

# Fuehrer Personally Decried Death Of All Commandoes And Paratroops Captured After October 18, 1942

**By NOLAND NORGAARD**  
**NUERNBERG, Germany, Jan. 2 (AP)**—A secret order in which Adolf Hitler personally decried the "slaughter to the last man" of all allied commandoes and paratroops captured after Oct. 18, 1942, was read to the international military tribunal today as the trial of 21 Nazi leaders was re-opened.

The Fuehrer's order—of which only 12 copies were made—was inspired by his fury over the Dieppe raid and similar operations, American prosecutors told the court.

"From now on," the order asserted, "all enemies on so-called commando missions in Europe or Africa challenged by German troops, even if they are to all appearances soldiers in uniform or demolition troops, whether armed or unarmed, in battle or in flight, are to be slaughtered to the last man."

"It does not make any difference whether they are landed from ships and airplanes for their actions or whether they are dropped by parachute. Even if these individuals, when found, should apparently be prepared to give themselves up, no pardon is to be granted them on principle."

**Brutal Murder**  
 The order demanded that individual commando soldiers or paratroopers be handed over immediately to Heinrich Himmler's security guard. Apparently foreseeing objections among German soldiers to the brutal murder of all such prisoners, Hitler added:

"I will hold responsible under military law, for failing to carry out this order, all commanders and officers who either have neglected the duty of instructing troops about this order or acting against the order where it was to be executed."

In an effort to justify his action Hitler charged that captured orders showed that commando units were directed both to shackle prisoners and also to "kill defenseless prisoners on the spot" when the prisoners would prove a hindrance.

The prosecution also read to the tribunal a vivid eye-witness account of how Nazi SS troops and security police massacred 5000 Jews in one night in the Ukrainian town of Rovne.

**Ghetto Slaughter**  
 The story of the slaughter of helpless men, women and children in the Rovne Ghetto—after an SS commander had given assurances that no program was planned—was given in an affidavit by a German contractor, Hermann Friedrich Graebe.

The 20 defendants in the prisoners' box, all looking refreshed after the 12-day court recess, listened with intense interest as the prosecution unfolded the account of the bloody night of July 13, 1942.

Ernest Kaltenbrunner, chief of the security police, who was reported to be recovering slowly from a second cranial hemorrhage he suffered two weeks ago, was the lone member of the 22 original defendants not present, with the exception of the missing Martin Bormann.

(A Reuters dispatch Monday quoted Czechoslovakian reports as saying Bormann had been arrested by the British in Germany, but there was no official confirmation of this. An Exchange telegraph report from Copenhagen said the report apparently was a case of mistaken identity, arising from the arrest at Nuemlinster of a farmer who somewhat resembled Bormann.)

The prosecution completed its



**S/Egt. Frank Hirt (above), 30, U. S. army air forces, is being held at Hamilton Field, Calif., on charges of conspiracy to commit espionage on behalf of Germany, an army press statement, released by Hamilton Field, said. Hirt gave his home as North Babylon, Long Island, New York, when he enlisted and later as Petaluma, Calif. (AP wirephoto).**

## Father Time Makes Exit

Father Time, in the person of Bill Longeneck of the merchant marine, hobbled his way out of 1945 as the New Year baby, little David Webber, made his debut at the USO on New Year's eve.

Open house was the order of the day at the service club on Monday and Tuesday with a turkey dinner served family style from the kitchen from 4:30 until 8, when a buffet supper was prepared.

The club was decorated in cabaret style, stressing the bright colors, gaiety and noisemakers of New Year's celebrations.

On New Year's day the club sponsored a dance from 8 to 11 with music by the Chicagoans.

case against the gestapo security police and the S. D., a branch of the S. S. which function as another set of security police, during the morning session.

Col. Robert G. Storey, assistant U. S. prosecutor, summed up the case against the secret Nazi police organizations by noting that Hermann Goering created the gestapo in 1933 with the avowed purpose of eliminating any real or suspected enemies of Nazi conspirators.

