Herald and News

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Today's Roundup

By MALCOLM EPLEY

TODAY we picked up, from a good railroad source, a bit of low-down on the causes of the freight car shortage that has been unfavorably affecting both the agricultural and lumber industries in these parts.

EPLEY

Indicative of the shortage condition here, the Southern Pacific in recent days has been able to fill from 60 to 70 per cent of orders for cars. Of 97 orders for refrigerator cars today, the Southern Pacific could fill only 45.

Both of our major industries have felt the pinch. Potato shippers have not always been able to get reefers when they want them. Lumber shipments have been hampered, and there has been a definite shortage of cars suitable for high class lumber and box shook movement.

S. P. and Great Northern in an effort to meet the needs of various lumber mills as best they can, have interchanged responsibilities for furnishing cars when possible to the plants.

Medford pears, which are shipped in here each year for storage-in-transit, were brought over in part by stock cars without refrigeration. About 165 cars of the Rogue pears are in cold storage here now.

The car shortage is general throughout the west. There is complaint in the California agricultural areas of unfilled transportation needs, such as that heard here.

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Causes

A MAJOR cause of the shortage of cars in the west was the sudden and unexpected end of the war.

At that moment, 6000 cars which were en route to the west on the transcontinental railroads were stopped by the government, and routed back to their eastern starting areas. That immediately upset the car supply situation in the west and it has never fully recovered.

Another war condition affecting refrigerator cars has not yet been removed. As a war measure, a refrigerator car pool was established, and reefers were moved around the country to whatever area in which a need developed, regardless of their ownership and the customary area of their use. PFE, for instance, thus lost control of many of its 36,000 reefers instead of getting them quickly back to the coast as is the custom in normal times.

There is currently a great deal of industrial and agricultural activity in the west which has created an extremely heavy demand for cars, whereas unusual conditions have made a less-than-normal number of cars available. It has all added up to the annoying shortage.

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Improvement Forecast

RAILROADERS are hopeful, however, that the situation will soon improve.

A favorable factor in this area is the likelihood that Medford pear shipments will be over in a few days. They've had the biggest crop in history over there and pears, being a highly perishable product, have had to have a lot of refrigerator cars for immediate use. Likewise, the California grape and lettuce crop demand for cars is leveling off and will soon drop sharply.

Efforts are being made to get back to the coast the reefer cars that are scattered over the east as a result of the car pool operations . If these succeed, the reefer situation will be greatly improved out here.

Our railroad source expressed the opinion that another two or three weeks will see a definite increase in the availability of cars for all purposes in this district.

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Passenger Jam

RAILROAD passenger trains are regularly filled nowadays, and the bus strike has created a veritable jam on the Pacific coast.

Areas usually served almost entirely by bus are of course making the greatest call for railroad facilities.

The S. P. has restored at last passenger service through the Rogue valley from Grants Pass to Dunsmuir, connecting at the latter point with the main line Klamath. This is the service some of our friends in the Rogue valley have been hollering for for years. We are glad to see the train put on, and we hope that its patronage justifies its continuance.

With the buses stopped by strike, there was plenty of patronage at the start, according to best reports. The first northbound train was not only jammed in its regular passenger accommodations, but a lot of people reportedly stood up in the baggage car.

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Streamliner Talk

THERE'S a lot of public interest in the possibilities of a streamliner or other special train through here on the S. P. mainline. As we related some time ago, the railroad air is full of rumors about such a project, but the thing is all in the talk and plan stage so far. The equipment isn't available for anything more definite.

We hear that the S. P. may re-ballast its line through here to make possible a 95-mile-an-hour speed. Heavier steel has been laid.

There isn't any question that the coast deserves a high class, high speed train linking the north and south metropolitan areas through Klamath Falls. The sooner the better, of course.

And while we're talking about passenger trains, how about that old plan to run the Great Northern's Empire Builder through here? That was the announced intention, when the GN built its line through this area 15 years ago.

