

MILITARY PLANE DISAPPEARS

In The
Day's News

By FRANK JENKINS

In Washington the other day, a Senate subcommittee has been digging into the way the armed services spend the money that is piled out of the taxpayers' pockets. It is a report in which it accuses the army of "inefficiency and indefensible waste," but in fairness to the army it adds: "It is clear that no one service is more prodigal or more prudent than the others."

All this waste in the armed services, the committee's report concludes, "is not intentional, but has simply resulted from UNCONSCIOUS WITH ECONOMY, an absence of genuine enthusiasm for efficiency and a widespread lack of any real cost consciousness."

Pretty well put isn't it? In the army (and the navy and the air force—all the armed services) nobody cares a tinker's dam for the cost. I'll venture the slightly radical statement that of every 1,000 G.I.'s in the extravagant last war and the equally extravagant present war in Korea and cold war everywhere else, 999 have been shocked and disgusted by the waste of money they see on every hand.

But—What the heck! It doesn't come out of their immediate pockets, and besides they've been yanked out of their homes and their jobs and their plans for the future and clapped into uniform and put under discipline that regiments their every moment, while on the home front more or less everybody is on his free and easy own and doing right well out of the boom that always accompanies war and peace-war.

So why should people in uniform, who can't help feeling that they are being made the goat for everybody else, worry about saving money?

That, I'd say, is CHIEFLY responsible for this unconcern with economy, this absence of genuine enthusiasm for (money) efficiency and this widespread lack of any real cost consciousness of which the Senate subcommittee complains.

And the fact that it's SOMEBODY ELSE'S MONEY that is being wasted. Nobody is ever as careful with somebody else's money as with his own. I'll bet on my shirt that if you ever needed an expensive account you weren't anywhere near as careful with the pennies as you would have been if you had been spending your own money.

That's HUMAN NATURE. All in all, I can't find it in my heart to blame the armed services too much for being less careful than they should be with money. But I can and DO blame Congress, under the constitution, is the keeper of the nation's purse. It is the BUSINESS of Congress to see to it that the people's substance isn't wasted in riotous spending.

I think it'll become any committee of the present Congress or ANY recent Congress to come out with a report blaming the armed services for being "inefficient and indefensibly wasteful" of the people's money and the people's property.

It is the business of Congress to see to it that money isn't wasted. While we're laying out the blame, I think WE THE VOTERS should save a good, big ladleful of it for ourselves. After all, WHO HIRE CONGRESS?

Why, we do! And we have it in our power to fire them. If we go on RE-HIRING men who have spent our money like drunken sailors, how can we expect them not to get the idea that drunken sailor spending is what we want?

I am a member of the much-abused management class, hire only I fire, I'm quite sure that if I encouraged and rewarded the men who spend money with both hands, without any regard whatever for efficiency and economy, I'd soon have around me the choicest gang of spenders anybody ever saw.

And shortly thereafter, I'd be broke. If our armed services and the

Klamath Falls Area Searched For Lost C-47

Reds Hint At Death Of 50,000 Allied Prisoners

By ROBERT H. TUCKMAN
MUNSAN, Korea, Friday (AP) — The Reds dropped a veiled hint Thursday that 50,000 unlisted Allied prisoners were all dead of disease or exposure.

At the same time Allied armistice negotiators indicated that if the Communists would give a full and honest accounting for all prisoners, the Allies might consider the all-for-all exchange that the Reds demand.

The conference ended, however, with agreement on only one thing: To meet again today at 11 a.m., even though the 30-day deadline

on the provisional cease-fire line expired at midnight Thursday. There was no indication here of any plans to extend the agreement responsible for the "twilight war" of the past 30 days. The full five-man armistice committee which signed the provisional buffer zone arrangement Nov. 27 did not even meet. An official U. N. spokesman said neither side asked for an extension.

At the meeting on prisoners, the head of the Allied subcommittee, Rear Adm. R. E. Libby, told the Reds: "If and when you account for all the prisoners of war you should have and all you have had—after you have given us a complete prisoner of war list—then your proposal for an all-for-all exchange is an honest and factual proposal worthy of discussion."

"Until we get from you this information, we cannot move one inch towards a solution." The Allies have not committed themselves in any way on an exchange.