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## Kaiser Heads Plan To Use Flying Office

**PORTLAND, Ore., Jan. 2 (AP)**—A \$100,000 "flying office" that Henry J. Kaiser executives will use to expedite engineering and construction work of the far flung Kaiser industrial empire was revealed to the public here today.

Poised at the Portland airport, from which it will operate as a home-port for executives of Kaiser's Oregon Shipbuilding Corp. and Consolidated Builders, the twin engine converted Lockheed-Hudson bomber is an air-age dream for the busy executive.

Named the "Halcyone" by Edgar Kaiser, son of the west coast industrialist and head of the family industries here, the plane is reported to be the villain plane to use an experimental radar "obstruction indicator" for flying safety. The unit is a General Electric development for spotting mountains, trees or airplanes forward of the airplane.

Kaiser's chief pilot, Capt. Ralph Adams, was given a free hand in designing the ship, company officials said today. He turned out a master pattern of comfort and convenience that anticipates every wish of the businessman. The eye-resting green upholstered main cabin has seats for six and a couch for accommodating one sleeper or three more seated passengers.

Work tables, radio and jugs for hot lunch and coffee are handy. An altimeter, clock, compass and airspeed dial in the cabin keeps the executives posted.

Four radios are available for navigating or air-to-ground business calls. A fifth, battery equipped radio will direct the plane on a beam-landing should electric disturbances cut out the other sets.

Five years at ferrying bombers and transports to England gave Capt. Adams his ideas for navigation and flight equipment needs. Airline pilots who have sat at the controls admit they are envious of what was done at the Lockheed Burbank, Calif., plant converting the bomber to peace time work. Everything the war developed to aid the pilot is included on the dial clustered control panels, including an automatic pilot for long flights.

The plane has a 1200 mile cruising range. A similar type craft made the Portland, Wash.,

ington, D. C., trip in 11 hours. Kaiser executives are convinced the Halcyone will help them set the pace in reaching San Francisco, Washington, Detroit or other points vital to the Kaiser industries.



**GRADUATES**  
**U. S. NAVAL AIR STATION, Jacksonville, Fla.**—Howard W. Manning, Route 1, box 599, Klamath Falls, who is training to be a U. S. naval aircrewman, graduated this week as an honor student from aerial gunnery school here, it was announced. Son of Mr. and Mrs. A. Manning, the 19-year-old bluejacket previously completed a course at aviation machinist school in Norman, Okla. He was advanced to the petty officer rating of aviation machinist's mate third class at graduation from gunnery school. Manning is now scheduled for advanced training. He enlisted in the navy March 1, 1945.

**OCCUPATION DUTIES WITH THE 24TH CORPS IN KOREA**—T/5 Clarence M. Kirkpatrick Jr., 23, Malin, Ore., a veteran of the bitter battles for Leyte and Okinawa, is now on occupation duty in Seoul, ancient capital city of Korea. In recognition of his fine performance of duty as a clerk with the 11th POA, he was recently promoted from the grade of private first class.

Before entering the army in August of 1944, Kirkpatrick was a farmer. He is a graduate of Malin high school.

T/5 Kirkpatrick's wife, Merle, his daughter, Pamela, and his parents, Mr. and Mrs. C. M. Kirkpatrick, are residents of Malin.

## Two Express Cars Reported Derailed

**SPOKANE, Jan. 2 (AP)**—Two cars of express in a Spokane, Portland and Seattle passenger train were derailed this morning at Hooper, 100 miles west of here, but first reports from the scene said no one was injured. The two cars ended up crosswise of the tracks. Other traffic on the road was being re-routed over the Northern Pacific tracks out of Pasco.

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## Paul O. Landry

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# HERE IS THE ISSUE

**Is American Business To Be Based On Free Competition Or Is It To Become Socialized, With All Activities Controlled And Regimented?**

General Motors has faced what it believes is a highly critical issue. It has made its decision. It is important that the public understand the issue. The issue at stake transcends the interests of General Motors. There is involved something far more consequential—a most vital principle.