News Behind The News

By PAUL MALLON

WASHINGTON, Oct. 9—The atomic bomb news increasingly concerns what to do with it. Mr. Truman's idea of commission development struck congress as just about right, if a little late, for the domestic end. But the president tried to solve the verbose furore of scientists and selfish politicians about international disposal by saying he wanted to negotiate with foreign nations. The socialists want it to be socialized, and the world with it. One worlders want to make one world state again because of it. The communists, and even some Americans, including at least one of Mr. Truman's cabinet members, want to give it to Russia. Everyone wants to do with it what he has already decided is best for the world anyway. The republicans made it known through their senatorial objections they may even suspect Truman wanted to keep control of the legislation too much in the hands of democrats.

Earlier Director Eichelberger of some group called "The American Organization of the United States" wanted to pass it on to the United Nations council, which Mr. Truman rather hinted he wanted to do later through consultation with the powers.

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Desperate

THE disputants all have one thing in common. They assume we have a secret which will get away from us, and they all seem to feel the situation is rather desperate—so they want to do something desperate about it. This is the premise upon which we are proposing to act, but I cannot for the life of me, understand the idea. It just does not seem reasonable to do something desperately definite about a new scientific theory which is still indefinite.

The best military authorities I know—and there are none better—tell me no military establishment anywhere in the world is yet assuming the next war will be fought with atom bombs alone. All can see definite limitations on its use. Indeed the scientists who discovered it do not yet know either its limitations, possible defenses or anything except its possibilities. Why should we do something desperate about a possibility? Clearly the possibility must be remote because the navy and army expenditures are all proposed on the same basis for the future as now exists, and necessarily so, because they, for one, are not going to act drastically on possibilities.

The next war may be fought alone by directed missles, which would make planes, fleets and even armies obsolete. Mr. Truman is not planning a scrapping of these, but strong maintenance. Indeed, we have not yet demobolized, which seems a rather sensible precaution in view of the state of the world. (Servicemen who naturally want to get home, should read the international news, following in wake of the failure to get peace treaties at London.)

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Head Start

MY point is we should not be guided politically by scientific advice. But more than this, why should we surrender our hard-won advantage merely through fear someone will get it in 3 or 5 years as Churchill says? We have a head start. Our intentions are honorable. We know what we will do with it. We do not know what others may do. But since we have conjured all these desperate possibilities, is it not just plain sense to find out scientifically what we are going to do about them before we do anything otherwise. We need to know the defenses for it first. His is a truly desperate need all can plainly see. No weapon has ever been discovered for which there was no answer—an adequate answer. No scientific discovery has ever remained static. Science is a continuously expanding concept. Consider what has been done with radio since Marconi, wireless, the crystal set, new loudspeaking, and just ahead television. It has been the same with all scientific discoveries, electric lights, telephones, airplane, gunpowder.

We have a head start on it now. Why do we not pursue our advantage into the constructive phase, and solve the desperately needed constructive things about it, before we even think of letting anyone have it?

Why? Why? Why? That is what I cannot get through my head. (The last two why's refer to the current complete absorption of interest in how best to give it away fastest.)

SIDE GLANCES

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"You bet I'm mad! He didn't know I baked the cake I served him at the bazaar, but he didn't have to say it tasted like some goo he had once in Kvushu!"

The War Today

By J. M. ROBERTS, JR.
AP Foreign Affairs Analyst

The Japanese who ordered the execution of American fliers who raided Tokyo with General Doolittle in the early days of the war probably are suffering from an incomprehensible surprise today.

Although an accused man's right to defense by counsel of his own choosing is an axiomatic part of Anglo-Saxon justice, one wonders sometimes whether such motives are completely beyond the ken of other peoples. It would be interesting to know how Tokyo newspapers handled the story of Gen. Yamashita's arraignment in Manila, defended by an American officer who also obtained the defense services of two Japanese generals who are themselves suspected of war crimes.