But in the same session Thursday at Panmunjom, Admiral Libby said the Reds hinted they may report that many of the 50,000 prisoners unaccounted for had died of disease or exposure.

Libby said it was "a rather ominous note. It might have been a forewarning that all these people died of illness."

Subcommittees working on the problems of exchanging a truce still were deadlocked when they adjourned their last session before the scheduled expiration hour. The agreement was timed to run out at midnight Thursday.

Each committee scheduled another meeting for 11 a.m. Friday, 2 p.m. PST Thursday in Panmunjom.

Washington sources expressed belief Gen. Matthew B. Ridgway would approve a 15-day extension of the period in which the 145-mile line drawn across Korea Nov. 27 could become a permanent cease-fire line.

High diplomatic officials in Washington said the supreme U. N. Commander had been authorized to approve an extension of up to 15 days if he felt there was hope of reaching an agreement.



THIS C-47 FLYING BOXCAR from McChord Air Force Base brought men and mobile equipment to the Klamath Falls airport this morning to aid in the search for a missing military plane which was last reported over Klamath Falls. The search is extending from here south to Red Bluff, but snow and an almost zero ceiling was stalling the northern portion of the hunt.

Hungary Still Holding U.S. Fliers As Officials "Consider" US Ransom Offer

By RICHARD O'REGAN
VIENNA (AP) — The U.S. embassy here said Thursday night the Hungarian Communist government is still "considering" the American offer to pay a fine for the freedom of four jailed U.S. fliers.

Such a stand conflicted with the announcement of Hungary's legal sale to the RFO for \$100,000. The sale included the company's equipment on the west side of upper Klamath Lake, at Modoc Point, at Pelican City, and the plant at S. 8th and Washburn.

The property of Gladney and Adams Co., which went out of Reconstruction Finance Corp. \$158,811.14, was sold today at sheriff's sale to the RFO for \$100,000.

The sale included the company's equipment on the west side of upper Klamath Lake, at Modoc Point, at Pelican City, and the plant at S. 8th and Washburn.

Sheriff Jack Franey said there were several bidders at the sale this morning, conducted at the S. 6th plant, but none could complete with the governmental agency, either for units of the company holdings or the property in the aggregate.

The RFC had a claim against Gladney and Adams for \$158,811.14 remaining on a \$165,000 loan, obtained July 20, 1948, plus \$4,167.60 taxes paid on the property by RFC \$50 for title search and \$4,000 attorney fees.

At Mowich in the high Cascades the report early this morning was that 14 inches of snow had fallen in 24 hours, and at Chemult there was 16 inches of new snow.

On the Willamette pass today a light snow was falling, and the roadside depth was 36 inches. Bly also reported a hard snowfall this morning.

But Lakeview, Bonanza and Keno as well as points in the southern end of the basin reported rain. At Dunsuir the rainfall totaled four inches in the 24 hours ending at 8 a.m.

Klamath Falls Area Searched For Lost C-47

By HALE SCARBROUGH
A C-47 military transport plane is lost somewhere south of Klamath Falls, and this morning's snow and lowering ceiling had virtually stalled search in this area.

At Red Bluff, Calif., this morning 67 planes were able to take to the skies for the aerial search.

Eight men are believed aboard the Air Force plane, including three crewmen and five passengers, all military hitch-hikers.

The big twin-engine craft was enroute from Spokane, Wash., to Travis Air Force Base near San Rafael, Calif., and reported by radio to the airport here at 4:17 p.m. that it was over Klamath Falls, flying at 10,000 feet. There was no hint of danger.

It was scheduled to report next to Whitmore, Calif., 90 air miles south, at 5:01 p.m. That contact was never made.

The Fourth Air Rescue unit at Hamilton field identified six of the eight men aboard.

The crew: Capt. John O'Dell, 28, the pilot, from Vacaville, Calif.; Capt. Vernon Moe, 27, co-pilot, Vallejo, Calif.; A corporal, an aerial engineer.

The passengers: Cpl. A. G. Garcia, 92nd Installation Squadron, Spokane; Sgt. Y. M. Mikimi, 1905th Airway and Air Communication Service, Spokane; S-Sgt. R. H. Peterson, 414th Air

moment and Electronic Squadron, Spokane. Cpt. L. N. Peterson, 740th Anti-Aircraft Warning Station, Fort Cronkhite, Marin county, Calif. A captain, unidentified.

