

# Herald and News

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## Today's Roundup

By MALCOLM EPLEY

**T**HE CIO action last week of announcing acceptance of a WCLC request for work resumption in the Klamath lumber industry has not developed into an actual back-to-work movement as quickly as many had anticipated.

Some of the headline writers on various papers made it appear that the workers were going back immediately. Instead, it was only a step toward possible settlement. This situation is shot through with so many complications that it doesn't work out with anything bordering on simplicity.

It is virtually impossible to state anything in connection with it that will not be challenged by somebody. Even, on occasion, people who give information will deny it or revise it almost immediately.

It has been quite clear to all observers that no one involved is going to hurry into anything. As we have frequently said, the local strike is a little segment of a great nationwide problem. It certainly has not offered an example for quick, efficient settlement of labor strife.

It happens, for instance, that the CIO contract with Weyerhaeuser Timber company, where the trouble started, provides for what seems to be a fair method of settlement of differences and adjustment of complaints. It does not appear that use was made of this machinery, and the strike started without it. This is a fact noted by the WCLC in its recent telegram, and it might well have saved a lot of trouble had the peace formula been tried to its fullest extent before the more drastic strike action was taken, followed by the many complications that are now being cleared so slowly.

### Streamliner Talk

**R**IDING the S. P. to Portland and back, we heard again the talk about S. P. plans for new, fast trains on the coastwise line. Travelers and trainmen seem to think there will be one or two streamliners, and there is talk of a train that will travel between Portland and San Francisco in 14 hours. Some one has even suggested 12 hours. The fastest train between San Francisco and Portland, the Cascade, now makes it in 21 hours.

The S. P. has done a bang-up job of moving freight, military personnel, etc., up and down the Pacific coast in the war period, in the face of difficult odds. Its regular passenger service has suffered considerably in the period. A decision to give the coast line modernized service would seem to be in order.

Between San Francisco and Los Angeles, the S. P. has run some fine, modern trains, even during the war, such as the Lark and the Daylight. That's the kind of service that would be most welcome on the whole coast run.

Incidentally, here's a suggestion for a name for a new streamliner: "The Modoc."

We would suggest the Klamath, but that's already the name of a train—which, incidentally, is quite distant from the streamliner class.

### Old Fort Road

**D**R. LOWELL T. COGGESHALL makes a sound appeal for improvement of the landscaping along the Old Fort road between town and the Marine Barracks. He has asked the Kiwanis club to take the lead in the project.

The Old Fort road is not exactly beautiful in spots. Improvement of private property along the way, planting of trees and shrubs, and other steps can be taken to make it an appropriate access road to a fine military installation. Dr. Coggeshall himself has shown the way by sponsoring some beautiful landscaping around the dispensary at the Barracks.

This is a worthwhile community project. We hope the Kiwanis club takes it up and makes a go of it.

We are still getting unsigned letters to the editor, or letters which are signed with the request that the name be withheld. On any important matter, especially controversial questions, we must have bona fide signatures on letters if we are going to run them. "Disgusted citizen," for instance, should let us know if his name is to be used on the letter received this morning entitled "If the shoe fits, wear it." Without the name attached, it can't be published.

## News Behind The News

By PAUL MALLON

**W**ASHINGTON, Sept. 18—(Continuing from yesterday). Now the idea is being advanced that it is not correct to say the British want to cancel the \$29,000,000,000 of give-lease obligations and get \$6,000,000,000 more money

to finance their planned socialist purchase of their own industries. Technically this is true; actually it is not true. They have come here with great piles of import-export figures, claiming they lost their trade during the war (certainly not to us), and saying they will use the new money to buy more foreign exchange than the export-import bank can furnish them. I have seen other figures showing they broke even on exports and imports during the war, aside from give-lease. Certainly they need many things. Perhaps they will use the money for that purpose, although not all with us.

But only by our capitalism bailing them out, can they put themselves in a financial position for their expensive socialism. Without the cancellation of the \$29,000,000,000 and more cash, and the export-import bank and the Bretton Woods foreign exchange funds, will they be able financially to swing their purchase of their bank, railroads, etc? No one will or can deny this.

### Using Our Money

**I**N the truest sense, therefore, they are using our money to finance their anti-capitalist program—and they do not want to pay interest on it while paying double interest to their own people for the purchase, and cancelling our give-lease while making repayment of real-lease to their own colonies. It is unquestionably true then that they propose to drain from our capitalism the fruits with which to kill their own, and Laski and the other socialist mentors at home are all the while publicly saying it would be a dastardly assault upon their honor for us to interfere at all with their plans, which logically anticipates dislocation of their whole financial system.