Propaganda Value

If there are those in Japan who have not entirely forgotten the Bushido decree of fairness toward a conquered enemy, then the incident might have tremendous propaganda value. Especially if the Japanese could be made to realize that it is not a special case for the benefit of a man whom they might expect to receive such treatment. They might be even more surprised if apprised of the skillful maneuvering of allied defense counsel for Kramer and Beisen.

Similar machinery is beginning to roll at Nuernburg in infinitely difficult circumstances. There, for the first time, men are to be given a legal hearing on a charge of committing the crime of war. It is an unprecedented step, comparable to the times when men, lacking formal codes of law, first began to try offenders in the light of community conscience.

Conspiracy Charged

Justice Robert Jackson proposes to use what, in Anglo-Saxon court procedure, is one of the most difficult of all charges to prove—conspiracy. He proposes to do it, in a manner of speaking, under the rules of equity which have grown up principally in connection with civil infringement of one man's rights by another. He is proceeding on the principle that this is just another case of establishing legal precedent through application of chrystallized public opinion to an offense which is newly recognized as personal crime. Hitherto war has been treated as a national crime on the part of the nation which lost. War conducted by a dictatorship which holds even its own nation prisoner presents a new problem to be approached through new methods.

The picture of American lawyers in uniform ably defending their erstwhile enemies, the care with which outraged feelings are separated from legal procedure, contrasts with such examples as the Laval trial, where judge and jury rise to shout down a man not as yet convicted.

Anglo-Saxon trial procedure, sufficiently advertised, may prove a potent allied propaganda weapon.

Baylor Victory Will Sail For East Coast

PORTLAND, Ore., Oct. 9 (AP) The American-Hawaiian line announced today the Baylor Victory will sail from Portland October 31 with a cargo for east coast ports of New York and Philadelphia.

The departure will be the first of the company's craft entering postwar intercoastal trade. The Navajo Victory, operated by Luckenback Steamship company, is scheduled to depart a week earlier.

AUTHOR DIES

ZURICH, Switzerland, Oct. 9 (AP)—Felix Salten, 76, author of the "Bambi" books about the life of a deer, died here yesterday.

He had liver in Switzerland since emigrating from Austria several years ago.

VITAL STATISTICS

LEE—Born at Klamath Valley hospital, Klamath Falls, Ore., October 8, 1945 to Mr. and Mrs. R. E. Lee, Modoc Point, a girl. Weight: 7 pounds 2½ ounces.

WRIGHT — Born at Klamath Valley hospital, Klamath Falls, Ore., October 7, 1945, to Mr. and Mrs. Jesse Wright, Chiloquin a boy. Weight: 8 pounds 14 ounces.

Courthouse Records

Complaints Filed

Frances Lucille Zackarias vs. Earl Thomas Zackarias. Suit for divorce. Charge, cruel and inhuman treatment. Plaintiff asks restoration of maiden name, Frances Lucille Archer. U. S. Balentine, attorney for plaintiff.

Justice Court

Jay Edgar Thompson. Driving while under influence of alcohol. Fined $100 and $7.20 costs.

Kirby Eames Brumfield. No tail light on auto. Fined $5.50.

Kirby Eames Brumfield. No clearance lamps on trailer. Fined $5.50.

Clyde Ray Caldwell. No muffler on car. Fined $5.50.

Chris Pete Nicolas. No tail light on auto. Fined $5.50.

Chris Pete Nicholas. No clearance lamps. Fined $5.50.

Hans Norland, Auto Insurance. Phone 6060.

Market Quotations

NEW YORK, Oct. 9 — (AP) — Selected stocks continued to reach for new eight-year highs in today's market although light selling stalled many leaders.

