

WRECK BLOCKS S. P. TRAFFIC

In The
Day's News

By FRANK JENKINS
THERE is good news, mixed in with the bad. This, for example, which leads off our crop news dispatch from Washington: "This country is well on the way toward its SIXTH consecutive BUMPER harvest. In fact, the department of agriculture, in its latest monthly crop report, says the current outlook for total farm production has seldom been surpassed."

THE report referred to says conditions prevailing on July 1 indicated a RECORD corn crop, near-record crops of wheat, oats, potatoes and rice, and large crops of vegetables and most fruits.

It adds that if the grain crop turns out as now indicated, the nation will be in a position to carry out its commitment to send 250,000,000 bushels of wheat to shortage areas during the next 12 months and still maintain production of livestock products—meat, milk, eggs and poultry—at levels near those of the past year.

THERE is an ancient superstition (which, oddly enough, is faintly supported by statistics) to the effect that in war time more baby babies are born. Six consecutive bumper crops in the United States at a time when the world is ravaged by war and its aftermath is at least an equal coincidence—if you refuse to regard it as anything more than that.

IT is hard to believe at the moment, but there was a time—not so long ago—when six bumper crops in a row in this country would have been generally regarded as a CALAMITY.

SURPLUSES would have been piled up—and we then looked upon surpluses as akin to smallpox, bill collectors and mass visits by in-laws. We shivered and our teeth chattered every time the word "surplus" was mentioned in public.

It is less than a decade and a half since, in a frenzied effort to GET RID of surpluses, we were killing little pigs before they grew into big ones, plowing under cotton and paying farmers for growing less.

Now—
Well, now a surplus of anything looks like manna from heaven.

LET'S not fool ourselves—there will be surpluses AGAIN. Not this year, or maybe even next. But SOONER OR LATER.

That is inevitable. But the scarcities of the war years, and of this war-affected year, have taught us something about surpluses. We have learned, for one thing, that surpluses are USEFUL. Without surpluses, we would be living always on the ragged edge, never knowing today whether we will have enough for tomorrow.

THIS much, at least, we HAVE LEARNED:
As between surpluses and shortages, it is better to have a surplus. So far as the good things of life are concerned, it is far better to have too much than too little.

We know that NOW. But we'll probably forget it quickly enough. Unless human nature has changed radically (and it HASN'T) it won't be too long before demagogues will be yowling again about surpluses and warning that there ought to be a law forbidding them.

HERE is something to think about:
IF LEFT ALONE, and unhampered, the law of supply and demand, plus FREE enterprise, (Continued on Page 2, Column 1)

The Herald and News

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KLAMATH FALLS, OREGON, FRIDAY, JULY 12, 1946

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WEATHER NEWS
July 12, 1946
Max. (July 11) 84 Min. 48
Precipitation last 24 hours .00
Normal year in date 12.97
Normal 15.85 Last year 13.58
Forecast: Clear today and Saturday.

Senators Fight To Bar Control Of Feed Grain

WASHINGTON, July 12 (AP)—New England senators launched an effort today to keep price ceilings off feed grains in any renewal of OPA authority.

Senator Bridges (R-N.H.) said he and others had drafted an amendment to pending OPA revival legislation which would ban controls over wheat and other grains when used for livestock and poultry feeds. It would retain ceilings on flour and cereals.

The senate rejected 40 to 32 Wednesday a move by Senator Reed (R-Kan.) to exempt from controls grains and products manufactured from them.

Senator Wherry (R-Neb.) indicated that he will offer an amendment which would guarantee wholesalers, retailers and distributors the same markups and discounts they enjoyed in 1940.

Temporary Delay
With these and other amendments lined up, the senate disposed of other pending business temporarily delaying action on a bill to restore curtailed OPA authority for a year.

A drive also was on to clinch the exemptions previously voted for meat, milk and sundry other items.

Republicans got behind the new campaign after barely failing to rip from the measure provisions which Senator Taft (R-Ohio) said could prevent manufacturers from getting needed price increases.

The GOP objective was to compel the house to vote specifically on the various decontrols ordered by the senate. Administration leaders were worried over the outcome. They conceded privately that the house might go along and that President Truman again might feel compelled to toss out a veto.

