

Herald and News These Days

FRANK JENKINS Editor MALCOLM EPLEY Managing Editor

Today's Roundup

By MALCOLM EPLEY. (To help convey to the public some idea of the operations of the US navy, a cruise from Bremerton to San Diego was arranged for five Oregon and Washington civilians, including the writer. In the first installment of this travel series, I told of the flight on a Navy Beechcraft plane from Klamath Falls to Seattle. The articles were necessarily interrupted by the period at sea; they now continue, in chronological order. The Klamath men on the trip are Henry Semon, Henley potato farmer and state legislator, and myself.)

BANGOR, Wash., Feb. 7.—After a day at the naval air station, Seattle, and a tour of the huge Bremerton navy yard, we came aboard our ship, the USS Ajax, moored alongside the dock here at the naval ammunition magazine at Bangor.



The navy yard visit provided a most impressive sight of sea power. The great Battleship Iowa was in dry-dock, and numerous cruisers, carriers and smaller craft were parked in the area—smaller ships right there to make up a mighty fleet. Many of these craft were in "mothballs"—their guns and other important mechanism encased in big bubbles of special material to prevent them from deteriorating.

Heavy, wet snow was falling as we left the navy yard and came through wooded country to Bangor, a few miles away. Our host on this trip was Lt. Comdr. Bert Creighton of the 13th naval district public relations office, who took delivery on a brand new car just before picking us up this morning.

WE arrived at the gate of the naval reservation in a howling storm, and marines at the gate advised Comdr. Creighton not to drive his new car to the dock. We were transferred to a small truck, driven by a marine, and careened madly over slick roads to the side of the Ajax, which was so enveloped in blowing snow and rain that we could hardly see it in the dusk. Waiting at the back of the truck as we got out was our host for the cruise, Capt. L. M. Markham Jr., the master of the Ajax.

Soon we were aboard, and set up snugly in our state-room. As an indication of the special efforts made at home, we all found our names printed on plates and attached to the doors of our rooms. Later, at a buffet supper arranged by the captain in his quarters, he handed each of us a napkin ring, which men of one of the Ajax extensive shops had fashioned for us, with our names engraved in the polished metal. Helping to entertain us during our brief stay at Bangor was Commander Kelly, the commanding officer of the naval magazine here.

THIS evening we learned more about our ship. The Ajax is a fleet repair ship and unit of the service forces of the Pacific fleet. She is 529 feet long, has a beam of 73 feet, and a displacement of 16,500 tons. She is turbine driven and has a speed of approximately 18 1/2 knots. Her wartime complement is more than 900 officers and men; at this time, the population of his handsome steel craft is about 350.

The Ajax was built in 1943 at Los Angeles, and there was some kind of a congressional ruckus about its cost of something around \$24,000,000. She served in the Pacific area from January, 1944, to the end of the war, completing repairs to many combat ships. She served as a repair ship for "Operations Crossroads" at Bikini—and if Mr. Semon and I appear to act peculiarly when we get home, maybe it'll be because we're radioactive.

Facilities of the Ajax include boiler shop, machine shop, shipfitters' shop, pipefitter shop, welding shop, carpenter shop, blacksmith shop, foundry, instrument and optical repair shop, boat repair, and many other such facilities. In other words it's a huge floating machine shop. Along with these facilities, it has many refinements in accommodations, and an array of the latest in navigation and combat equipment. The Ajax on this cruise is returning to San Diego after an overhaul at the Puget Sound naval shipyard.

The ship remains at dockside for this first night we are aboard. It will leave at 7 a. m. tomorrow. There are reports of a howling storm gathering over the North Pacific, and we've seen enough weather right here to get a more-than-vague premonition that something unpleasant may happen to our stomachs in the next 24 hours.

(Continued Tomorrow)

These Days

By GEORGE E. SOKOLSKY

THE state department is having an extraordinarily difficult time deciding its own Marshall plan figures. Either it suffers from differences within the department or it is in a state of confusion.

On December 19, 1947, the senate foreign relations committee issued a statement from the department to the committee entitled "Outline of European Recovery Program." In that statement, on page 117, a table is given of proposed shipments from countries other than the United States in the western hemisphere totaling \$3,345,000,000.

On February 7, however, the state department issued a new table showing only \$2,490,000,000 of supplies from other western hemisphere countries—or a reduction of \$855,000,000.

Precisely what does this reduction mean? Does it mean that the United States is to absorb \$855,000,000 in American irreplaceable natural resources? Does it mean that the total Marshall plan is to be reduced by about \$1,000,000,000? Does it mean anything at all?