American Can	111½
Am. Tel. & Tel.	162⅞
Anaconda	30⅛
Calif. Packing	36
Comm'nw'lth & Sou	1⅜
Curtis-Wright	7⅛
General Electric	32⅝
General Motors	74⅛
Gt. Nor. Ry pfd	58⅛
Int. Harvester	91⅛
Kennecott	44⅛
Long-Bell "A"	23
Montgomery Ward	68½
Nash-Kelv.	21⅛
N. Y. Central	29⅛
Northern Pacific	29
Pac. Gas & El.	42⅝
J. C. Penney	123
Safeway Stores	24½
Sears Roebuck	130⅝
Southern Pacific	52⅝
Standard Brands	43⅛
Sunshine Mining	16½
Union Oil Calif.	24⅝
Union Pacific	138½
U. S. Steel	78
Warner Pictures	20

Potatoes

CHICAGO, Oct. 9 — (AP)—(USDA)—Potatoes: Arrivals 128, on track 244, total U. S. shipments 836.

New stocks: Supplies moderate. Demand rather slow, market steady for best stocks. Idaho Russet Burbanks, U. S. No. 1, 3.45; Washington Russet Burbanks, U. S. No. 1, 3.85; Colorado Red McClures, U. S. No. 1, 2.75-2.90; North Dakota Bliss Triumphs, commercial $1.70-1.90; Cobblers, commercials, $1.80-1.85; Wisconsin Chippewas, U. S. No. 1, 2.15; Bliss Triumphs U. S. No. 1, washed $2.60.

LIVESTOCK

CHICAGO, Oct. 9 —(AP)—(USDA)—Salable hogs 4,000, total 8,000; generally 10 cents higher due to OPA revision in ceiling hog prices effective today; virtually all good and choice barrows and gilts above pig weight at 14.85, the new ceiling price at Chicago; almost all good and choice cows 14.10.

Salable cattle 7,500, total 7,800; salable calves 800, total 800; good and choice fed steers and heifers mostly steady; broadest demand for choice steers; these relatively scarce and mostly scarce and firm; 5 loads of 1050-1187 lb. yearlings and light steers topped at 18.00; bulk good and choice fed steers 15.50-17.50; common and medium steers and heifers slow, steady to weak; cows steady to a shade lower; bulls and vealers unchanged; vealers 13.00 down; slaughter calves dull; stockers and feeders slow; about steady; good and choice western bred yearlings and 2 year old feeding steers 12.75-14.50; stock calves weak.

Salable sheep 4,000, total 6,500; market fairly active; slaughter classes mostly steady; good and choice slaughter lambs 14.00 to mostly 14.25; some of them 14.50 the top; bucks 1.00 less; common light weight sortout lambs 10.50-11.00 bucks included; common to choice slaughter ewes 5.00-6.50; according to grade.

PORTLAND, Ore., Oct. 9 —(AP)—(USDA)—Salable cattle 200, total 250; salable calves total 100; holdover cattle 200, calves 45; market about steady, but slow on beef cows and grass calves; load good steers 16.25; load medium 15.00 common-medium 11.00-14.50; cutters down to 7.50; few stockers 11.00-12.00; medium heifers 7.50-13.00; canner-cutter cows largely 6.00-7.50; shells down to 4.00; medium beef cows up to 10.50; common-medium sausage bulls 7.50-9.50; old beef bulls to 11.00; one heavy bull up to 12.50; good vealers 13.00-50; choice salable 14.00; common-medium grass calves 9.00-12.50.

Salable hogs 25, total 150; market five cents higher due to revised OPA ceilings; most barrows and gilts 13.80; good sows 13.00-50; stags 14.50-15.00; feeder pigs around one dollar lower; few choice under 100 lbs. 18.50.

Salable sheep total 300; market active, steady; god-choice wooled lambs 12.00-50; odd choice lambs to 13.00; common-medium grades largely 10.00-11.00; culls down to 5.00; good shorn lambs 10.75-11.00; common feeder lambs 9.00; good ewes 4.00; common down to 2.00.

DENVER, Oct. 9 — (AP)—(USDA) — Salable sheep 5000, total 17,000; all classes steady to strong; few choice truckins 13.50, good choice 13.00-25; eight carloads choice lambs 13.85, some held higher; few good-choice slaughter ewes 5.25, less desirable kinds 4.50-5.00; few loads good-choice under 70-lb. feeding lambs 14.50-60; 75-lb. up to 14.90.