A person must pinch himself to ascertain if he has lost his senses when faced with such boldly proclaimed unreasonableness, but this is all a matter of public record, a record merely obscured for the present by carefully contrived propaganda.

### Agreement Needed

**B**RITAIN is a nation of around 47,000,000 people, roughly one-third of our population, although her empire has 557,000,000, more than a fourth of the population of the earth. Her payable production is not imposing aside from woollens, linen and Scotch whiskey but her empire produces every material which we need, and in most of which, we are short. Her internal debt (excluding give-lease) is, as near as I can find, around \$100,000,000,000 (\$4 billion), or also roughly a third of ours. In short, her people are about in the same debt fix as ours. While we have three times more people, we also have more than three times more debt. While she is reducing hers and cutting her commitments, we are enlarging ours.

A fair agreement would not appear difficult if both nations exhibited a reasonable attitude.

I know what I would do, if confronted by the proposition Britain has built up for our chief delegate, Will Clayton. If I could keep my temper in the face of such British impositions upon my intelligence, I would send Keynes and Halifax home, and tell them to send over Prof. Laski and the chancellor of the exchequer, as we must deal with someone of authority to know what they are going to do. I would say:

"We bailed you out of the last war, and we will bail you out of this one. We want to, we cancelled the post-war rehabilitation debts of World War I and we will cancel these. But we are not fools. This is getting to be a permanent proposition. We can support our own country but not yours also, indefinitely, under the most favorable circumstances, and your planned attack upon the very American capitalism, which has furnished from its toil the money to save you twice, has created threatening unknown circumstances.

"This money is extracted painfully from our people. It represents sweat of their brow. Get your cards out of your hat and on the table, and we will work out something fair to both sides."

### U. S. Was Loser

**W**E lost our last victory not only at the peace table, as is generally known, but in the post-war financing, as is not generally known. Germany never paid a net cent of these reparations, which drew our pity to such an extent that we ultimately took the lead in their cancellation, considering them so heavy as to be an unjust barrier to peace. Churchill once produced in the house of commons the full figures on reparations paid by Germany as compared with allied money borrowed (largely from the United States and Britain) by Germany. He showed they just about balanced.

### Our Taxpayers Pay

**G**ERMANY took from us money in loans (which she never repaid) practically covering in full what she paid France. Actually then our people, our taxpayers, paid the reparations which we so pitied Germany for bearing. And we do not even yet generally realize the trick Germany played upon us, making us allies assume her whole burden and enabling her to rearm swifter for the second war against us.

We can lose this victory the same way. More, we can utterly destroy ourselves, and our way of life, by falling into these foolish financial pitfalls, with which we are being presented.

## SIDE GLANCES



"Hold that pose, Dad—I'm drawing a picture of you to use as an illustration in my essay on erosion!"

## Telling The Editor

Letters printed here must not be more than 500 words in length, must be written legibly on ONE SIDE of the paper only, and must be signed. Contributions following these rules, are warmly welcomed.

### OUR LABOR TROUBLE

**KLAMATH FALLS, Ore.** (To the Editor)—I thank you very much for the September 15 editorial dealing with the local lumber trouble. It hits the nail on the head and proves that here we have a real modern thinker, speaking through the press, impartially for all the people. It will not be hard to settle this question if all parties in interest will only do what they know to be right.

I, of course, have a fairly wide knowledge of the merits of the claims of the respective parties, but will not state them at this time, because I might thereby start some controversial matters, which would do more harm than good, to the speedy settlement of the question before us.

The thing to do right now is to bypass these "islands of trouble," get the men back to work and the factories running, which is just as important for recovery as it was for winning the war.

Then we can have time for a general airing of the differences, and when we reach this status of restored activity I will take pleasure in stating the labor and capital question as it appears to me in its new environment.

There is no need for any of us to cover a lot of ground in dealing with dead-issues; the warring factors of industrialism should die, along with all other classes of warfare, for they are just as inimical to industrial peace as guns and tanks are to domestic tranquility. Be it ever remembered that the last four years have brought about a great change in our thinking and our moral attitude among ourselves and also toward the rest of mankind.

