

Herald and News

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BILL-BOARD

By BILL JENKINS

Shotguns are replacing rifles in the sporting goods stores these days and the majority of the buck hunters have already made their try. At least of lot of 'em did yesterday. The streets were full of 'em in the morning going out and in the evening coming home—through the rain. Getting in shape for duck hunting?

Quite a football weekend, but not for Oregon. Both the University and Oregon State were downed. But despite that there was some awfully good ball to listen to. The Notre Dame, SMU game must have been a dilly to watch as well. We sat around the office and listened to Harry Winter almost lose his voice, his mind and his self control in giving you the play by play description. There's a guy who really puts his heart and soul into broadcasting. He can make a climax out of a time out.

There's still a happy glow about last weekend's victory over Medford. That game still means more to Klamath than all the others put together.

More new building going on around town. The latest is the work being done at the old site of Finnigan's on the corner of Eighth and Main. Another dress shop coming in pretty soon. Encouraging.

A good deal of the pessimism one hears around town doesn't have any basis of fact behind it. People look backwards, always, and remember "the good old days." Seems that they remember the good old days when our timber was ripped off the hills, saved to rot on the hillsides, and the area in those days, waxes weren't so high (neither were prices, either) and there were actually

fewer jobs. Since those good old days we've come quite a ways forward. Farming has developed tremendously. The big ranches are still with us, outside industry is coming in to take advantage of our commercial opportunities such as water, power, good locations, two major rail lines and high-quality good climate and central location.

Nope! I think there is little, if anything, to gripe about in the outlook for Klamath Falls and the surrounding area. We're sitting as pretty as anyone else and going ahead on a sound, stable basis that won't see us overbuilt or overextended.

With the number of thefts we have reported today maybe Uncle Sam is overlooking a possible source of revenue. Why doesn't the whickered old gentleman make sure that he collects income tax from all the thieving miscreants he can lay his hands on? It might bring in a few shekels to the national coffers as well as act as a deterrent to crime.

We hate to admit it but there are a lot of streets in Klamath Falls that we don't know about. We get a call to go to such and such an address and don't even know which way to turn on leaving the office. I wonder if most people aren't the same way? You go to a strange town and ask a resident for information and usually he will have a difficult time in giving it to you. It would probably be well for most of us to sit down with a city map and study up a little.

With as many highway and street signs as we have today anyone who wouldn't it be a good idea to post a city map on an occasional "no" downtown so people could look up street names? Couldn't be any more confusing than things are at present.

Elton C. Fay

Military Affairs

WASHINGTON, (AP)—The United States navy, already the world's biggest, is building about 180 more ships for the fleet, ranging from a huge carrier to radiating new design destroyers and submarines.

A survey of available records shows, among other things, that 13 submarines are being built now, not counting the experimental atomic-powered undersea boat recently authorized by congress. This is the largest submarine building program since the mass production days of world war two.

There are about 450 combat ships in the operating fleet now, not including several hundred amphibious, supply and auxiliary craft.

BOTHILLS
Much of the buildup of the operating fleet has come from pulling laid-up ships from the mothball fleet, although some of the expansion includes new carriers, destroyers and other major combat craft.

The mothball fleet of vessels built for world war two numbered at one time about 2260. It still is a sizeable force in reserve, about 1800 craft, despite withdrawals for return to the active fleet, transfer to navies of other friendly powers and dispositions by sale or other means.

Included in the reserve fleet are 11 battleships and two battlecruisers, a type built specifically for matching a similar design of the German navy, the Scharnhorst class ship. The American battlecruisers, however, were completed too late for use in the war and were put into reserve almost immediately.

The navy now has all four of its 45,000-ton Iowa class battleships back in commission or being readied for operation. The 16 battleships in the reserve fleet include the thoroughly modern but smaller 35,000-ton class ships as well as several older battleships built during world war one and subsequently modernized.

Biggest of the ships under construction is the Forrestal, a 56,000-ton carrier to cost an estimated \$218,000,000. It will include such ultra modern gadgets as a retractable "island" to make the carrier a true flush-deck flattop and a television set to enable landing officers to see planes approaching the flight deck when the island superstructure with its bridge is retracted into the deck.

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They'll Do It Every Time

By Jimmy Hatlo



Sam Dawson

Business Mirror

NEW YORK, (AP)—If you can raise \$450 and have two or three weeks vacation coming next summer—a happy thought to hold you these October days—there's a chance you can make a flying trip to Europe.

Pan American World Airways says flatly that you can. Nine foreign lines and the other American, Trans World Airlines, say maybe you can fly aircoach style by the, and maybe not—and maybe not that cheaply.

