

THE KLAMATH NEWS

KLAMATH NEWS PUBLISHING CO., Publishers
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Published every morning except Monday by The Klamath News Publishing Company at Esplanade and Pine streets, Klamath Falls, Oregon.

Represented nationally by WEST-HOLLIDAY CO. Inc., San Francisco, New York, Detroit, Seattle, Los Angeles, St. Louis, Portland, Chicago, Vancouver, B. C. Copies of The News and Herald together with complete information about the Klamath Falls market may be obtained for the asking at any of these offices.

Entered as second class matter at the post office at Klamath Falls, Oregon, November 13, 1932, under act of March 3, 1879

Member Audit Bureau Circulation Telephone 3124

Subscription Rates
 Official Paper of City of Klamath Falls and Klamath County.
 Delivered by carrier, per month \$1.75
 Delivered by carrier, per year \$17.50
 Delivered by mail, per year, in Klamath, Lake, Molok and Siskiyou Counties \$17.50
 Delivered by mail, 6 months \$9.25
 Delivered by mail, 3 months \$4.75

Keep After Air Service

ADVERSE action by civil aeronautics examiners on the United Airlines application for service to Klamath Falls should be met here with renewed determination by this community to win adequate airline service at the earliest possible time.

There is a touch of irony in the current situation. The people of this community voted funds for airport development partially as a defense contribution, and it appears now that because of the national defense program the airlines extension has been turned down by the examiners. The indicated theory is that applications requiring additional mileage or equipment are not being favorably considered at this time because of the military aviation program.

However, from an excellent authority we have learned that United Airlines could establish service to Klamath Falls without additional mileage, and would do so if the application is granted without additional mileage.

Hence, it behooves this community to get busy. The civil aeronautics board reviews the recommendations of its examiners before making a final decision. While ordinarily the CAB accepts the recommendations of its examiners, there must be exceptions to that rule and Klamath's case should be made an exception. Failing there, we should continue to strive for airline service by supporting new applications.

Two years ago when there was strong pressure for airline service here, it was pointed out that Klamath's field would not accommodate all-year service because of the condition of the unpaved runways. Since then, the people have authorized nearly \$70,000 for buying additional land, the CAA has authorized funds for runway construction, and in immediate prospect is a field that will accommodate the large planes of the big airlines in year-around operations.

Having disposed of one obstacle, we are now confronted with another—the limiting of civil aviation activity because of the national defense effort. That effect would appear to be of a temporary nature, and ultimately, we believe, civil aviation will receive tremendous impetus from the defense aviation program. For that reason, we are certain that Klamath is wise in proceeding with the development of its airport at this time, when CAA assistance is available.

Meanwhile, as has been indicated, there is good reason to believe the Klamath service could be now established without adversely affecting defense aviation and without requiring additional mileage by United Airlines. Vigorous, united action by the community is in order.

COMPANY PRESIDENT TESTIFIES TO NLRB

L. D. Hoesley, president of the logging company standing before a National Labor Relations board examiner on charges of unfair labor practices, Wednesday morning took the stand as the NLRB hearing entered its sixth day in the city hall council chambers.

Hoesley's testimony, on direct examination by John B. Ebinger, company attorney, concerned the discharging of six employees alleged in the board complaint to have been fired for CIO activities while the Industrial Employees union was the sole bargaining agent for the logging company's employees.

According to the greying logger, several of the named men were discharged for refusing to obey logging rules and two others left for medical treatment.

Tuesday afternoon, cross examination of Dennis Gathright, one of the men allegedly discharged for union activity, was concluded by Ebinger and J. J. Wolf and E. H. Card, IEU representatives.

Also on the stand was Ralph Krick, falling partner of Gathright whose short testimony asserted the two men were discharged on June 13, 1940, and given a separation report claiming they were fired for refusal to follow the bullbuck's instructions and leaving work without permission.

Krick claimed that two days before the discharge they had "barber-chaired" a fir tree due to a high wind at the time but the scaler had not complained. The next day, Krick said, the bullbuck asked him if he belonged to the CIO. Krick asserted he replied "Why not?"