I, myself, have been almost overwhelmed in my thinking when I contemplate the tremendous sacrifice which has been made by all of our people, rich man, poor man, and their women folks, and all around devotion to the new thought of a new world.

All this has boosted my soul, and while I have always had a very high regard for the people of my country, I now have an even higher regard for Americans than ever before.

So, do not let a little squabble over labor troubles get us down when we have just triumphed over thoughtless ambitions of another class of mankind.

Yours respectfully,  
WM. F. B. CHASE.

## "Pin-Worms Can't Get MY Child!"

Better learn the Truth, Mother!

Recent medical reports reveal that an amazing number of children (and grown-ups too) may be victims of Pin-Worms—often without suspecting what is wrong! And these pests, living and growing inside the human body, can cause real distress.

So watch out for the warning signs that may mean Pin-Worms—especially the aggravating rectal itch. If you suspect this ugly infection, get JAYNE'S P.W. Light Soap and follow the directions.

P.W. is the name of the Pin-Worm tablets developed by the laboratories of Dr. D. Jayne & Son, after years of patient research. The small, easy-to-take P.W. tablets act in a special way to remove Pin-Worms. Satisfaction guaranteed or your money back. Ask your druggist: P.W. for Pin-Worms!

### Brothers Fall From Bridge; One Killed

**LOS ANGELES, Sept. 18 (AP)**—Twelve-year-old Richard Roscoe, recovered from injuries received when he fell from a river bridge two weeks ago, was taken home from a hospital yesterday by his mother, Mrs. Marie Roscoe.

Police were waiting with this news: Richard's brother, Jesus, 14, had fallen from the same bridge while searching with two companions for squabs in nests under the arch.

He fell 35 feet to the concrete river bed and was killed.

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## The War Today

By DeWITT MacKENZIE  
Associated Press War Analyst

Europe's dangerous shortage of food was emphasized again yesterday when 47 American organizations petitioned President Truman for quick shipments of food-stuffs to avert starvation.

The president later issued a statement saying "this government is bending every effort to find solutions to this problem" and reaffirming his pledge at the time of the Potsdam conference: "If we let Europe go cold and hungry, we may lose some of the foundations of order on which the hoped-for world-wide peace must rest. We must help to the limits of our strength. And we will."

He added, however, that "much suffering may be expected during the coming winter in certain areas of the continent." At the same time an Associated Press dispatch from Germany epitomized this perilous situation. It reported that shovels squads already are preparing graves for Berlin citizens who are expected to die from starvation or suicide during the winter.

This isn't a new crisis but one with which the allies have been struggling ever since the collapse of nazidom. However, it is rapidly approaching its peak, which will be reached after winter has the unhappy continent in its icy grip. That is, it will reach its peak of suffering—but none can say what chaos may be let loose as the result of hunger, for that drives folk to terrible deeds. And it creates situations which are taken advantage of by designing men.

Herbert H. Lehman, American

### Would-Be Buyers Issued Warning

**PORTLAND, Sept. 18 (AP)**—Persons planning roadside taverns or buying restaurants were warned by the state liquor control commission today to apply for a liquor and beverage license before investing their lifetime savings.

State Chairman G. P. Lilley said an "alarming number of persons have invested their war earned savings" and then discovered the purchase price did not include transfer of the liquor or beer licenses.

### WORKER LACK

**DALLAS, Sept. 18 (AP)**—Prunes were piling up at dryers here today for lack of workers. About 200 Mexicans arrived Saturday—half the number—farmers in this area requested. Salem firms are canning a large portion of Polk county's prunes.

### WEATHER

Place	Max.	Min.	Precip.
Eugene	72	50	.00
Klamath Falls	77	51	.00
Sacramento	96	55	.00
Portland	70	50	.00
Reno	96	45	.00
San Francisco	73	53	.00
Seattle	61	49	Trace
Medford	84	52	.00
Red Bluff	98	72	.00

OREGON: Mostly clear today, tonight and Wednesday but with local fog on coast. Warmer today. Moderate westerly winds off coast.

NORTHERN CALIFORNIA: Clear today, tonight and Wednesday except fog on coast. Not much temperature change. Moderate northwesterly winds becoming fresh north of Point Arena.

WASHINGTON: Mostly clear today, tonight and Wednesday but with local fogs on coast with increasing cloudiness Wednesday afternoon. Warmer today. Gentle variable winds off coast.

