

KILLED IN SHIP DISASTER

The railroad and the river

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The Winnah!



... but there's a new stickman at the door

Planes Blast Red RR Center

SEOUL, Jan. 9.—Allied war planes, 300-strong, smashed a vital Communist railroad network on the border of Manchuria today after it was reported that the area Friday night.

The Fifth Air Force said pilots reported flames and smoke billowing over the target could be seen for more than 30 miles.

Waves of fighter-bombers from four wings and one U.S. Marine air group battered the network just north of Sinanju in far Northwest Korea, the targets including nine key railroad and highway bridges spanning the Chongchon and Taeryong Rivers.

The Air Force said the massive raid started early Saturday afternoon, with the first wave of fighter-bombers sweeping in low and hitting anti-aircraft emplacements.

Pilots following the first wave reported little ground fire.

The Air Force said huge clouds of smoke obscured full damage assessment, but that five buildings were destroyed, the rail line cut in at least four approach stretches and five rail bridges knocked out.

Taking part in the raid were F-84 Thunderjets, F-80 Shooting Stars, propeller-driven Mustangs and Corsairs.

One Marine Corsair pilot, Capt. Floyd N. Bohnett of Santa Barbara, Calif., crash-landed off the west coast during the strike and was picked up almost immediately by a helicopter.

The Communists funnel the bulk of their war supplies into North Korea from Manchuria on the route through Sinanju to Pyongyang, Korea Communist capital.

B-29s unloaded 17 tons of bombs on four targets in a 10-mile area outside Sinanju Friday night.

There still was no official report on the investigation into the strafing and bombing of an American command post behind the Western front lines Thursday. An undisclosed number of soldiers were killed or wounded in the attack by a plane or planes — possibly Allied — which have not been identified officially.

Many Angles Apparent In Leaseland Problem

By WALLACE MYERS

The battle over the Reclamation Bureau's proposed plan to lease the Klamath Basin to the Fish and Wildlife Service has taken on many angles as the project moves forward.

The bureau's present timetable would allow for homesteading of four of the six tracts, comprising 15,568 acres, by 1934.

While the flood control work has been under way the past few years, the bureau has been leasing the land out for farming on a year-to-year basis in tracts averaging 80 acres. The leasing was done on a veterans preference basis.

On Nov. 21, the Klamath Project office here was notified that Reclamation Commissioner Michael Straus had decreed that none of the leases be renewed for 1935. A later communique from Washington, said "all or part" of the land might be turned over to the Fish and Wildlife Service.

Fish and Wildlife said that if they did get jurisdiction over the land, they would continue leasing it much the same as the Reclamation Bureau had been doing. But the plans for eventual homesteading would be scrapped.

Yesterday, Interior Secy. Oscar Chapman ordered that only 6,700 of the 23,305 acres be homesteaded and that all the rest of the land be turned over to Fish and Wildlife.

Douglas McKay, who resigned as Oregon's governor to succeed Chapman in Eisenhower's cabinet, is to become interior secretary Jan. 20. A spokesman in the Interior Department at Washington told the Associated Press yesterday that McKay will have every right to reverse Chapman's order if he wishes.

But will he? McKay is in Washington now and had conferred with Chapman before Chapman's surprise order was announced yesterday. Was McKay aware of what Chapman meant to do?

In response to a Herald and News query late yesterday, the Associated Press in Washington attempted to get some commitment.

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Milkmen Plan Cost Formula

Klamath dairy farmers this morning began working out a cost formula which may be presented to the Milk Marketing Administration in the near future.

The formula allows a new price for milk based on the cost of production.

In a hearing on Dec. 6, the MMA heard several local dairymen present their costs of production against the receipts they gained from their milk sales. The facts presented showed margins were cut pretty close.

However, a few weeks later the MMA ordered Klamath "milk" prices rolled back, or else pay a cent of butterfat content in the milk sold retail here increased. Local creameries took the latter step, though they report it is costing them.

The new milk price order also became the OPS ceiling price on milk sold here.

The local dairy farmers plan to present actual costs gathered over a year. They plan to use the production of butterfat per pound per cow per day. They plan to use the cost of ensilage per pound of butterfat, the cost of hay per pound of butterfat, and so on—and then balance it against the receipts they have obtained from milk sales for the same year.