SOUTH SAN FRANCISCO, Oct. 9 — (AP) — (USDA) — Salable cattle 500, calves none; steers steady; yesterday two loads good 1050-1150 lb. steers 16.75; today several loads weighty feeder steers offered; good steers absent; good range cows active at 12.00; common-medium 10.50-11.50; canner-cutters 7.00-9.00; common-good bulls quoted 10.00-12.00; undertone steady on calves; good-choice quoted 13.00-25.

Salable hogs 50; market firm with OPA five-cent advance in ceilings; few packages good-choice 200-300 lb. barrows and gilts 15.80; good sows 13.05.

Salable sheep 100; market steady-strong; late Monday good-choice 90-92 lb. clover lambs 13.50; medium 11.00-75; common-good ewes 2.50-5.25.

WHEAT

CHICAGO, Oct. 9 — (AP) — Realizing sales and investment buying caused grain futures prices to follow an up and down course in today's trading.

After a good start, all grains except corn ran into profit cashing which carried prices well below the previous close, only to have them again advance toward the finish.

At the close wheat was ⅜ lower to ¼ higher than yesterday's finish, December $1.70¼. Corn was ¼ to ⅝ higher, December $1.18⅝. Oats were ¼ to 1 cent higher, December 67-67⅛. Rye was ¼ lower to 1¼ higher, December $1.54⅝-1.55. Barley was ⅝ to 1¼ higher, December $1.18⅛.

WEATHER

October 8, 1945

	Max.	Min.	Precip.
Eugene	87	44	.09
Klamath Falls	78	47	Trace
Sacramento	79	54	.90
Portland	81	50	.90
Reno	79	47	.90
San Francisco	69	59	.90
Seattle	77	45	.90
Medford	87	53	Trace
Red Bluff	87	64	Trace

NORTHERN CALIFORNIA — Partly cloudy today and tonight with a few scattered showers. Clearing on Wednesday. Little change in temperature. Gentle variable wind.

OREGON—Partly cloudy with scattered showers in south and west portion today and tonight and in east portion Wednesday. Few light showers northwest portion tonight or Wednesday morning. Slightly cooler west of Cascades today. Gentle northwest winds off coast.

Classified Ads Bring Results

Radio Programs

KFJI Mutual-Don Lee 1240 kc.

Tues. Evening, Oct. 9

6:00 p. m. Gabriel Heatter, News
6:15 Dinner Dance
6:30 Am. Forum of the Air
7:15 Lane Prescott Salon
7:30 Red Ryder
8:00 Imperial Singers
8:15 Traffic Safety
8:30 Duke Ellington
8:45 Calendar of Music
9:00 Glenn Hardy, News
9:15 Rex Miller, News
9:30 Evening Concert
9:45 Treasury Salute
10:00 to 11:45 Safeway Opera — "Die Walkure"
11:45 News Roundup

Wednesday, Oct. 10

6:30 a. m. Wake-Up Tunes
6:45 Farm Bulletins
7:00 Frank Hemingway, News
7:15 Smile Time
7:30 Headline News
7:45 Best Buys
8:00 Island Melodies
8:15 Fashion Flashes
8:30 Take It Easy Time
8:45 Canner Musicale
9:00 William Lang, News
9:15 Merion Downey
9:30 Morning Matinee
9:45 Variety Revue
10:00 Glenn Hardy, News
10:15 to 1:00 p. m. World Series
1:00 p. m. Melodious Melodies
1:15 Johnson Family
1:30 Shaw's Band Concert
1:45 Dick and Jeannie
2:00 Farm Front
2:15 Western Ballads
2:30 Johnnie Messner Orch.
2:45 Local News and Town Topics
3:00 Dr. Louis T. Talbot
3:30 Tea Time
3:45 Elsa Maxwell
4:00 Fulton Lewis, Jr., News
4:15 Rex Miller, News
4:30 Erskine Johnson
4:45 Klamath Theatre Time
5:00 Ethel Smith Organ
5:15 Superman
5:30 Capt. Midnight
5:45 Tom Mix