**Is American business in the future, as in the past, to be conducted as a competitive system? Or is the determination of the essential economic factors, such as costs, prices, profits, etc., upon which business success and progress depend, to be made politically by some governmental agency instead of by the management appointed by the owners of the business for that purpose?**

America is at the crossroads! It must reserve the freedom of each unit of American business to determine its own destinies. Or it must transfer to some governmental bureaucracy or agency or to a union, the responsibility of management that has been the very keystone of American business. Shall this responsibility be surrendered? That is the decision the American people face. America must choose!

**General Motors has made its choice. It refuses to subscribe to what it believes will ultimately become, through the process of evolution, the death of the American system of competitive enterprise. It will not participate voluntarily in what stands out crystal-clear at the end of the road—a regimented economy. If this is what the American people want, they must make that choice through their accredited representatives in congress. General Motors declines for itself to take such a great responsibility.**

It may be said that this is an exaggeration. It is not! All business questions are interrelated. Costs, prices, wages, profits, schedules, investments must be the responsibility of management. Political determination of such relationships means regimentation.

The idea of ability to pay, whatever its validity may be, is not applicable to an individual business within an industry as a basis for raising its wages beyond the going rate.

Consider the implications of such a principle. Who would risk money to develop or expand a business under such circumstances? Where would be the incentive to do a more efficient job? Would

it be intelligent to destroy the incentive for efficiency? Would it not be more intelligent to subscribe to the principle that no one should be forced to pay more than the going rate. Should General Motors, assuming it is more efficient, be required to pay more for materials, for transportation, for services or for wages than its competition? And how much more determined by a political governmental agency?

**Do you subscribe to the belief that you should pay for what you buy or the services you use on the basis of your financial resources? It is clear that this is the principle involved.**

The president of the United States has appointed a fact-finding board to inquire into the circumstances involved in the demands of the UAW-CIO upon General Motors and to make recommendations related thereto. General Motors stood ready to supply the board with all necessary data regarding wage rates, employees' earnings, hours of employment and all other relevant information regarding wages and employment. However, the board has ruled that General Motors ability to pay will be considered as a factor in determining an increase in wages. This would require an appraisal of costs, prices, prospective volume of business, investment factors, expenses and the entire forward operating program of the business. Thus the board would assume the most vital functions of management.

**General Motors is not contending that it has or has not the ability to pay. It always has paid liberal wages. It has attempted through protracted collective bargaining sessions to determine what is fair and equitable today. It has made a fair and liberal offer to the union.**

Notwithstanding the importance of re-establishing employment and resuming production at the earliest possible moment, the above reasons have made it impossible for General Motors to participate in the proceedings of the board under the procedures as now established, and it has therefore withdrawn from the hearings. It takes the position with great regret. But it does so in the sincere belief that this action is in the long-term interest of employes, consumers, investors, and of the public as well—and of higher standards for all.

C. E. Wilson  
 President

Alfred P. Sloan, Jr.  
 Chairman

# GENERAL MOTORS

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## THE OLD JUDGE SAYS...



**STEVE:** "How was the hospital dinner, Judge? Sorry I couldn't get there."

**OLD JUDGE:** "Very interesting, Steve. One of the doctors on the staff read a paper on the research work that is going on at one of the big universities where they are studying chronic alcoholism."

**STEVE:** "I'd like to have heard that, Judge."

**OLD JUDGE:** "He pointed out that approximately 95% of the people who drink do so sensibly. Only 5% abuse the privilege oc-

asionally and included in that 5% is the very small number known as alcoholics. Then he quoted a doctor from a famous university who said 'Alcoholics are sick persons and, if treated as such, may be cured.' Alcoholism, he said, is not caused by alcohol but by deep-rooted emotional derailments which can be prevented by education and, often, cured through modern psychology!"

**STEVE:** "That's the most sensible approach to the problem I've heard."