Strategy Outlined
This is the strategy, as outlined by Taft to a reporter: Once the senate passes its measure to bring OPA back to life in all-governor form, the bill will have to go along with a committee, so differences with the house can be straightened out.

(So far the house has passed only a bill to continue OPA until July 20 in its pre-death form.)

However, instructions are being drafted—and the senate will be asked to approve them—before the senate conferees to stand pat on amendments outlawing any future price controls on:

Meat, poultry, milk, petroleum, cottonseed, soy beans and their products.

Senate insistence almost certainly would compel the house conferees to lay these decontrols before the full chamber for a vote. Taft said these probably would nail down the exemptions.

City Council Favors Vote On Manager

City manager form of government long discussed by Klamath Falls citizens, was aired again last night at an informal meeting of the city council but a decision as to placing such a measure on the November ballot was tabled for the time being.

The session, which was devoted to discussing and clarifying the city manager set-up, was presided over by Councilman Paul O. Landry. A number of private citizens was invited to sit in on the meeting and express their views.

Introducing voters to both a change to city manager method of government and a completely new city charter was discouraged by city Attorney Henry Perkins who said that there is not sufficient time to prepare a new charter to comply with the (Continued on Page 2, Column 3)

United Makes Trial Flight

A sleek Mainliner 102 dropped down at 10:12 a. m. today as United Air Lines made the first of three familiarization flights into Klamath Falls prior to the inauguration of regular services here on August 1.

The Mainliner, sleeper type, got off the ground again at 10:37. It came in from the south and continued north. The ship was expected back this afternoon on a second practice flight.

According to CAA law, it is mandatory for pilot flying commercial planes to make three flights into an area where service is to be established. These flights are made with simulated instrument approaches. Planes coming in "on top" or above the clouds, use instruments entirely and the mandatory three flights give pilots a true picture of the new area they will fly.

Civil aviation authority here has one of the highest powered ranges in this region and on all instrument approaches, planes will use CAA facilities.

Munitions Men Balk At Probe

WASHINGTON, July 12 (AP)—Senate war investigations excused two key witnesses today—Henry M. Garsson and Benjamin F. Fields—when they refused to waive immunity in testifying on operations of an Illinois munitions combine.

In an angry, finger-shaking exchange, Chairman Mead (D-N.Y.) first told Fields he was through as a witness until he was willing to answer questions frankly and completely.

Then, only moments later, Mead told Garsson the same thing.

These rapidfire developments came on a day when the committee sought to get Rep. May (D-N.Y.) as a witness in a public hearing to testify on his activities in connection with the combine.

The committee formally invited the chairman of the house banking committee to appear but May declined to tell reporters whether he would comply.

Garsson and Fields have been prominently identified with the Erie Basin Metal Products company and allied firms which pyramided what Mead called a "paper empire" into millions in war contracts.

Deschutes City Is Shining Example Of Well-Planned Civic Enterprise

By LOIS STEWART
Klamath Falls grew out of the bobby sox stage some time ago but for some reason, she has just forgotten to put her hair up!

Loyal residents, the ones who love the bare hills, the smells and sounds that are peculiar to Klamath Falls are the first to admit that their town needs a good shot in the arm and only concerted efforts of the citizenry is Klamath Falls, so short a time ago Linkville, to emerge into the gracious lady.

Nothing makes a town so hopping mad as to have another thrown in her teeth—its beauties, its accomplishments, its righteous and God-fearing citizens. But Bend, to the north, in a country so basically like our own, can well be put down Klamath's throat whether she likes it or not.

Passing through Bend, the average motorist gets an impression of lawns so green they hurt the eye, and water so plentiful that every house nestles on a lake or river bank. This isn't just exactly so, but of course the lawns are green to the eye as you merge from sage-covered waste. Here is a brief history of Bend, of its lovely Mirror pond, of the Pioneer park, Brooks and Drake parks, and the rushing, icy Deschutes river.

Timber Stately
In the beginning the timber came down to the town. Tall pine trees, cone laden and stately, still stand in lawns and park.

It is one of the visual treats Bend lays out on an already richly laid table.