## Residents Lease Land To Oil Company

**SALEM, Sept. 18 (AP)**—Residents of the Turner district have given 30 oil and gas leases to the Texas Oil company, the lease averaging 100 acres. There has been some test drilling.

The land is leased for 50 cents per acre per year. If oil or gas is discovered, the owners will get one-eighth of the proceeds.

## Radio Programs

**KFJI Mutual-Don Lee 1240 kc.**

Tues. Evening, Sept. 18

6:00 p. m. Gabriel News at 127.	8:30 News at 127
6:15 D. N. S. Dance	8:45 Calendar of Music
6:30 Am. Forum of the Air	9:00 Glenn Hardy, News at 127
7:15 Evening Concert	9:15 N. S. Miller, News at 127
7:30 Red Ryder	9:30 A. S. Entertainer of N. S. Miller
8:00 U. S. Program	10:00 News Round-Up and Dance Time

Wednesday, Sept. 19

6:30 a. m. Best Day	12:00 Melodie Melodies
6:45 Farm Bulletin	12:15 It's a Little News
7:00 Frank Hamilton G. W. F. News	12:30 Your Dance Tunes
7:15 Smile Time	12:45 Farm Fun
7:30 It's a Little News	1:00 p. m. Songs for You
7:45 Morning Parade	1:15 It's a Little News
8:00 Island Melodies	1:30 Afternoon Musicale
8:15 Flashlight Flashlight	2:00 Home Demonstration
8:30 Take It Easy Time	2:15 You Pick 'Em
8:45 Concert Musicale	2:45 Local News and Town Topics
9:00 Will It Be Lang. News	3:00 Dr. Louis T. Talbot
9:15 M. S. P. News	3:30 Time
9:30 M. S. P. News	3:45 Local News
9:45 Variety Revue	4:15 Elsie Maxwell
10:00 Glenn Hardy, News at 127	4:45 Fulton Lewis, Jr., News at 127
10:15 Something to Talk About	4:55 N. S. Miller, News at 127
10:30 Monthlong Mountaineers	5:15 E. S. K. in a Johnson
10:45 Concert Musicale	5:45 N. S. Miller, News at 127
11:00 Dick & Jeanette	5:55 Sam Hayes, News at 127
11:15 Calendar of Music	6:15 Superstar
11:30 News	6:30 Tommie
11:45 Kenneth-Ellis Entertainment Party	6:45 Night News at 127

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*Our sincere thanks to all of you who helped*

When Japan bombed Pearl Harbor, Southern Pacific became perhaps the most strategic railroad in the United States. Serving the West Coast ports of embarkation from San Diego to Portland, and more military and naval establishments than any other railroad, we were called upon to handle an enormous load.

We were able to handle this load successfully because of the great work of railroad men and women up and down the line, and with the help and cooperation of thousands of people not actually working for the railroad.

Now the war is over. The job is done. But we of Southern Pacific will never forget the way people stood by us when the task sometimes seemed bigger than our railroad.

We send our sincere thanks—

- to the Army, Navy and Government authorities for their sympathetic understanding of our problems.
- to the shippers who cheerfully put up with delays so that more vital war freight could go through on time, and who cooperated in many ways to conserve equipment.
- to our passengers, for their good-natured acceptance of crowded trains and other wartime discomforts.
- to the thousands of people who stayed off the trains to make room for service men and other essential travelers.
- to the press and radio which understood our operating difficulties and kept the public informed.

We do not know how quickly Southern Pacific can convert from war to peace. Soon transports will be landing thousands of war-weary men at West Coast ports, and many more must be brought back from Europe. These men will want to get home as quickly as possible. We intend to do our best to carry them in the comfort to which they are entitled. This job comes first, of course.

Meanwhile, we are planning luxurious new streamlined trains, new travel comforts and refinements in passenger service, and improvements in freight service. We intend to go forward aggressively with the West, earning our right to serve you solely on merit and performance.

A. T. MERCIER, President

**S.P.** The friendly Southern Pacific

**Klamath's Yesterdays**

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

From the Klamath Republican September 21, 1905

Circuit Judge Henry L. Benson and H. E. Ankeny of Klamath Falls have been suggested as timber for governor to succeed the Hon. George E. Chamberlain.

**A GEM OF THOUGHT**

The CAA is filled with great agitation Over the present congressional investigation. Now, most of us guys who pay the tax Hope the investigators don't relax Or get an acute attack of procrastination!

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