Again questions must be asked about such items as this one: the original proposal of December 19 for the first 15 months included \$156,000,000 of coffee and \$30,000,000 of tobacco from other western hemisphere countries, and \$260,000,000 of tobacco from the United States. This makes a total of \$446,000,000 for tobacco and coffee. Now, men may differ on the nutritive value of tobacco and coffee, but does the American taxpayer have to provide them free—particularly coffee, which is not grown here at all?

What Is The Meaning?

THE original proposal of December 19 called for \$701,000,000 petroleum products from the United States or to be bought with American money somewhere. Recently the state department, under public pressure because of the American shortage, issued a statement that no petroleum products would be shipped from the United States. And there is not enough oil coming from other countries to supply this amount. There is an obvious shortage of petroleum products in the United States on account of which large areas of this country suffered grievously this winter. What is the meaning of the above figures and the paradox inherent in them?

Also, it is now disclosed that in apportioning the total \$17,000,000,000 contributions are to be made to the following countries:

Table with 2 columns: Country, Amount. Denmark \$382,000,000, Portugal 150,000,000, Ireland 497,000,000, Total \$1,229,000,000

If the Marshall plan is proposed to alleviate starvation, Denmark, Portugal and Ireland are not starving. They are, in fact, doing very well in the matter of food. Denmark and Ireland are exporters of food. If the Marshall plan is proposed to stop the tide of communism, Denmark, Portugal and Ireland are not in danger from communism. If the Marshall plan is to repair war damage, Portugal and Ireland were not damaged by war. Both Portugal and Ireland were neutral in the war and neither was occupied by Germany.

What About South America?

APPARENTLY this \$1,229,000,000 is a little bit extra, perhaps to make these nations feel good. If a sop is thrown to Portugal, why not Spain? Are they not the same kind of countries? Certainly, Brazil, which is tied by blood and history to Portugal, can aid the mother country without burdening the American taxpayer. At no stage of this discussion have Brazil and the Argentine—the only South American countries that can export much to Europe—indicated any unwillingness to do their share on their own. Why should we pour some \$3,000,000,000 into those countries which have not asked for our aid and do not need it? (This figure includes Canada, which is another matter.) Yet, under the plan that is precisely what we would be doing. Most of the South American states have grown richer during the war.

And finally, why should the United States pour any of this money into Europe in terms of irreplaceable commodities while the German factories are shut down and the German worker is idle, living on American charity, paid by the American taxpayer. Herbert Hoover proposed that the German be put to work and the load on the American reduced, but the state department continues the crazy Morgenthau policy of dismantling German industry and robbing the American taxpayer to do it.

If the Marshall plan involves a European defense against Russia, as Bernard Baruch proposed, how can that defense be strengthened by continuing the dismantling of German industry?

These questions should be asked by congress.

SIDE GLANCES



"I'm not going to have any steady girl till they abolish valentines—such mush!"

STATIC

By RONNIE BROWN

Klamath Falls will come into the Mutual network limelight Sunday morning on Commander Scott's "Radio Bus" program, heard over J1 from 10:15 to 10:30 a. m.

Scott's "unreal realities" portion of the program will feature Crater lake, Glass Mountain and the Tulelake area.

Now this Scott fellow really gets around, and allegedly knows as much as anyone about oddities of the world. He has a pretty good audience, and his program Sunday morning will call the Klamath basin to the attention of an estimated 2,500,000 listeners. One thing I gotta say, though. You folks at Tulelake are sure hogging the big time—first it's Life magazine and now Mutual net work.

You basketball fans who just can't get the old chassis up out of that easy chair to see the game at Pelican court tonight between the KUHS Pelicans and the Southern Oregon College Jayvees, tune in KFLW at 8:30 for Don (the Voice) Neal's play-by-play account of goings-on.

Understand KFLW Technician Gordy Lee is working night and day on a new, improved waterproof mike. Those Chi-Baba yells led by the KU rally squad are really playing havoc with the innards of Gordy's mikes.

Another litle sports note — ABC is featuring a 10-round return bout between Gene Burton of New York and Bernard Doucson of New Orleans on the "Cavalcade of Sports" tonight at 7 o'clock.

These two gentlemen are leading contenders for Ray Robinson's welterweight title. Don Dunphy and Bill Corum will be on hand for the blow-by-blow details.

Metropolitan Opera's broadcast over LW tomorrow morning will bring "Der Rosenkavalier" with Jarmila Novotna in the title role.

Metropolitan's airing, starting at 11 a. m., will mark the 14th broadcast of the Met over KFLW this season. Fritz Busch will conduct the orchestra.

That pudgy individual returns to KFLW tonight at 8 o'clock to solve a dilly of a missing man puzzle. "The Fat Man" is assailed in his office by three women, who all seem to be interested in finding the same missing guy. Said "missing man" later turns up dead outside Patso's office. Lipstick, so often the source of man's undoing, turns out to be the clinching clue.