The town was originally known as Farewell Bend and it so appears on maps published by the U. S. geological survey. Early pioneers, in their trek west from the Prineville region, found water and grazing lands for their stock and as they continued "looking back saw a bend in the river and they called it Farewell Bend.

In the 80's and 90's it was referred to as The Bend. Today's name is just plain Bend.

One or two stockman had cabins on the river and grazed stock in the country; it was a stopping place on the stage route south, but there was no little trading post such as Linkville in the early days.

In the early part of the century, Bend began to grow. People came in to take up timber claims between 1900 and 1910. After the individuals had proved (Continued on Page 2, Column 1)

Redin Records To Be Played

SEATTLE, July 12 (AP)—Whispering wire transcriptions of conversation by Lieut. Nicolai G. Redin, Russian naval officer on trial on espionage-conspiracy charges, were ordered played today in the presence of a select group including Redin and his wife.

What was contained in the transcriptions, played at the "urgent suggestion" of Trial Judge Lloyd L. Black, was not disclosed immediately.

The long-awaited action came when Defense Attorney Tracy E. Griffin, opening the defense rebuttal, asked that records of the transcriptions be played in the courtroom in the absence of the jury.

Assistant U. S. Attorney Allan Pomeroy objected, first to the transcriptions being played at all in the absence of the jury, an objection overruled by the court, and secondly to their being played in open court, saying he did not want to make a "public spectacle."

County Trappers Lead Fur Sales

Klamath county trappers led in sale of animal furs from their last winter's catch, the state game commission's bulletin reported today.

A detailed summary of trappers' activity showed 64 Klamath county men selling their furs for \$28,649. Lane county's 150 licensed trappers followed with sales of \$24,477, and Clatsop's received \$22,367.

Oregon's 2009 licensed trappers received \$326,141.

The catch by species: Otter, 216; mink, 6567; muskrats, 61,395; wildcats, 1067; fox, 495; skunks, 1846; weasels, 382; raccoons, 4027; martens, 873; civet cats, 838; cougar, 33; coyotes, 2045; bear, 33; badgers, 40; nutria, 31; opossum, 3.

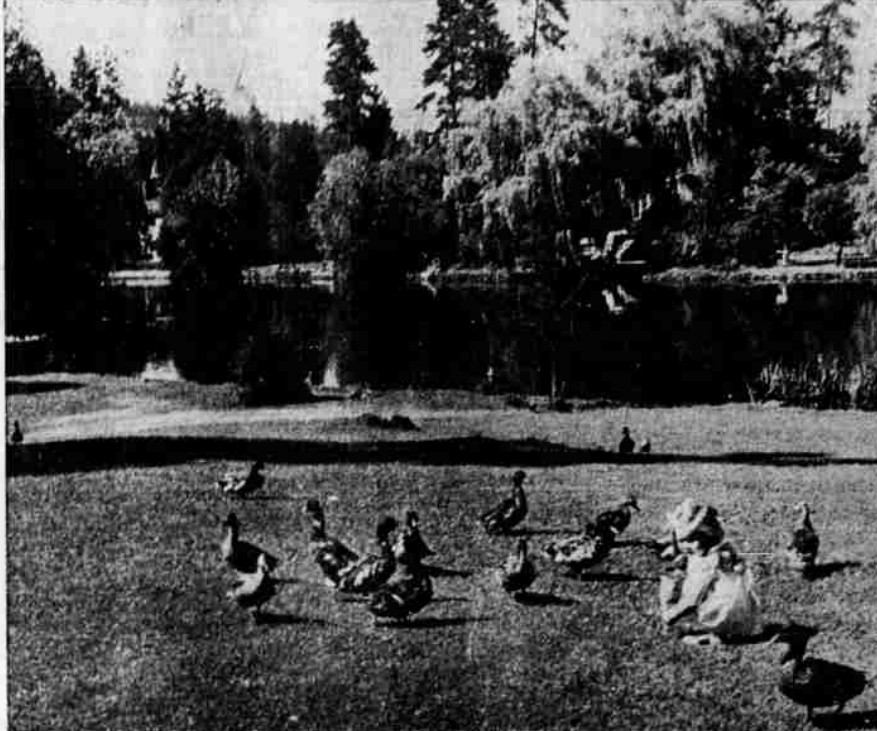
Bulletin

PARIS, July 12 (AP)—The four-power foreign ministers' council ended its session tonight, U. S. Senator Arthur W. Vandenberg (R-Mich.) told reporters.

