

RAGING COLUMBIA BREAKS DIKE

In The Day's News

By FRANK JENKINS

HOPKINS, boss of our European recovery plan, says the house cut in funds will put a serious dent in our program to put Western Europe's industry back on its feet.

Food and raw materials, he tells the senate appropriations committee this morning, must be kept flowing or the people will go hungry—and hungry people are hard to deal with.

So, he adds, "the machinery of the cut must fall on the machinery and equipment necessary to restore or increase Europe's productive capacity."

IT'S like this: Suppose you are temporarily down and out. (Like, for instance, people who have lost everything in the Columbia floods.) You have, maybe, a piece of bare ground, but it's too hot to work it with. You have a little credit, so you go to your banker.

What will he do? If he is a GOOD banker, he will feed you first and then he will advance you some money to buy tools with. With food to keep your strength up and tools to work your ground with, you'll be able to feed yourself in a little while.

But without tools to work with, you'll have to go on relief.

IT will work the same way in Europe. If we provide just money enough to go on feeding the people there but not enough to get them the tools with which to get their own industry and agriculture going again, we'll have to go on feeding them indefinitely under the international WPA system we've been following so far.

It's as simple as that.

IN the past, we've gained a reputation for being able to do a job. To do a job effectively, you must finish what you start. If we don't finish the job we've started in Europe, we'll lose whatever reputation we've gained in the past.

If we lose world confidence, we'll lose world leadership. If we lose world leadership, Russia will seize it.

Where will we be then?

WE don't necessarily have to spend ALL the money we have been talking about. If we can do the job effectively for less, it will be wonderful. That would be what free enterprise call good judgment.

One of the first rules of good management is to spend only as much as is necessary to do the job right.

But for heaven's sake let's don't say to the world that it won't get Western Europe back on its feet and strong enough to help us resist the "agony" of communism. **IT** WOULD'N'T be worth six billions.

That would merely make us ridiculous. If that's the way we feel about it, let's drop the whole project and keep our money.

THE pity of it is that congress really doesn't care two hoots about the difference in money represented by the house cut. This is an election year, and the whole thing is merely a case of putting on a show for the voters.

If, in a crisis such as faces us today, we can't rise above piddling politics such as this, we're sunk.

HERE'S another pity: The voters of America in this year of decision are YEARNING for wise, sound, fearless leadership. That is why Eisenhower, as proved by the opinion polls, has made such an impression on us. We think he is wise, sound and fearless, and we are further impressed by his refusal to get his feet wet in the muddy stream of vote-chasing politics.

Herald and News

PRICE FIVE CENTS

KLAMATH FALLS, OREGON, FRIDAY, JUNE 11, 1948

Telephone 8111

★ No. 1193

WEATHER
Max. (June 11) 65 Min. 44
Precipitation last 24 hours. Trace
Stream year to date 12.54
Normal 11.49 Last year 16.81
Forecast: Cloudy, showers.

150 Feared Dead After Swedish Passenger Ship Hits Mine In Kattegat

AALBORG, Denmark, June 11 (AP)—A 400-passenger vessel carrying 400 persons struck a mine and sank in the Kattegat early today and at mid-morning 150 of the passengers and crew members still were unaccounted for.

The vessel was the 1,668-ton steamer Kjoebenhavn, owned by the United Steamship company (DFDS). A company official said most of the passengers not accounted for must be feared drowned.

He said about 250 passengers and crew members had been rescued by 10 a. m.

The first vessel to reach shore from the scene of the disaster was the Danish tanker Dangul Lube, which carried 13 severely wounded.

Ambulances were waiting. The Kjoebenhavn was traveling between Copenhagen and Aalborg when she hit the mine. Aalborg is northwest of Copenhagen across the Kattegat.

The company said the ship went down in 18 minutes, four miles south of the Kjoebenhavn lightship in the northern part of the Kattegat. Early reports to the company, it said, indicated only two lifeboats were lowered before the vessel sank.

Many ships in the area hurried to the scene and one the Friga, also owned by the DFDS company reported that she had picked up about 200 passengers from the sunken ship. Many of them, the Friga reported, suffered severe wounds and others were suffering from exposure.

A report from Aalborg said 28 members of the crew were rescued. Planes dropped lifeboats to passengers swimming in the sea.

The only complete passenger list was aboard the Kjoebenhavn. One official said about 200 of the passengers probably were asleep in their berths when the explosion occurred. The rest traveled steerage and most of them spent the night in deck chairs.

When news of the disaster spread in Copenhagen flags were lowered halfmast on all ships in the harbor. Aalborg city is also in mourning.

