave his job as Lake county agent to take a similar position in Umatilla county.

Mr. Johnson served a year and a half as assistant Klamath county agent before going to Lakeview about 1930. He has done an outstanding job in Lake county, he and our own Charley Henderson making a grand team for this part of the state.

The Umatilla appointment is a tribute to the excellent record made by Vic Johnson in his Lake county assignment. Here's wishing him the best of luck. He will take care of the rest.

What, No Speaker?

KLAMATH Union high school will graduate its 200 or so seniors this week without the customary commencement speaker. School officials and board members will make a few remarks, and the chief speech-making will be done by students—Valedictorian Jimmie Case and Salutatorian Marjorie Huskinson.

Having heard numerous commencement speakers, and having been one a few times, we are not going to deplore the KUHS decision. We predict very satisfactory commencement exercises can be held without a "principal speaker."

Some reader will probably come up right now with the remark that things will be all right, too, without the annual comments in this column addressed to the graduating students. True enough, and that's enough on the subject.

Dunsmuir News ran an advertisement last week offering for sale a gas range and a baby "almost like new." Editor Elmer Jenks has been answering the telephone ever since, patiently explaining that it should have read "baby buggy" and parrying the good-natured ribbing of subscribers. "Oh well," said Elmer, "it proves our paper is read, anyhow."

News Behind The News

By PAUL MALLON

WASHINGTON, May 21—Here is the story no one could get at San Francisco—the inside story of why Sidney Hillman, Russian labor, and leftists of British trade unions happened to assemble their new world labor order on Oakland, across the bay, just at the very day of the opening of the world peace conference, and what they were up to.

All inquiries were pushed aside out there with the explanation that this new world labor power, called the World Trade Union Congress,

was merely looking for reflected publicity from its proximity to the conference, or something similarly inconsequential.

It is no wonder the story was hidden securely beneath a rubble of confusing explanations because it would have disclosed a coup de conference planned by Mr. Hillman and his Russian associates—a coup which was squelched completely in a secret meeting of the conference steering committee. Despite intervention by no less a power than Molotov himself, these are the facts:

The Oakland labor assembly was completely under control of Hillman and the Russians, with the British riding quietly behind them. The head of the Russian labor delegation at Oakland was also an official delegate for Russia in the San Francisco peace meeting and the pipeline between.

Through him the Hillman crowd worked up a program whereby they would all get into the conference and into the permanent peace setup by being established as the group to handle world labor problems.

They succeeded in getting the economic committee of the conference to approve their entry as consultants. The economic committee includes strong representation of smaller nations, particularly Latin America.

A resolution carrying out this purpose was handed by the economic committee to the steering committee which is composed of all nations. After some warm discussion, that guiding committee of the conference decided it would not even go into the matter thoroughly and defeated the resolution.

Championed By Molotov

WHEN Hillman saw this coming he got Molotov to champion his cause, and it was the Russian foreign minister who pressed the matter as far as it went in the steering committee.

By his own adroitness, Hillman thus out-slicked himself and disclosed his hand. That Molotov would champion his cause was all-too-obvious evidence to everyone on the inside that their fears and suspicions about Hillman's trade union congress had solid ground—that it was more Russian than worldly.

A few days later the Oakland meeting quietly adjourned without taking any noticeable action and Mr. Hillman went off to southern California for a rest.

The frustration of the coup represented a victory for Bill Green, the AFL president, who has been vigorously fighting Hillman's attempt since the last election to establish with the communist a world labor front.

Green demanded in resolutions passed by his executive council (May 8) that world labor be represented in the future world order by the International labor office, a successful creature of the old League of Nations.

Shrewdly he did not seek the place for his own AFL world group which is represented by an organization known as the International Federation of Trades Unions.

He did not seek to steal for himself the world authority and power which he would deny to the CIO crowd, but would leave it to an established league of nations organization. His position was impregnable.

Britons Suspicious, Too

HEAR that even the British have become suspicious of Hillman's effort to align with the communists in a front which would in some ways be as powerful as the peace setup of the nations and—Hillman's coup had gone through—able to influence the judgment of nations. The Russian unions are not free trade unions but subdivisions of the government.

I understand that even Sir Walter Citrine, the British ultra-liberal leader, is looking for open doors behind him to escape politely the agreement Hillman and the Russians effected in London some months ago establishing this new organization.