Pan Am says tourist-rate service will triple passenger traffic to Europe, because many of you dream of a vacation there. The present first-class round-trip air fare, in effect since October 1, is \$711. The saving of \$261 will make a lot of difference to a lot of you.

But some of the other lines contend that trying to start tourist service by next summer could cripple rather than triple traffic, and the net result could be to pile a greater subsidy payment onto taxpayers, to make up any loss incurred by the attempt.

Steamship companies also are keenly interested. Last year 1,300,000 persons crossed the Atlantic, 16

Hal Boyle

Poor Man's Plato

NEW YORK, (AP)—Every man would like to do at least one big thing in his life.

So would I. As a matter of fact I would like to steal the Queen Mary.

This is my favorite daydream. It has been for years. Everybody has two types of daydreams—the one in which he is a hero, and the one in which he is a villain.

But in stealing the Queen Mary I am not exactly sure whether I would be either a hero or a villain. Certainly it would annoy the Cunard people—they don't like people running away with their \$25,000,000 steamships. On the other hand I wouldn't steal it for personal profit.

ROBIN HOOD
It would be a kind of Robin Hood gesture, I think. After I was through stealing it, I would give it to some poor lonely fisherman.

Can't you see the scene? The great ship glides catlike out of a mist. It heaves to beside the poor fisherman in his miserable little dory.

He looks up startled. Then I shout down to him from the captain's deck: "Hey, boy, shiny up here, and you got yourself a new boat 975 feet long. Yes, it's yours—all 81-225 tons of it. Sure it's free. Oh quit thanking me—you embarrass me. It's nothing, really—nothing at all, I tell you."

Then I would fly away in a helicopter. Imagine the poor fisherman's surprise when he got aboard ship, and found he had to untie 2000 passengers and 1200 crew members, including a furious, red-faced captain!

When I first started daydreaming about stealing the Queen Mary I thought of doing it with a pirate gang. My idea was to take the gold cargo, scuttle the great ship, and escape with my gang in a motor boat.

But the more I thought of it the more that seemed like a pretty dirty trick. Besides it would be too easy—child's play for even a Chinese pirate.

Finally, I decided the only way to do it properly was to do it

What Ails Us?

Geo. N. Taylor

We never robbed a bank nor murdered a man. Will not God see how good we are and pass us? No, he will not, for to him, all our human goodness is but a filthy rag—Isaiah 64:6. Our only hope is to possess Christ down in our heart as dying for our sins. Believe in Christ as Lord and savior or die lost.

WHAT AILS US? We do not grow up. We believe go on as mere babes in Christ. We do not feast on the Bible, yet from the Bible come faith and without faith none can please God. Maybe God must lay a heavy hand on us to get us to eat our Bibles and grow up.

WHAT AILS US? We believe no resurrection to the glory of God. Yet Christ so lived and by glorious resurrection He came from the grave to power us. When Sue, a saved girl, gave her singing voice to Christ, she came into true cheer and joy and God was glorified. So what ails us?

G-N-T, Portland-1-Ore. This space paid for by a White Pine Drive family.

FBI Reports More Crime

WASHINGTON, (AP)—The number of crimes committed rose 5.1 percent in American cities and 4 percent in the rural areas in first half-1951 as compared with the same period in 1950 the FBI reported Sunday.

The report also showed that arrests of minor girls for "offenses against common decency" (prostitution commercialized vice disorderly conduct vagrancy etc.) rose 12.6 percent and that "more persons 23 years of age were arrested during the first half of 1951 than any other age group of 1951."

"Murders robberies aggravated assaults and burglaries declined in both the urban and rural areas during the first half of 1951 as compared to 1950" the report said.

But Pan Am says no, it's starting aircrash flights April 1, at from \$465 to \$450, with or without IATA blessing. If the service actually starts, TWA says it'll meet the competition. British Overseas Airways Corp. says if the service is started "within the IATA," BOAC will meet it. If Pan Am "breaks with IATA" and starts independently, then BOAC isn't saying what it'll do.

MENTAL HEALTH MEET
SALEM, (AP)—Representatives from 19 counties are expected here Wednesday for a meeting of the state board of the Oregon mental health Assoc.

Cynthia Lowrey

Disaff Side

For a while it looked as though television would emerge as the greatest friend to glasses-wearers ever had. I regret to report, however, it has turned against us and has been taken into camp by our old enemies, the theater, movies and light-fiction writers.