They figure their costs undoubtedly are quite different from costs in other areas of the state.

One dairyman, who brought his herd here from the middle Willamette Valley, reported on a one-year average here that a 13-cow comparison dropped 26 per cent in butterfat production under what the same cows had produced before coming here, that figure based on

Northwest Braces For New Storm

By The Associated Press

The Northwest Saturday awaited another winter storm to howl in from the Pacific Ocean on the heels of a big blow which eased off only Friday.

The previous rain and wind storm claimed the life of Donald Schoonover, 42, of Estacada, Ore., who was fatally crushed between two wind-topped trees.

The storm also knocked out power and telephone lines, washed out several bridges and caused slides that blocked highways and rail lines.

Unseasonal high temperatures accompanied the storm. At Medford in Southern Oregon where below freezing temperatures are not unusual for this time of year, it was 68 degrees.

Similar high temperatures were the rule throughout the Willamette Valley, where melting snows—as much as 13 inches overnight—started the Willamette River flooding.

CREST

A crest of 16 feet, three feet above flood stage, was expected at Jefferson, Ore., Saturday.

Major storm damage was to telephone and power lines. At one time, during the height of the wind, more than 1,000 telephones in Oregon and Washington were out of service.

Power lines snapped in a number of areas under winds which at Aberdeen, Wash., gusted at 85 miles an hour.

Central Oregon was hardest hit. There Bend, Redmond and Prineville were without power except for that generated by local industry. The scarce power was doled out to the towns in rotation, with only 45 minutes of steady power guaranteed.

Flood waters from rains, fallen trees, and dirt slides blocked a number of highway and rail lines from Washington to Northern California.

Two slides closed the Columbia River Highway in Oregon. In Washington, Salus Pass was closed by a bridge washout on the Tappan-Naselle Highway. The Feather River Route, State Highway 24, in Northern California was blocked by a flood. Highway 40 over Donner Summit to Nevada was closed to passenger cars because of high water.

Southern Pacific main line tracks between California and Oregon were blocked for four hours Friday by a slide at Sims, 10 miles south of Dunsmuir.

The power shortage closed a number of schools, including those at Aberdeen, Poulsbo, Silverdale, Olalla and on Bainbridge Island in Washington, and at Astoria, Maplin, and Wasco, Ore.

At Baker in Central Oregon, a flash flood washed out a bridge approach, and railroad tracks in the Deschutes Gorge between Bend and The Dalles were washed out at two points.

GRACE DOWN

A garage near Seaside, Ore., was blown down by the wind and the 14 cars inside damaged. No one was hurt.

To the north, power supplies to the Tongue Point Naval Station were cut off when a 115,000 volt Bonneville power line snapped in the wind. Only auxiliary generators at the station prevented a complete blackout.

A half-mile long traffic jam was reported Friday night at The Dalles as motorists attempted to cross the Columbia River Highway closed closed by a slide.

A power line break forced cancellation of high school basketball games between Redmond and Bend and between Prineville and Madras.

Craft Sinks Near Korea; 7 Rescued

PUSAN, Korea (AP)—A crowded Korean passenger ship foundered in mountainous seas and violent winds last night and sank with a reported toll of 240 lives just outside this big Southeast Korean port.

The Korean Ministry of Transportation said today only seven of the 256 aboard the 140-ton Chang Yung Ho were saved when the coastal vessel went down. The captain, Ha Yang Mo, was among the seven.

Transportation Minister Kim Suk Kwang expressed belief that no Americans were aboard the ship, which plied daily between Pusan and Yosu, 100 miles to the west on Korea's south coast.

The captain was able to provide only a sketchy account of the disaster. He told the ministry his ship was swung around violently by a tremendous gust of wind, that things went black and the next he knew was when he regained consciousness in the storm-tossed seas. That was about 10 p.m. Friday.

Navy

South Korean Navy and police boats picked up the captain, four passengers and two crewmen. They were brought to Pusan for first aid treatment.

Rescue boats still hampered by rough seas—continued yesterday but the ministry said there was "no hope" for any more survivors.

The Chang Yung Ho sank outside Pusan Harbor, about 10 miles from the mouth of the Nakdong River—and in the same general area where another Korean coastal vessel sank nearly a year ago with a loss of 152 Koreans.