The British trade unions which were unanimously represented in that London gathering have now split, and I do not expect they will go very much further with Hillman and the Russian effort to capture world labor control.

Hillman, by this effort coming atop his domestic electoral activities, has lost much ground in Washington, particularly in congress.

No doubt he will try to come back and continue to build world labor power against the AFL's international unions, but the chances that he could become a great world control influence (as he tried domestically) seem to have been stopped definitely by the San Francisco action.

Also in his coming world combat with AFL, I would bet against him. Totalitarian trade unions are hardly what American workmen want. His league with the Russians (especially as it loses British support) may hurt the CIO in domestic labor dealings.

Furthermore, the AFL is rather powerful internationally and able to take care of itself in most countries, although the hegemony acquired by Russia in eastern Europe, the Balkans, Austria, Greece, etc., and perhaps even in the trade union movements in France and Italy, will promote a dangerous new opposition growth.

Mr. Green's cry that his AFL represents American trade union concepts, however, is apt to be popular where it counts most, in the United States—including Washington, the center of national power.

SIDE GLANCES



You can really save me from disaster—I lost my ration books! Isn't it lucky we live only 30 miles apart?

From Other Editors

INTERREGIONAL HIGHWAY SQUABBLE

(Eugene Register Guard)

Before the Oregon state highway commission Klamath Falls, Bend and the communities east of the Cascades are battling against Medford, Roseburg and the cities of Southern Oregon over the designation of the "interregional highway" between the Sacramento valley and the Willamette valley.

Klamath and Central Oregon want U. S. No. 97 (The Dalles California road) and the Willamette road (Ore. No. 58) incorporated into the "interregional" between Weed, California and Eugene. The people on the old U. S. No. 99 line through Roseburg and Medford are tearing their hair.

Eugene (as represented by the chamber's highway committee of which Ed Turnbull is chairman) has elected to take no part in this controversy. For more than 15 years Mr. Turnbull and his group have worked unceasingly for the development of BOTH ROUTES and it stands on that policy.

Legally only one of the routes can be designated officially as "interregional" at the present time, but both ARE interregional, and because of the topography of the Pacific coast, both have exceptional importance in the TRAFFIC SYSTEM connecting California and the Northwest. During the pre-war period these facts were emphasized in repeated conferences with the U. S. Army's Ninth Corps command at San Francisco in discussing transport for defense.

1. Through the mountains which separate the Sacramento valley from the big northern valleys there are ONE TWO major gateways for railroads or highways, as contrasted with the broad valleys where there is a choice of routes.

2. Complete development of BOTH GATEWAYS is a matter of utmost strategic and economic importance.

Official designation as "interregional" means only that the line chosen gets pavement 2 feet wider than present standard and 4-foot shoulder. But there is nothing to prevent the state from adopting a similar standard for any alternate route, and as far as those mountain gateways are concerned, we believe BOTH should be brought to maximum standard.

There is an illusion that designation as "interregional" means four-lane superhighway design from end to end starting now. That is just an illusion—except where the designated interregional passes through cities of 10,000 or more population.

Such superhighways—trans-continental and laterals—were discussed when the present fed-

eral aid bill was before congress, but the idea was abandoned as premature, and the INTENT of present legislation is merely to get fast and adequate routes between states and through major cities.

Chances are the present U. S. 99 south of Eugene will get the call as "interregional" because it serves more cities and more population, although it must cross some five major summits where the other route has only one, and although it will be much costlier to complete.

As a matter of fact, the Klamath-Willamette route will be virtually complete to modern standards with the first post-war contracts for the section from Chiloquin to Beaver Marsh and the section from Pleasant Hill to Lowell, whereas it will take much longer to rebuild the many difficult cottages of U. S. 99 south of Cottage Grove, even with such priorities as may attack the designation as "interregional."

To the eager rivals and to the rest of the state we would like to convey these common sense facts:

1. BOTH ROUTES are vital to develop maximum traffic interchange between California and the Northwest.

2. EVERYBODY benefits if both of these gateways through the mountains are opened wide (with the scenic Coast highway supplementing).

3. TRAFFIC FLOW between the Sacramento and Willamette valleys should be the common objective, and if we get it there will be plenty of business for U. S. 97, U. S. 99, U. S. 101 from end to end, and for all connecting roads.

