

U. S.-Britain Sign Aviation Pact; Mutual Use Of Air Bases Permitted

By JAMES J. STREIB
HAMILTON, Bermuda, Feb. 12 (P)—Commercial aviation in the United States and Great Britain was linked today by an agreement authorizing an unlimited number of flights between the two countries at "economic rates" to be fixed by intergovernmental action.

The agreement, signed here last night, allows the commercial planes of each country to use the airports of the other as stepping stones on global flights.

Each country is given a free hand in determining the number of such flights to be made by its airlines.

"Fifth Freedom"
So-called "fifth freedom" traffic is authorized. This will allow an airline en route between the two countries to pick up passengers and traffic bound for a third country, and will allow economic operation of the long-line services with which both Britain and the United States are planning to encircle the world.

A second agreement was reached opening to commercial traffic many of the military air bases built by the United States government on territory leased from the British in Newfoundland, Bermuda and Caribbean areas. U. S. commercial planes will receive "most favored nation" treatment at these bases.

The United States will continue to maintain such fields, and "no other civil air carrier, including civil air carriers of the United Kingdom," will be granted any more favorable treatment than the United States.

"Obvious Advantages"
The bases originally were leased with the understanding they would not be used by commercial planes, the agreement said, but there are now "obvious advantages" in opening to commercial traffic fields "in territories in which no other satisfactory civil airfields are available."

Leased bases in Bermuda, Antigua, St. Lucia and British Guiana thus were opened to airlines, and fields in Trinidad and Jamaica will be available as alternates in case of bad weather.

Opening of four bases in Newfoundland and Labrador—Gander, Harmon, Argentina and Goose Bay—are contingent upon approval by the Canadian and Newfoundland governments.

Crews Refuse To Sail Ships

SEATTLE, Feb. 12 (P)—Union crews will refuse to sail ships sold overseas unless they are guaranteed first class passage home. Business Agent Ed Coester of the Sailors' Union of the Pacific said yesterday.

He said the action was decided upon at a special meeting Saturday at union headquarters in San Francisco.

Coester reported the action was the outgrowth of reports from the crew of the SS Sarah Bache, turned over to the army at Yokohama January 28.

He said the crew charged it slept in a hold on the return trip and was forced to work en route or go to the brig. "Several other repatriated crews reported the same kind of treatment," Coester said.

New Bus Stop Plan Leaves Many Behind

PORTLAND, Feb. 12 (P)—A new skip-a-block stop system of the Portland Traction company was operating better today after the first day left hundreds of would-be bus passengers standing at their customary corners.

President Gordon G. Steele said the company had distributed leaflets to passengers announcing the change, but new corner markers yet to be installed would perhaps help more.

Vets Gripe Over Housing Units In Klamath Falls

Several veterans looking over the military housing units recently made available to them, surprised C. A. Hayden, manager of the Klamath Falls FPHA project, by exercising the old GI privilege of griping.

The veterans didn't want to live upstairs and there were other features that didn't please them in the Washburn way housing facilities. The only vacant units were upstairs.

All available units are now filled, Hayden stated today and the waiting list for federal housing contains between 75 and 100 names.

In some cases veterans on the list have been accommodated before others who registered earlier because of the size of apartments. A number of the units are three-bedroom apartments which are now occupied by the largest families.

Clark Takes FSA Position In Klamath

Harry E. Clark, World War II veteran and former farm security administration supervisor at Baker, reported at Klamath Falls Monday to serve as county FSA supervisor for Klamath and Lake counties. The office is in the courthouse building. Robert L. Lauderdale, associate FSA supervisor, who has been temporarily in charge of the office, will continue as associate to Clark.

"I'm glad to be a civilian again and for the opportunity to work with farmers and returning farm veterans of this area," Clark said. "I want to meet with the Klamath and Lake county FSA committees as soon as I can to catch up on local farm problems. Lauderdale and I will do everything we can to make the farm security program of real service to farmers in this area."

Clark has been with farm security since 1941 and went into the 275th infantry regiment cannon company, 70th division, in 1943. Going overseas in December, 1944, he went through the Rhineland and central European campaigns as a reconnaissance sergeant directing fire for 105's. After guard duty in Germany he was transferred to the Riviera recreation area in charge of a GI rest hotel until returned to United States last December and being discharged January 7.

Artist Completes Largest Painting

E. J. Earl, Summers lane, who has been painting Oregon scenery for the past 30 years, has just completed his largest painting.

Crater lake is the subject used in the 40-foot long, 6-foot wide mural, painted by "Gone With The Wind, Red" Earl in Ernie and Lytle's barbecue place on S. 7th. The wall painting took Earl just seven hours to paint. He has decorated cafes and beer parlors throughout Oregon during his 30-years' experience.

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Flashes Of Life

ARMY SWITCH

FREMONT, O., Feb. 12 (P)—Sgt. M. F. Baier came here the other day to start army recruiting work but couldn't find a room. He talked with Jack Horner, 18, a West Virginian living in Fremont, convinced him the army was the place for him, enrolled him and then rented his room.

COMPLICATED OR SIMPLE?

ST. LOUIS, Feb. 12 (P)—James P. Finnegan, internal revenue collector, is confused, he admits.

"This is the way I see it," says Finnegan. "The simplified federal income tax form is one of the most complicated I have ever seen and the so-called regular (complicated) form is one of the most simple."

To prove his point: Forty-eight clerks are far behind processing simplified return forms; 19 clerks are managing very well with the complicated version.

MONEY-MINDED

SAN FRANCISCO, Feb. 12 (P)—Service men with time on their hands can think of lots of ways to turn an extra penny.

A couple of soldiers found profit in lining up in a theatre queue, making a deal for their places when they neared the box and then going to the end of the line to repeat the performance.

Four other sailors invested \$8.50 apiece and a few hours in a beauty shop for permanent waves. The curls, they explained, would get them \$50 on a bet.

BURNS FATAL

PORTLAND, Feb. 12 (P)—Sarah Buchanan, 78, burned yesterday when her clothes were ignited while making toast over an open gas plate, died late last night in the hospital here.

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Veterans Buy Surplus Goods

TACOMA, Feb. 12 (P)—Some 1500 war veterans, 241 of whom spent the night waiting in line, passed through the navy material redistribution center in South Tacoma yesterday, in a mass bargain hunters' field day buying surplus property from Uncle Sam.

Starting with Lawrence One-wain, Tacoma army vet who arrived at 9 a. m. Sunday to

sweat out the opening to buy a truck, the ex-GI customers filed through the heavily guarded depot gates to choose and buy from more than 50,000 items.

George Thompson, 21, Bremerton, drove the first truck out the gates three hours later. He paid \$1285 for a brand new 24-ton International six-wheeler.

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Tuesday, Feb. 12, 1946

HERALD AND NEWS-

which he plans to use in partnership with his father in a Bremerton construction firm.

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