Klamath-Bound Motorists Lose Lives In Crash



A well known Eureka resident and his wife, Mr. and Mrs. Gregory P. Ruzic, en route to Klamath Falls for a visit with their daughter Helen, Mrs. Robert P. Ellingson Jr., 2030 Del Moro, were killed instantly early Thursday afternoon when their car skidded on a wet curve near Gold Hill and crashed into the rear of a northbound PMT truck operated by John Russell Willett, Klamath Falls. This picture was taken by Leo Epps, local truck driver, who arrived shortly after the crash and while the 1948 Packard was being moved by a wrecker.

White Pine Mill Set To Start June 15

LAKEVIEW, June 11—With their new sawmill completely rebuilt from the ground up, and entirely new machinery, the White Pine Lumber company plans to resume operations about June 15, it was announced this week by Sam Jaksick, general manager. An open house is planned for Saturday afternoon, June 19.

The new mill, in which about 90 per cent of the machinery is electric, will cut about 9000 board feet of lumber per hour, an increase of 2000 to 3000 feet over the old mill.

Operation in the old mill was closed down April 1 and most of the crew was retained to help with the construction of the new mill. Timbers had been previously cut and construction of the new mill was begun at once under direction of Thurman Johnson, mill construction foreman.

This will be the second local mill to be completely rebuilt here within the past few months. The Fremont sawmill was rebuilt last fall.

SP Asks Shippers To Unload Cars

PORTLAND, June 11 (AP)—The Southern Pacific railroad appealed to shippers Thursday to unload their freight, and warned that if they don't—no more freight trains will be able to get in.

With the regular depot flooded, the SP has been using the east side Brooklyn yard—a yard not equipped for such volume. Officials said 100 loaded freight cars are clogging the tracks.

House Republican Leaders Pin Emphatic 'Must' On Draft Bill

WASHINGTON, June 11 (AP)—House republican leaders stamped an emphatic "must" today on enactment of a peacetime draft law next week. Encouraged by the whopping 78-10 vote the senate gave its selective service revival bill, house supporters were confident of sending a finished measure to President Truman before adjournment.

Speaker Martin (R-Ill.) told reporters the house bill will be called to the floor Tuesday or Wednesday. He predicted it will pass with only one day of debate. This would contrast with six days and three nights of senate oratory.

House Rules Chairman Leo E. Allen (R-Ill.) said his committee will meet Monday to vote the house measure "up or down." The bill has been awaiting rules committee clearance since May 7.

With adjournment tentatively set for a week from Saturday, the bill cannot be debated in the house unless the rules committee approves it.

Hence shortly after the senate voted in mid-afternoon yesterday, Martin called Allen to a conference. Allen said later Martin had asked him for rules committee "cooperation" in getting the house bill to the floor.

Allen then revised an earlier statement that his committee is divided three ways—four members for the bill, four against, and four undecided.

Allen placed his newest tally at six for and six against. He said he will not change his "no" vote to break the tie but two others on his side may.

There are not fundamental differences between the senate and house bills, but some provisions will be compromised.

New Walk Pays Off To Watchers

NEW PINE CREEK—A much needed improvement was completed here Wednesday in the nature of a new cement sidewalk in front of the Faris Cash store. The tearing up of the old sidewalk furnished quite a bit of excitement as in the course of years many nickels, dimes, pennies and quarters have been dropped down the cracks.

Last week when the walk was first torn up everyone who passed could not resist the temptation to scratch around in the old trash beneath the walk. Probably four or five dollars in the aggregate were scratched up by various children and adults.

ROAD CLOSED
SALEM, June 11 (AP)—The John Day highway was closed today when a rainstorm washed out the road between Fossil and Condon.

The Service Creek-Mitchell secondary highway and the Ochoco highway also were closed.

Gold Hill Wreck Takes Lives Of Two

A crash between a truck and car three miles south of Gold Hill on the Pacific highway early yesterday afternoon snuffed out the lives of two Eureka, Calif., motorists, Mr. and Mrs. Gregory P. Ruzic, parents of Mrs. Robert P. Ellingson Jr., of Klamath Falls.

Mr. and Mrs. Ruzic, prominent coast residents, were en route here to visit their daughter.

The accident occurred at the foot of a hill north of Medford when the heavy car Mr. Ruzic was driving skidded on a slippery curve and he crashed into the rear of a big PMT freight truck operated by John Russell Willett, 31, resident of the Eberlein street housing unit, Klamath Falls.

Willett was northbound from Medford to Roseburg at the time. He drives for Pacific Motor Transport, subsidiary of Southern Pacific. Willett was uninjured.

Leo Epps, local bus driver, came on the accident immediately after the crash and said Mr. Ruzic apparently failed to make the curve and struck the rear section of the big truck with such impact the rear axle of the PMT machine was twisted lengthwise.