Vandenberg said that he and Sen. Tom Connally (D-Tex.) would return to the United States tomorrow.

It was not determined whether Secretary of State James F. Byrnes, American member of the four-power council, would return with them or remain in Paris until the general European peace conference convenes July 29.

Careful Planning Makes Bend Beautiful



A recent visit to the Deschutes county seat of Bend resulted in these landscape-like pictures taken by Wes Guderian. The Herald and News photographer, above, a park section of Mirror pond in the heart of the city and looking across to a residential section where long-tressed willows sweep the water. A little Newport, Ore., visitor, Sue Louise Foster, stopped by to feed a few of the wild ducks. Below, another view of Mirror pond, backwater of the icy Deschutes river, with an attractive home on the banks, flanked on one side by the city playground donated through the Harmon foundation.

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Dorris Tunnel Cave-In Traps Freight Train

Fifteen loaded cars of a northbound Southern Pacific freight train were trapped in the 2070-foot tunnel a mile north of Dorris by a cave-in and derailment at 2:05 this morning. Passenger service into Klamath Falls will be held up at least 36 hours as a result.

Conductor of the train, H. R. Bonney, 427 Alameda, was slightly injured when the derailment occurred and was taken to the Grey hospital in Dorris where seven stitches were taken in a gash in his forehead.

Bonney and James E. Travers, Dunsmuir, brakeman, were in the caboose when the tunnel cave-in occurred. Travers was shaken up but did not require medical treatment. Bonney was thrown to the floor when the train suddenly stopped and a water barrel fell over on him, drenching him with water and knocking him unconscious momentarily.

The freight, coming from Klamath Falls from Dunsmuir, had left Dorris just a few minutes before the accident and was over halfway through the tunnel when several large military pontoons, lashed to gondolas, ripped loose from the cars.

Tunnel Caved In
The metal pontoons jammed into the sides of the narrow tunnel, tearing loose side and roof timbers, and brought the roof down on the cars.

The engine and 42 cars had already cleared the tunnel opening, and this morning two derailed cars in the north end of the tunnel were pulled out. On the other end of the train the caboose and 19 cars were free and moved out, but in between, 13 more cars remain locked in by the slide of concrete, earth and timbers.

Seven of the crushed pontoons have been pulled out, but at least three more are still jammed against the first car of the imprisoned string and must be removed before workmen can ascertain the extent of damage to boxcars further back.

The first car of the string, badly damaged, was loaded with sugar, and is off the track. The others to the rear are believed to be off the track and are loaded with government shipments.

Free Cars Come In
Engineer of the freight was Carlos Sylvia of Dunsmuir. He brought the free cars on in to Klamath Falls this morning.

The train came into Dorris about 1 a. m. today and laid over there for several minutes. It was going slow when it entered the curving tunnel. The Cascade, fast Southern Pacific passenger train, was 55 minutes behind the freight and was stopped at Dorris. After laying over there until about 6 a. m., it was turned back to Black. (Continued on Page 2, Column 9)

Hughes Tells Crash Cause

LOS ANGELES, July 12 (AP)—His battle for life suddenly weakening, Howard Hughes, 41, beckoned his doctor to his bedside last night and whispered a haunting story of the cause of his fiery crash Sunday in an experimental plane.

"I want you to give this message to the army. The accident was caused by the rear half of the right propeller," the millionaire maker of planes and movies, told Dr. Verne R. Mason.

"I don't want this to happen to anybody else."

Explaining carefully that the rear set of propeller blades on the right engine of his twin-engine plane had suddenly reversed pitch during the first test hop, Hughes said:

"It felt as if some giant had the right wing of the airplane in his hand and was pushing it back and down."

"Tell the army to look in the wreckage, find the rear half of the right propeller, and find out what went wrong."

Hughes gave his message to Dr. Mason after asking "am I going to live?" and hearing the physician solemnly reply: "I don't know."