Other KFLW casts tonight include "The Sheriff" at 6:30, "Famous Jury Trials" at 9:30, and signing off, Chuck Cecil's "Teleguest" at 11:05.

And incidentally, it's very discouraging to a struggling young cub reporter to be greeted by a vitriolic "A-a-a-a-a-nerst!" from a disgruntled "Teleguest" fan upon answering the phone about 11:15. Every so often, overloads on other phones in the building, or a wrong number, brings a call intended for "Teleguest" over my line, and then some poor sucker who has that "gotta-get-on-Teleguest" complex takes a rude shock upon hearing my grating "Herald-News, newscaster" instead of the expected "Teleguest," uttered in oily tones by the Old Maestro.

Just for spite, I'm going to take a request some night, just to keep from getting my feelings hurt!

The World Today

By DEWITT MACKENZIE AP Foreign Affairs Analyst

Surely newspaper columnists must have been in mind when it was pointed out in the book of proverbs that "the way of transgressors is hard."

Your columnist has had his knuckles soundly rapped by a reader for views expressed at the time of Mahatma Gandhi's assassination. On that tragic occasion I wrote:

"Gandhi—who was my friend—the friend of all humanity, for that matter, He was indeed a holy man whose outlook was not restricted by race or dogma. His whole code was summed up in goodness, and he took it where he found it."

"His own life encompassed not only Hinduism, in which he was born, but Christianity, Mohammedanism, and other religions. And he once told me that the greatest influence in his life had been Christ's sermon on the mount."

"My reader critic (and heaven bless 'em all just so long as they are readers) demands how I explain that statement about Gandhi's life encompassing Christianity, 'in the light of Exodus 20:3—'thou shalt have no other Gods before me?'"

Well, I'm too old a hand to get involved in technical religious arguments, being the son of a Methodist minister and thus knowing something of the pitfalls for amateurs—especially on Friday the 13th. So I am going to stand pat and tell a story about some little incidents which long have seemed to me to be an invitation to tolerance, in a world which needs it.

Grand Gentleman

On my first visit to India a generation ago I was the guest of the late Maharajah of Bikanir, an Arabian Nights prince who was among the greatest of the sub-continent's potentates. He was in every respect a grand gentleman who followed the highest moral code himself and insisted on the same from his officials and court.

But his highness was a Hindu, and through his only friendly convenience I saw him in a ceremony which probably no other non-Hindu ever had witnessed.

I saw him and his two little princes prostrated on the floor of the great temple before a stone idol. I was shocked and troubled as I tried to weigh that sight against his grand morals. Then came that little incident inviting tolerance.

The day I left Bikanir the maharajah also was traveling by train to Delhi and he invited me to ride in his palatial private car. We pulled out of the capital at sunset, and I stood by a window admiring the picture made by the golden rays striking across the towers and turrets of the city. Suddenly I became aware that the prince was on his knees in prayer, and when he arose

after several minutes he turned to me and said: "I owe you an explanation. When I leave my capital I always pray God to keep my people safe, and bring me back to them again."

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Don't Miss KFLW's Big Friday Shows TONITE!

- 6:30 "The Sheriff"
6:55 "Roll Call"
7:00 "Gillette Fights"
8:00 "The Fat Man"
8:30 "Kufs-SOC"
9:30 "Jury Trials"
10:00 "Stardust Melodies"
11:00 "Teleguest"

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.

KLAMATH FALLS, Ore. (To the Editor)—Slackers, skirts and long hair! There was a poll about slacker. What about it? Skirts on women are foolish and a nuisance. Women have more sense to wear pants. Slackers are so made that they are made a different from male attire. They are satisfactory in slacker.

There has been a controversy about skirts, both long and short. If there ever was a nuisance, unsatisfactory, it was long skirts. They were unsatisfactory. Long skirts mopped the floor, were mopped and dirty.

On the other hand, short skirts were impudent, and should have been below the knees and between the ankles. The average man does not like to see legs too much.

On the other hand why wear skirts at all? A woman can work better in pants and they look better. A woman in pants has as much right to work, hunt fish and play games as a man in pants.

Some old customs should be changed. Let women have stocks. Women are engaged in industry and work in the present time. Let them have the same rights as men; especially if women are single in industry.

Some old men and women have old ideas of women. I am old but I want to have up to date ideas. Let us change make some ideas in new civilized ideas.