PLANES HERE A C-52 "flying boxcar" and two B-17s from McChord field, Spokane, landed at the Klamath Falls airport this morning to aid in the search. The planes brought mobile and radio equipment and 22 men in command of Capt. Ray Costello of McChord.

Pilots and ground search members of the Klamath Falls Search and Rescue unit also were alerted to take part in the search, but the weather prevented any activity other than checking out leads by telephone.

Headquarters were set up in an airport office. The local planes were assigned to search the area between here and Mt. Shasta. But the entire search area covers thousands of miles of mountain country and high desert, extending all the way to the Utah area on the coast, up to the Oregon border, then eastward to Klamath Falls, and on to the Nevada line, then south to a line extending through San Francisco and Sacramento.

Several leads turned up by the local rescue unit are being checked out.

Last night a Reno baker, Frank W. Welch, reported that he and his wife—driving toward Reno from Alameda—spotted a "ball of fire" several miles off in the air that might have been a burning plane. That was near Susanville.

After Welch reached Reno he heard of the missing plane and by ham radio told friends in Susanville what he had seen. A Klamath Falls woman, Mrs. Racielle Kaler, intercepted Welch's radio message and notified search headquarters here.

Another report, coming second hand, was that a large plane was spotted on the ground in the Newell area last night.

W. A. (Bill) Spangler, Klamath Falls lumberman, today was re-appointed to the Oregon Liquor Control Commission by Gov. McKay, for a six-year term.

Spangler currently is a member of the commission, having originally been appointed by McKay January 22, 1949.

He was appointed then to serve out the term of another Klamath Falls man, Harry Bolvin, which was to expire January 1, 1952. Bolvin, appointed by Gov. John Hall, resigned after McKay was elected governor.

Spangler, a Democrat, has been a Klamath Falls resident since 1923 and operates the Spangler Lumber Co. at Bly.

Navy Awards Boat Contract

WASHINGTON, (AP) — The Navy announced Thursday award of contracts for 22 minesweepers to seven shipyards, four on the West Coast and three in the East.

Total value of the contracts was placed at approximately 28 million dollars.

Sparkman and Stevens, Inc., New York City, was designated central procuring agent for material required for the vessels.

The West Coast shipyards and the numbers of minesweepers they will build include Bellingham Shipyard, Inc., Wash. six.

Wicopee Slide Slows SP Trains

EUGENE (AP) — Another snow slide at Wicopee, 63 miles southwest of here, delayed a Southern Pacific passenger train and several freight trains early Thursday.

The slide, the third there this week, was 10 feet deep and 100 feet long.

Crews and heavy equipment were still on hand, cleaning up rubble from the earlier slides and were able to clear the tracks in less than one and one-half hours.

MAIL EXCHANGE Plans Talked

TOKYO, (AP) — The Allies and the Communists took steps Thursday to clear the way for prisoners of war to exchange letters with loved ones at home.

U. N. spokesmen said relatives and friends writing Allied prisoners held in North Korean camps should address letters to: AP 100, Care Postmaster, San Francisco.

Col. C. C. Warden, adjutant general of the Far East command, said letters sent to this address "will be held until permission is given to effect the delivery." That must come from the Communists.

When the Reds give an OK, presumably mail to Allied prisoners will be handled in the same fashion as mail from them—passing from one side to the other over the truce negotiation table at Panmunjom.

The Reds delivered 803 letters yesterday. They arrived in Tokyo today and were turned over to U. S. Army postal authorities.

Travel On Highways Hazardous

SALEM (AP) — Heavy snow and severe icing conditions made highway travel hazardous Thursday in the Cascade mountain passes and on the Columbia River-Oregon Trail route.

The road report: Government Camp and Timberline—Packed snow, plowing, carry chains. 2 to 4 inches new snow.

Portland—Packed snow, plowing, carry chains. 2 inches new snow. Wilson River Summit—Packed snow, sanded.

Sunset Summit — Slush, pack breaking up. Warm Springs Junction—Packed snow, plowing, carry chains. 7 inches new snow.

St. Helens—Slush, pack breaking up. Troutdale—Spots of ice. Icy to bridge, and packed snow beyond bridge.

Cascade Locks—Snowing lightly, packed snow, plowing, carry chains. Siskiyou—Pavement now bare. The Dalles — Bare in exposed areas.