Mr. and Mrs. Ellingson, who live at 2030 DelMoro, will leave Saturday for Eureka to arrange for services for her parents who are survived by their daughter and son, Curtis of Eureka. Mr. Ruzic was 61, his wife Nellie, 56. He was owner-operator of the Triangle Auto Court at Eureka.

Water Supply Runs Short

WENATCHEE, June 11 (AP)—Only one day's water supply remained in Wenatchee city reservoirs this morning after the city pumping plant that has withstood the pressure of Columbia river waters for three weeks was finally flooded early this morning.

At seven minutes after midnight, pressure of water buckled the floor from underneath, and the plant building began filling with water. Superintendent Marion Sterling said four million gallons of water were pumped into the city reservoir, one day's supply.

A diver from Grand Coulee dam is due this morning to try to patch the break between the clear well and the plant floor. If that is done, water service can be renewed in four days, after pump machinery has been dried out.

Youth Draws Life Sentence

NAPA, Calif., June 11 (AP)—Thirteen-year-old Richard Thompson faces a lifetime in prison.

While Richard chewed bubble gum, Superior Judge Mervin Lernerhart yesterday found him guilty of first degree murder. Richard confessed that he drowned Verna Sue Askins, 6, in a creek to keep her from telling her parents he had molested her sexually. He pleaded guilty to a murder charge.

Richard will be turned over to the youth authority, which will keep custody of him until he is 21. Then he will be sent to San Quentin prison. He was under 18.

The boy's confession related that after he killed the girl April 16 he bicycled to town and went to the movies.

Blue Bloods Toss Out Last Chance

LONDON, June 11 (AP)—Britain's blue bloods have lost what probably was their only chance in history to trap rabbits on the red carpeted floor of the house of lords.

Lord Amulree, a Scottish surgeon, passed a new rabbit trap around among the peers last night. He wanted the trap legalized. He said it did not torture the rabbit.

Airport Goes Under, Rich Area Floods

PORTLAND, June 11 (AP)—The flooding Columbia river broke through another dike on Portland's outskirts today and exceeding over a rich lowland area extending ten miles to the east.

Doomed were the Portland airport, four golf and country clubs, a lakeside resort and home for several thousand persons.

All residents were ordered evacuated days ago, but the sheriff's office feared some might have returned.

The airport siren sounded a warning when the break came in the early morning. The fire department at Troutdale, a small community on high ground east of Portland also wailed a warning to any returnees. Eight sheriff's cars raced over roads ahead of the water with sirens going.

Troops Out
Army engineers pulled out all troops and dike workers.

The sheriff's office said the warnings would have given anyone in the area time to escape ahead of the flood.

The break, as in previous breaches that flooded Vanport, the Portland Meadows race track and another golf course, came in a side dike, not on the river front.

Army engineers said they would attempt to hold an intermediary dike, ten miles to the east, protecting the \$43,000,000 Reynolds company aluminum plant.

Meanwhile the highest waters of the flood rolled toward the Portland area.

The break unleashed Columbia waters which had wiped out Vanport Memorial Day, then cut through a cross-dike and flooded to the east over the Portland Meadows horse racing plant before being halted by a second cross-dike.

Behind Barrier
This second cross-dike was the one that gave way this morning, letting the old floodwaters race farther upriver to the east behind the main Columbia river barrier.

In addition to the airport, two country clubs were overrun—Alderwood and Riverside. So were Broadmoor and Colwood, both public golf courses. In the area also are the Blue Lake resort and about 5000 valuable commercial farms producing tulip and gladioli bulbs and garden truck. The total area is about 10,000 acres.

The mile-square Portland-Columbia airport was abandoned by commercial airlines after the Vanport disaster. Their planes operate out of Salem airport, 50 miles south of Portland.

The U. S. weather bureau warned that the unruly Columbia river's third crest would hit the lower valley tomorrow, driving floodwaters at Portland to a new 1948 high—39 feet. The level was 29.95 when the first crest struck the Oregon metropolis June 1.

Canada's big Fraser river rode a new high for the year—24.71 feet—along imperilled lowlands near the Pacific. It still was rising.

New Evacuations
American and Canadian authorities ordered new evacuations as the Columbia and Fraser maintained relentless pressure on levees saturated by weeks of high water.

In the hard-pressed Lower Columbia valley, U. S. army engineers ordered evacuation of diking district 13 near Kelso, Wash., 40 miles downstream from Portland. It adjoins (Continued on Page 2, Column 5)

ERP Chief Pleads For Full Fund

WASHINGTON, June 11 (AP)—The boss of the European Recovery Program said today Europe cuts in ERP funds, would virtually "eliminate" plans to put Europe's industry back on its feet.

"The brunt of the cut must fall on the machinery and equipment necessary to restore or increase Europe's productive capacity," Economic Cooperation Administrator Paul G. Hoffman told the senate appropriation committee.