Things always have been difficult for the legion of unfortunate females with less than 20-20 vision. From early teens, we've been propagandized into believing we had two choices in life: We could face the world with a glamorous face, uncluttered by anything more than makeup—but the world would be a fuzzy blur. Or we could bravely look at the world with the aid of prescription lenses—at the expense of romance. It was a tough decision to make, and one, I'll venture, which has turned many a pretty youngster into a scowling, frowning and headachy miss.

After all, who wants to pursue romance, even if occasionally one walks into a truck?

DRIFT
Well it looked for a while as if television, by its example, was going to change all that. There were lots of panel shows and, particularly, game shows which involved the use of eyeglasses as well as grey matter. The alert viewer of television could see some of the most glamorous and beautiful feminine stars of the theater world rather than the faded and snatching of their spectacles. As far as men were concerned, there were Dave Garraway, Steve Allen, Groucho Marx, and even a crooner—Russell Noyes—who wore his glasses bravely and openly.

Things were coming to such a pass that I predicted that some time soon, there would arrive a woman television performer who would usually wear her glasses as if she were not ashamed of them. But I regret to state, my

optimism was ill-founded. Television has declared war against the females cursed with astigmatism, myopia or farsightedness, and it isn't even being original. It's plagiarizing the tactics of Hollywood and Broadway.

Just the other night, for example, there was a little drama built around a popular song. The production opened with the girl vocalist, sitting alone and neglected on the deck of a ship. She wore horn-rimmed glasses and apparently even the stewards ignored her. Then along comes this handsome male vocalist and pauses near her and sings a beautiful song to the moon. She is inspired, of course, to arise gracefully from her deck chair—no mean feat, either, even for a girl who doesn't wear glasses—and join him in a duet. Just before the couple join in an embrace, she snatches off her specs and throws them overboard.

That is a classic example of the propaganda. Just as soon as a glasses-wearing girl is able to spot a fellow she likes—with the aid of those glasses, of course, because without them she might mistake his bulk for a pooking French rooster—her first reaction is to throw away her eye-sight aids.

Occasionally, in magazine fiction and in some of the television plays, the heroine starts out wearing glasses. She is always a shy studious type and frequently a librarian. And, if I were a librarian, I'd start a campaign to show that librarians don't have to be shy, mousey, and boringly staid with dull information.

BREAKDOWN
Anyway, the hero in these cases

is full of rare discernment. He's primarily interested by her mind, and before the show is over, he tenderly removes her glasses and informs her—his voice full of wonder and love—that under those specs she's really a beautiful girl. And she promptly throws them away or smashes the things, and goes through to the end radiantly lovely and apparently never missing them.

I've never been certain whether this meant to prove that love cures astigmatism, or whether people so around in a haze when they are in love anyway, and glasses fall to make a difference.

It just seems to me that the television people ought to know that several million of us glasses-wearers think that we've been double-crossed.

ROYAL VISIT
THE HAGUE, The Netherlands, (AP)—Queen Juliana of the Netherlands and Prince Bernhard will pay an official visit to the United States and Canada in April, 1952, the Dutch foreign office has announced.

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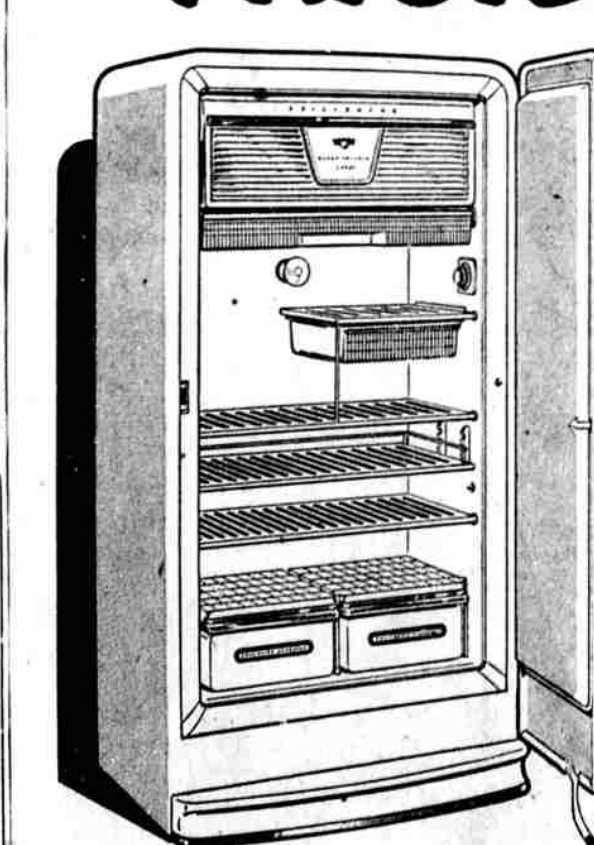
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