Mitchell—Spots of ice. Ochoco—Packed snow, well sanded. Bend—Packed snow, plowing, carry chains. 4 inches new snow.

Sisters—Packed snow, plowing, carry chains. 2 inches new snow. Santiam Pass — Packed snow, plowing, chains necessary. 10 inches new snow.

Willamette Pass—Snowing lightly, packed snow, plowing, carry chains. 6 inches new snow. Chemult—Snowing lightly, packed snow, plowing, 16 inches new snow.

Bly—Snowing hard, packed snow, plowing, carry chains. 4 inches new snow. Lakeview—Spots of ice. Pendleton — Snowing lightly, packed snow, sanded.

Mecham — Snowing lightly, packed snow, sanded. La Grande—Spots of ice. Baker—Snowing lightly, packed snow, plowing, carry chains. 3 inches new snow.

Ontario—Silver thaw, icy, chains required. John Day—Spots of ice. Austin and Seneca — Snowing, packed snow, plowing, chains required.

Burns—Slush, pack breaking up.

Mowich Gets Heavy Snow

Snow and rain—and a combination of both—were prevalent over the Klamath country today.

At Mowich in the high Cascades the report early this morning was that 14 inches of snow had fallen in 24 hours, and at Chemult there was 16 inches of new snow.

On the Willamette pass today a light snow was falling, and the roadside depth was 36 inches. Bly also reported a hard snowfall this morning.

But Lakeview, Bonanza and Keno as well as points in the southern end of the basin reported rain. At Dunsuir the rainfall totaled four inches in the 24 hours ending at 8 a.m.

Here in Klamath Falls rain and snow took turns, and the result was slush.

Weather

FORECAST: Occasional rain turning to snow through Friday in Klamath Falls and vicinity, high Friday 42, low tonight 32.

High Wednesday 37, Low Wednesday 29, Precip. Dec. 26 0.32, Precip. since Oct. 1 7.15, Normal for period 4.34, Period last year 8.51 (Additional Weather on Page 4)

BULLETIN

VIENNA, Austria, (AP) — The Hungarian government has asked U. S. representatives in Budapest to call at the Foreign Office at 19 m. 1 a.m. on Friday to receive the Hungarian reply to the U. S. government's offer to pay the fines for four American airmen, it was learned here Thursday night.

Korean Lull May Continue

By WILLIAM C. BARNARD
SEOUL, Korea, Friday (AP) — It appeared almost certain that the lull in Korean ground fighting would linger on despite end of a 30-day "trial" period on a provisional buffer zone.

Gen. James A. Van Fleet, U.S. Eighth Army commander, was in a South Korea rear area Thursday, anything big militarily were planned or expected, it seemed certain the general would be on the frontlines or at his headquarters.

Van Fleet recently told this Associated Press correspondent: "We will not sacrifice our men needlessly. What is the use of thousands of casualties if it is questionable what good they will do?"

However, the Eighth Army and U. N. attack units stand ready to do the job they have to do. And we intend to accomplish our mission from a military standpoint in Korea.

This mission has been defined to repel aggression. In relating this dispatch, the Tokyo Bureau of the Associated Press noted that it was the first time the censor had passed such a statement from Van Fleet but that the circumstances were withheld and the time could be given only as "several days ago."

USW Mum On Strike Plans

PITTSBURGH, (AP) — Strategists of the CIO United Steelworkers decided the strike or no strike question in secret Thursday but withheld any announcement until ratification later in the day by the union's governing wage policy committee.

USW President Philip Murray conferred with the union's 366-man executive board for more than two hours.

The session began with the union virtually committed to strike New Year's Day in support of demands for an 18 1/2 cent hourly wage boost and other contract concessions.

Murray and his aides said previously the 665,000 USW members in basic steel won't work without a contract. Their pact expires at midnight next Monday.

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"DEADHEADING" NORTH out of Klamath Falls yesterday was this mass of railroad power—six Southern Pacific locomotives being relocated. The engines were part of the locomotive force which pulled trains around by the Siskiyou route of the SP while the mainline was plugged by slides and heavy travel. Three more were scheduled to head north from here this morning. The Siskiyou line terminates at Dunsuir, where the engines were turned around and sent back via Klamath Falls to their stations. The alternative line sometimes demands two engines per train.