"The most productive and the most far-reaching part of the recovery program would for all practical purposes be eliminated."

Machinery Cut
Hoffman's first formal appeal for restoration of the full \$5,300,000,000 in recovery funds showed that machinery shipments would have to be reduced from \$1,100,000,000 to \$100,000,000 if the senate upholds the house slash.

The house voted to spread the \$5,300,000,000 over 15 months instead of the 12 months authorized by congress in setting up ERP. This would have the effect of cutting recovery spending from \$1,000,000,000 to \$2,000,000,000.

In advance of Hoffman's appearance, a republican member predicted the committee would heed "pleas of Senator Vandenberg (R-Mich.) and others and put back most of the cuts made by the house. Vandenberg, chairman of the senate foreign relations committee, had been fighting the reduction since the house acted.

Hoffman said food and raw materials move, keep flowing if Europe is to survive, therefore the industrial recovery goods would have to be cut.

Car Plunges Into Canal

Seven persons narrowly escaped serious injury Thursday afternoon when their car skidded off the Crystal Springs car road near Olene and plunged down a steep embankment into an irrigation canal.

Spencer Charles Crump, of Phoenix, Ore., was driver of the car, and had his wife, two sons, Gerald and Jimmy, his brother and sister-in-law of Los Angeles and Mrs. Billy Morley, of Klamath Falls as passengers.

State police said the accident occurred during a rainstorm, when Crump's 1941 DeSoto club coupe skidded on the muddy road and slipped off down the bank. One bystander told the Herald and News that the bank was from 40 to 50 feet high. The passengers received superficial scratches and bruises, and were not taken to the hospital. The machine was badly damaged.

Langell Valley Family Head North With Full Boxcar Load

A boxcar loaded with most of the farm equipment, household goods and livestock owned by the Luther Dunn family of Langell valley pulled out of the Southern Pacific yards today.

The Duns are moving to Sunnyside, Wash., lock, stock and barrel. In railroad tariff books there is provision for a lump freight rate for such conglomerate family haulings known officially as "emigrant movables." In railroad parlance such loads are known as "ulus."

The Dunn boxcar, loaded and ready to head north, contained three cows, a calf, two hogs, two dogs, a tractor and assortment of small ranch equipment, an old Ford pickup, hay, sacked grain, an oil stove, icebox, tables, chairs, trunk, mattresses and bedding, and a dozen or so boxes full of household items.

Mr. and Mrs. Dunn have already gone to Sunnyside. They sold their Langell valley ranch and bought another in Washington where they will set up housekeeping again. George E. Gregg, employe of the Duns, is riding up in the boxcar.

If all goes well, the trip probably will take three days, and Gregg will sleep in a bed laid out in the car. His job will be to look after the cargo generally and play nursemaid to the livestock on the trip.

Feed for the cattle and hogs is being carried along, but Gregg will have to scout for water in the various railroad yard stops along the way.

The milk cows and hogs are penned in one end of the car, the calf at the other end to keep it from getting trampled. The two dogs have stationed themselves under the truck and look nonechalant about the whole thing.

Gregg himself is not particularly enthused about the trip but keeps hoping it goes smoothly and he doesn't mistakenly get coupled to a freight going to Chicago or some other way point.

Modern-Day "Emigrant"



George E. Gregg, ranch hand employed by Luther Dunn, will ride a trip to Sunnyside, Wash., in a boxcar loaded with farm implements, livestock and household goods belonging to the Dunn family which is moving to Sunnyside from Langell valley. Railroad tariff books have a name for such hauls—"emigrant movables."

Keynoter's Speech At The Convention Is Great Oration About What A Bunch Of Skunks, Horsethieves Are In The Opposition

By PETER EDSON
NEA Staff Correspondent
(Second in a series of 4 articles.)

WASHINGTON—The first day of a political nominating convention is spent in everybody finding out where his seat is and complaining about it. Also in listening to several addresses of welcome and the keynote speech.

The keynote speech is delivered by the temporary chairman, picked in advance by the party leaders. For the republicans this year the keynoter is Governor Dwight Green of Illinois. For the democrats it's Sen. Alben W. Barkley of Kentucky.

Great Oration
The tradition is that the keynoter delivers a "grea-a-a-at" oration to lead the party on to victory. Usually it does no such thing. It is mostly a long and wordy document, filled with bunk and platitudes about how noble the speaker's party is, and what a bunch of skunks and horsethieves are in the opposition.



JOE MARTIN: As the republican convention chairman, he'll be back on the same job he had for the 1944 show (above) in Chicago.

SAM RAYBURN: Like Martin, the democratic convention chairman for '48 got his gavel-swinging experience as speaker of the house.