Even as the news of the sinking was announced, the Japanese Maritime Safety Board said it had picked up an SOS from the Korean ship. Although near Tsushima Island in the Sea of Japan.

The board said the vessel reported it was in trouble and carried a crew of 23, but did not describe the trouble.

SERIES

The sinking of the Chang Yung Ho was the latest in a series of storm-caused ship accidents and distress calls in the Pacific during the week.

Little hope was held for eight crew members listed as missing in the breakup of the Swedish tanker Arant south of Japan Wednesday night. Thirty-three crewmen were picked up by the Japanese ship, the Japanese ship, the Japanese ship.

"Eight members of the crew, including the skipper and the chief engineer, are still missing and considered almost hopeless," said the Japanese board. "Some of the other crewmen rescued said they saw the eight men move to a lifeboat. So there is a possibility they are still adrift."

COLLISION

Two American military transports collided Friday night five miles outside the entrance to Sasebo Harbor, a U.S. naval base in Southern Japan. The Navy said there had been no reports of casualties.

The Navy said the transport Creighton Victory sideswiped the transport Jumper Hitch and that the collision opened a six-foot hole in the Jumper Hitch's bow. It said the Creighton Victory — en route from Seattle to Pusan—continued on its voyage.

The number of troops aboard the ships was not disclosed. Both ships are in the trans-Pacific operations of the Military Sea Transport Service.

Earlier in the week several freighters sent out distress calls from the Central and Western Pacific, but apparently weathered the storms.

Highways Favored; Raps K. Falls

highway revenues. The proposed bond issue now also would become a lien on future revenues.

But, Geary said, the need for better roads to handle more and heavier traffic, and the great expense of maintenance of inferior roads, make extra capital outlay for better roads justified.

Geary said that most of the current bond issue money is being spent on U.S. 99 and the Columbia River Highway, which are the most heavily traveled arterials in the state. But a considerable amount is being spent on U.S. 97, running through Klamath County. Bids for the last major section of U.S. 97 needing improvement in this county from the Willamette Junction to Diamond Lake Junction, are to be called next month.

CHANGES

Geary said several recommended law changes will be made to the legislature by the Interim Highways Committee, of which he is a member.

One will be for the creation of a Department of Motor Vehicles, to consolidate some functions of the Secretary of State's office, some of the State Police, and some of the Public Utilities Commissioner.

Another will be for an adjustment in fine schedules involving log trucks, and other for various other changes in laws regarding trucks.

Although the discussion yesterday was primarily on highway policy, Geary took a crack at dissension here in Klamath Falls that has stalled work on highway improvements in and around the city.

The Highway Department has proposed doing some \$4,000,000 worth of highway building here, including a west side bypass, an east side bypass, taking through traffic around town rather than down Main Street, and building a new viaduct over the railroad tracks on S. 6th.

ONE-WAY

But, the Highway Department wants the city to figure out how it wants to handle its cross-town traffic.

It suggests one-way streets.

But that suggestion so far has been the same as a red flag in the face of the Klamath Merchants Association. The association has called the plan for one-way streets, which it believes might result in putting truck traffic on Main, "utterly preposterous and... the exact opposite of all recognized concepts of good highway and city planning."

The city has to make a decision this year, Geary said, on how cross-town traffic is to be handled, and if there is a good chance that the Highway Department will be doing in the next couple of years.

The bickering here in Klamath Falls is downright foolish, the Highway Department declared, and "they ought to knock some heads together" to get the dispute ironed out.

The Highway Department is independent, Rep. Geary warned. If Klamath Falls can't work out its own traffic problems, the Highway Department will let the city sit, take its money somewhere else to spend.

Amelia Wilcox Funeral Due

Funeral services for Amelia Schlagel Wilcox, 87, longtime resident and well known matron of Lakeview will be held Monday, 2:30 p.m. from the Ousley-Osterman Chapel in Lakeview.

Mrs. Wilcox died here Jan. 9 at the home of a grandniece, Mrs. Paul (Nellie) Angstead, 1208 Pacific Terrace, following a stroke suffered two weeks ago. Up until the time of that illness she had been active and in excellent health.

She was a native of York, Pa. and was married in 1899 to the late D. J. Wilcox, prominent in banking and ranching interests in Lakeview.

The couple had no children but raised two generations of children of a brother of Mrs. Wilcox, left by the death of their mother.