Some say put women in the same category as men. Short hair for instance. One thing however, The Apostle Paul said, "The glory of woman is hair" and "the shame of a man was long hair." What looks a man with long hair? I admired long hair of my wife, my mother and sister. What about the beauty parlors? All right, get the ladies fluffed hair up nice. Get the hair arranged nice and arranged, but do not bob it.

Men like to see men beautiful. When a fellow wants some facts about veteran rights and goes to the only source available to get this information, he doesn't like to be snubbed at. As it is rather obvious what office I am referring to, I will save the embarrassment of mentioning any names. This is not intended as criticism of the two gentlemen in this particular office.

Yours truly, ROBERT FRIESEN.

Mexicans Free On Tax Order

WASHINGTON, Feb. 13 (AP)—Rep. Anderson (R-Calif.) said today the internal revenue bureau has ruled that wages of Mexican farm laborers in the United States are not subject to withholding tax.

Anderson said the bureau held that Mexican farm workers are to be construed as entering and leaving the country frequently.

Therefore, he added, the 30 per cent withholding tax on wages of non-resident aliens will not apply to such workers.

However, he said, if the Mexican laborers earn more than \$500 in a year, or up to the time they leave the United States, they must get "tax clearance" by filing the department's tax return and pay whatever income tax is due.

Anderson said the bureau's ruling was made this week after an inquiry from the Progressive Growers association of San Jose, Calif.

after several minutes he turned to me and said: "I owe you an explanation. When I leave my capital I always pray God to keep my people safe, and bring me back to them again."

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The Gallup Poll

High Prices Still Biggest U.S. Question

PHINCETON, N. J., Feb. 12—Suppose you are a Washington correspondent assigned to cover the weekly presidential press conference; you walk into the White House, take your place in the president's office. President Truman greets the meeting, waits for the first question.

What question would you most want to ask the nation's chief executive? Just that situation was described to voters in all walks of life, and in every state of the union. The voting public comes up with some pretty tough questions, which would tax not only the knowledge but the occult powers of the president, his entire cabinet, the congress and all government officials.

However, when the questions these representative voters want to ask are all assembled and analyzed, the results show very significantly what national and international problems are of most pressing concern to the public.

The \$64 question, leading all others, would be phrased something like this: "Will prices be lowered soon?"

"After the president had tackled that one, questions like these would be shot at him: "Will the Marshall plan succeed in reconstructing Europe?"

"What are the chances that Russia and the United States can come to agreements on their major differences?"

"When is something going to be done about lowering taxes and reducing the national debt?"

"Can this country keep out of war, and if not, what should we do to prepare for another war?"

"What can the government do to ease the housing situation?"

"Why are there still shortages in so many items and what is the government doing about them?"

Truck Driver Killed In Wreck COOS BAY, Feb. 13 (AP)—Glen Leo Potts, 32, Coquille, died in a hospital last night several hours after his truck collided with another on the Coos Bay-Coquille highway.

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The Doctor Says—

Most Accidents Preventable

By EDWIN P. JORDAN, M. D. Written for NEA Service

Accidents, one of the most important causes of death in this country, are responsible for a great deal of crippling. According to a recent article on this subject in the Journal of the American Medical Association, most accidents do not "just happen." Most of them could and should be prevented.

Some progress in this direction has already been made. The National Safety Council has figured out that, if accidents had been continued at the same rate as in 1913,

stairs would keep small children from falling down stairs, and screening fireplaces would prevent a certain number of accidents from burns.

Falls down basement stairs are common, but good lighting on the stairs would cut this hazard. People should also realize the danger of placing pails, brooms, and other things on or near stairs.

Accident Addicts

Some people are particularly liable to accidents, either because of some physical difficulty or for psychological reasons. Automobile drivers who are addicted to drugs, have epilepsy, attacks of dizziness, or are alcoholics, are a danger to others as well as to themselves.

Accidents are such an important cause of death and serious injury that all methods of reducing them should be pushed to the limit.

RADIO PROGRAMS

Table with 2 columns: Station, Program. KFLW-1450 kc. 6:30 Sports Lineup, 6:35 News, 6:40 Town News, 6:45 World News Summary, 6:50 The Sheriff, 6:55 6:55 Champion Roll Call ABC, 7:00 Gillie's Fights ABC, 7:05 7:10 The Fat Man ABC, 7:15 KJHS vs. SOC JV., 7:20 7:25 7:30 7:35 7:40 7:45 7:50 7:55 8:00 8:05 8:10 8:15 8:20 8:25 8:30 8:35 8:40 8:45 8:50 8:55 9:00 9:05 9:10 9:15 9:20 9:25 9:30 9:35 9:40 9:45 9:50 9:55 10:00 10:05 10:10 10:15 10:20 10:25 10:30 10:35 10:40 10:45 10:50 10:55 11:00 11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45

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