In a bulletin on Hughes' condition, issued when he disclosed the airman's first words on the cause of the crash, the doctor said:

"Howard Hughes has suffered a turn for the worse in his fight for life."

Seattle Finds Rodeos Legal

SEATTLE, July 12 (AP)—Ride 'em cowboy, there's not law again in Seattle, after all! This was the discovery of J. Amlier Newton, assistant corporation counsel, after he delved muddy archives to find whether rodeos could be staged here.

Newton found that back in 1907 an ordinance was passed enumerating a number of things—like hospitals within 1000 feet of a public park—as "public nuisances," with fines and jail sentences prescribed.

Came 1929 and the city council added rodeos to the list. Then in 1941 they deleted rodeos from the list and since then there's been no new legislation on the subject. The hospitals are still taboo, though.

Newton said it was a matter of policy for the council to decide on a pending rodeo license petition.

Aiken Wants Sale Delayed On Barracks

State Budget Director George Aiken said today in Salem that he would ask the state board of higher education to request the war assets administration to hold the Klamath Falls Marine Barracks off sale until October 1.

By that time, Aiken said, the board will have a better idea as to whether it would need the \$6,500,000 military installation as a college for veterans.

The state department of vocational education is also interested in the barracks for possible use as a trade school, and Oscar I. Paulson, director of vocational education, has said that it will be several weeks before the state can decide whether to take over any or all of the installation.

He said that he is studying the question but the biggest stumbling block is where the state can get the money to convert and operate the school.

Board to Hear Paulson
Paulson will make his recommendation to the state board of education when it meets in Salem July 22. The board then, if it decides it wants the Marine Barracks, will send up a request to the Portland WAA to keep the barracks off sale.

He said, however, that the state could take over and operate the military installation as a vocational school only with permission from the surplus property division of the U. S. office of education.

There is no possibility of getting federal funds for the project, Paulson said, as all federal money for vocational education has been allocated to school districts. Federal money can be spent only for salaries for instructors.

Two representatives of the U. S. office of education from Washington were with Paulson when he made an inspection tour of the Marine Barracks earlier this week. At that time Paulson said installations were ideally equipped for a trade school and could be easily converted.

Nation Keeps Food Promise

WASHINGTON, July 12 (AP)—President Truman said today the nation, through the determined efforts of everyone, has made good on its first famine relief promises.

Reporting on the fiscal year which ended June 30, he said that in the case of food grains—the major relief commodity—exports exceeded the country's commitments.

The president cautioned, however, that continued cooperation will be necessary if the country is to do its full share to relieve the hunger he said still exists in the world.

Mr. Truman's statement was issued in connection with a report by Secretary of Agriculture Anderson which said foreign food shipments during the past 12 months totaled more than 16,500,000 long tons—or about 16 2/3 per cent of the nation's supply.

However, about 60 per cent of the shipments were food grains, such as wheat, corn, rice, rye and oats. For these Anderson said the government worked by two standards: (1) the total quantity officially promised shortage areas—400,000,000 bushels; (2) the quantity the country hoped to be able to ship—417,000,000 bushels.

Strikers Picket Medford Garages

MEDFORD, July 12 (AP)—Three Medford garages were picketed today following breakdown of negotiations last night between car dealers and repair shops and the AFL Automobile Mechanics' union.

C. W. Thomson, employer spokesman, said the employers agreed to bargain on the basis of an open but not a closed union shop. That, he said, was the only point at issue as employers agreed to paid vacations, increased pay, and a 40-hour week with time and a half paid for four hours on Saturdays.

Baseball Scores

NATIONAL		
First game—	R	H
New York	1	5
St. Louis	2	9
Voiselle and Cooper, Lombardi (7); Pollet and Gargagliola.		
R H E		
Boston	1	9
Cincinnati	0	1
Sain and Masi; Blackwell and Lamanno.		
R H E		
Brooklyn	2	5
Chicago	13	15
Barney, Herring (1), Gregg (6) and Anderson; Wyse and McCullough.		
AMERICAN		
Detroit	2	8
Boston	4	8
Trucks and Tebbetts; Ferriss and H. Wagner.		