She was a member of the Lutheran Church.

Surviving are a nephew, Rollen McDonald and four nieces, Mrs. Paul (Nellie) Angstead, Klamath Falls; Mrs. Robert (Alice) Rupert, Medford; Mrs. H. B. (Gertrude) Young, Chico, Calif.; and Mrs. John (Edna) Paxton, Lakeview.

Interment will be in IOOF Cemetery, Lakeview.

Record Spud Shipment Set

A season record high number of carload shipments was checked out of the Klamath Basin yesterday—a total of 107 cars.

This is according to the Oregon Department of Agriculture's shipping point inspection service, and compares to 44 carload shipments recorded here one year ago. It brings this year's total for the season up to 5,899 carloads of potatoes, only 284 off the season's total to date a year ago.

Only 15 of yesterday's outgoing cars were by truck, the remainder being by rail.

Carloads are figured at 360 sacks each.

Local agricultural and shipping experts estimate potatoes remaining in the Klamath Basin at between 3,800 and 4,500 cars. Early estimates of this year's crop size grown here during the past season.

16 Dead From Plane Attack

TOKYO (AP)—An American officer said Saturday it was being reported unofficially at the Korean front that 16 U.S. soldiers were killed Thursday in a strafing and bombing attack by an unidentified plane.

The officer, who flew to Tokyo from Korea on rest leave, refused to be quoted by name and added that the figure was not confirmed. However, he said it was a story being repeated among frontline troops.

Casualties resulting from the incident have not been disclosed officially pending the outcome of an investigation. However, as the probe started, the Army reported only that "several" men were killed and "several" wounded.

The investigators confirmed that bombs and machinegun bullets destroyed, riddled or burned 10 tents and one building, a truck and a post near Yonchon, about 50 miles north of Seoul and behind the Western front lines.

In Tokyo, an Air Force spokesman said Friday that "as far as can be learned there are no indications that Air Force planes are involved."

Acid Injures KF Plumbers

Two plumbers received severe acid burns about the face and eyes yesterday afternoon when a drain pipe burst at the Willard Hotel.

They are Herb Waits Sr., 58, and his son, Raymond Waits, 27, employees of the Motley Plumbing Company.

At Klamath Valley Hospital this morning the senior Waits was reported improving, but Raymond Waits was still blinded and may suffer permanent damage to one eye.

A drain pipe from the roof of the hotel was clogged up, and someone attempted to clear the trouble by putting in a quantity of patent drain cleaner. Herb Waits Jr., son and brother of the injured men and also a plumber, said the material wasn't put in the pipe by the plumbers. The backed up pressure caused the pipe to burst, throwing the strong acid water solution into the faces of the two men.

The pipe burst between the floor of the second floor and ceiling lobby, and cascaded water into the hotel lobby, doing considerable damage to the walls, ceiling, telephone switchboard and fixtures.

A hotel employee, housekeeper Edith Duncan, received knee burns when she slipped and fell in the acid water.

Raymond Waits was taken to the hospital by private car, Herb Waits by Kaler's ambulance.

CASUALTY LIST

WASHINGTON (AP)—The Defense Department today identified 180 casualties of the Korean War. The new list included 32 killed, 141 wounded, three missing, two injured accidentally, and two captured.

Hansen Said Improving

The condition of 16-year-old Gary Hansen, injured in a car wreck three weeks ago, is steadily improving at Klamath Valley Hospital, but the boy is still in a state of light unconsciousness and has been for more than 520 hours.

Hansen received a head injury in the accident, and apparently a blood clot against his brain is keeping him asleep and his right side partially paralyzed.

The accident occurred on U.S. 97 north of Collier Park Dec. 19, three weeks ago last night.

Up until a couple of days ago the boy was fed through a tube into his stomach, but day before yesterday he pulled the tube out and since that time has been able to chew and swallow bulk foods, although lightly sleeping.

His father, Cecil Glenn Hansen, Yakima, Wash., said the boy is unable to talk but seems occasionally to understand what is said to him.

Weather

FORECAST—Klamath Falls and vicinity and Northern California: Partly cloudy and cooler through Sunday morning with fog patches Saturday night. Increasing clouds next late Sunday. High Saturday 43. Low tonight 25. High tomorrow 40. High temperature yesterday — 47. Low last night — 30.