OBITUARY

HAROLD DEE DARROW

Harold Dee Darrow, son of Mr. and Mrs. Osburn Darrow of this city, passed away in Portland, Ore., Monday, October 8, 1945, following an illness of five months. He was a native of Kingman, Ariz., and at the time of his death was aged two years seven months and seven days. Surviving besides his parents are three brothers: Howard Lee, James Oliver and Cloyd Leo Darrow, all of this city, and J. D. Darrow of Arcata, Calif., and Raymond Killion of Garden City, Kan., the grandfathers. The remains of little Harold Dee will rest in the Earl Whitlock Funeral home, Pine at 6th upon arrival from Portland, Ore. Notice of funeral to be announced at a later date.

FUNERALS

JACK BURTON

Funeral services for the late Jack Burton who passed away near Tulelake, Calif., Friday, October 5, 1945, following a brief illness will be held in Yuba City, Calif., Thursday, October 11, 1945, with commitment services and interment following in Wheatland cemetery. Arrangements are under the direction of the Earl Whitlock Funeral home of this city.

ROGER DALE SMITH

Funeral services for little Roger Dale Smith, infant son of Mr. and Mrs. Fred Smith of Tulelake, Calif., who passed away in this city on Saturday, October 6, 1945, following an illness of eight days will be held in Linkville cemetery Wednesday, October 10, 1945, at 10 a. m. Commitment services and interment, Linkville cemetery. Friends invited. Arrangements are under the direction of the Earl Whitlock Funeral home of this city.

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HELEN TRAUBEL
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1941 Chevrolet	160 in. wheel base, front drive, acrgo dump body.	500.00	990.99
1942 Chevrolet	160 in. wheel base, front drive, cargo dump body.	575.00	1159.47
1941 Ford	158 in. chassis-cab, 1460 Eaton-Brownie transmission.	650.00	1295.00
1940 Lincoln Zepher	Coupe, radio, heater.	800.00	1595.00

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The small, easy-to-take P-W tablets act in a special way to remove Pin-Worms. So don't take chances with the embarrassing rectal itch and other distress caused by these creatures that live and grow inside the human body. If you suspect Pin-Worms in your child or yourself, get a box of JAYNE'S P-W right away and follow the directions. Satisfaction guaranteed or your money back.

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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.

NAME CORRECTION

KLAMATH FALLS, Ore., (To the Editor)—In regards to The Associated Press item in Saturday evening's paper about the Klamath Falls soldier being stranded on the Rocky mountains all night, I would like to inform you that the name should have been T/Sgt. Kenneth Carrier, instead of John. Kenneth is the son of Mr. and Mrs. Dennis Carrier, who reside at 1214 Lincoln street. We moved here about one year ago from Cloquet, Minn.

Thanking you,
Mrs. Dennis Carrier.

TO SERENADE WAINWRIGHT

LA GRANDE, Oct. 9 (AP) — City officials and the high school band have been invited to attend the homecoming for General Wainwright at Walla Walla, Wash., November 10 and 11.

PILES Hurt Like Sin! But Now I Grin

Thousands change groans to grins. Use a real doctors' formula for distress of piles; sent druggists by noted Thornton & Minor Clinic. Surprising QUICK palliative relief of pain, itch, soreness. Helps soften hard parts; tends to shrink swelling. Use doctors' way today. Get tube Thornton & Minor's Rectal Ointment or Thornton & Minor Rectal Suppositories. If not delighted, low cost is refunded. At all good drug stores everywhere.

Friendly Helpfulness
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Ward's Klamath Funeral Home
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925 High — Phone 3334

Electrical Storm Hits Malin Sector

MALIN — A heavy electrical storm and rain deluged the farming area north of Malin at 6 o'clock Monday night. Other areas at Tulelake and Merrill were dampened by light showers.

Potato digging operations were not hampered by the weather change.

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