When, as and if, mammoth superhighways become necessary, or economic, it is quite likely they will AVOID population centers, and how such lines would be laid out is anybody's guess. In the meantime, in Oregon we should have the complete and bring to highest possible standards all major lines of TRAFFIC FLOW. The Willamette valley cannot be hurt by development of Central Oregon's vital U. S. 97, nor can Central Oregon suffer from completion of U. S. 99 or the Coast Highway U. S. 101.

These gateway routes between California and the Northwest derive exceptional importance only from the fact that they are absolutely limited. BOTH are needed. It will not matter much which is labelled "inter-

BOTTLE GIVES CLUE OF LOST RELATIVE

CHARLESTON, W. Va., May 21 (AP)—A note in an old medicine bottle picked up in the sands near Reedsport, Ore., may have provided Mrs. Elbert S. Cox of Logan, W. Va., with her first clue on the disappearance of her long-missing half brother.

A highway worker last week found the message in an old-fashioned oval bottle in the drifts along an Oregon beach. The note read:

"November seventh, 1907, on a raft at sea, almost dead and dying for water. If not picked up before night I will die before morning. If anybody finds this please put in the paper so my people can see what has become of me."

The signature was that of T. B. Snow, Louisa, Ky., and on the reverse side of the paper was written: Spokane, Washington, Lodge Brt—307, 233 Howard street.

Mrs. Cox read the story as it appeared in the Charleston Daily Mail last Thursday and today wrote to the editor, saying:

"I had a half brother who disappeared about that time, or a little later, as well as I can remember. His full name was Temple Brown Snow. All his people lived at Louisa, Ky., at that time."

Mrs. Cox' letter ended with a request for further information.

Induction Of Ship Workers Postponed

WASHINGTON, May 21 (AP)—Selective service headquarters today authorized state directors of California, Oregon and Washington to postpone the induction of skilled workers in Pacific coast ship repair yards.

Selective service described the repair of damaged naval vessels of the west coast as "of utmost urgency."

The announcement said Admiral Chester W. Nimitz, commander in chief of the Pacific ocean areas, has requested that "extraordinary steps" be taken to meet the emergency so that the ships may be made available for use in the Pacific as promptly as possible.

Snell Appoints Civil Service Commission

SALEM, May 21 (AP)—Governor Earl Snell today appointed the three-member state civil service commission, which will set up the civil service system for state employees.

The committee must choose a director by July 1. The recent legislature provided for civil service for state employees.

Members of the commission are A. C. Cammack, Portland; Mrs. Effie Turmeare, Hood River, legal secretary of the league of women voters, and J. N. Chambers, Salem.

regional" if we recognize the strategic importance of both of them for maximum traffic between the great valleys.

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RESINOL SAFEWAY

Portlanders Invited To Visit Snakes

PORTLAND, May 21 (AP)—The city zoo today invited Portlanders to come in and mingle freely with about 175 snakes—even to handle them.

Director Arthur M. Greenhall hung a "Welcome" sign on the concrete snake pit, declaring all snakes aren't vipers.

"This experiment," he said, "is going to prove to a good many people that snakes aren't as bad as they're painted."

The 175 are all harmless.

COOPERATIVE TO BUY FEED COMPANY

LAKEVIEW—The Lake county cooperative, recently organized by the farmers of this marketing area, plan to buy Weekly Brothers business and assume operation on June 1, 1943.

This business, as operated by Weekly Brothers, has rapidly become a real asset to the community, serving as dealers in grain, feeds, seed, farm machinery and farm supplies. It is the intention of the cooperative to continue this business as formerly operated with the expansion program to handle the greatly increased feed, grain and seed crops being produced in this area. Plans for adequate handling, storage and marketing of bulk grain are in the making. Also the need for additional farm equipment and feed processing facilities are recognized and will be incorporated into the program as soon as possible.

Ben Wilcox of Pacific Supply cooperative, who has been assisting in the organization work here, reports that the farmers are giving their wholehearted support to this project and predicts that Lake County cooperative will be among the leading farm cooperatives of the Pacific northwest.

Homer M. Smith has been retained as manager. Smith has a fine background of cooperative management experience, having resigned his position as sales manager and field representative of the chemical division of the Pacific Supply cooperative to accept this position.

Congress Asked To Pay For Grocery

WASHINGTON, May 21 (AP)—Congress has been asked to pay for a grocery at Coquille, Ore., destroyed by a naval airplane.

Senator Morse (R-Ore.) and Rep. Ellsworth (R-Ore.) have introduced identical bills to authorize reimbursement of Edward P. Stanley, store owner.

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