Later that day he said he became ill and Gathright took him to town. The next day, according to the testimony, both men were discharged. Krick said that while he was preparing to leave Hoesley came in to see him and asserted said, "I'm sorry to see you leave. I thought you told me you did not belong to any union."

It was expected that cross examination of Hoesley would be

undertaken by William A. Babcock, board attorney, Wednesday afternoon.

Fascist Newspapers Claim U. S. Taking British Dominions

ROME, May 14 (AP)—Fascist newspapers declared today that the British dominions were deserting England for the United States, with President Roosevelt turning toward a new "super-confederation" of Anglo-Saxon peoples whose capital would be at Washington.

This was their interpretation of Australian Prime Minister Robert G. Menzies' visit to Washington, as well as of a statement attributed to Premier Jan Christian Smuts of the union of South Africa that the United States would enter the war and make its outcome certain.

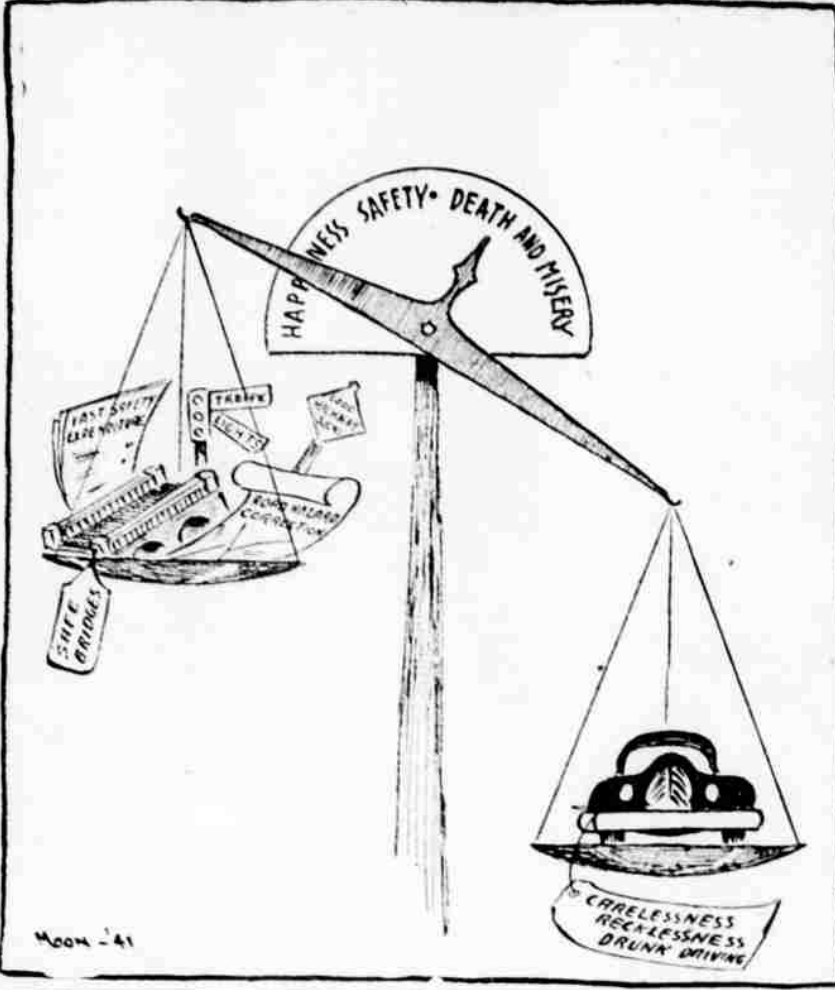
The output in 1940 of aircraft of 30 horsepower and less decreased 80 per cent, while those in the 51-70 and 71-100 horsepower increased 238 per cent and 235 per cent respectively.

A furlong is one-eighth of a mile.

Defends Crete



Commander-in-chief of allied forces on Greek island of Crete is Maj.-Gen. B. C. Freyburg, V. C., a New Zealander.



EAST SHIPYARD STRIKE ENDED

(Continued from Page One)
 (UP)—The Office of Production Management today moved to end the wage strike of 1700 AFL and CIO machinists which has stopped work on \$500,000,000 in defense orders and made 15,000 workers idle at 11 San Francisco and Oakland shipyards since Monday.

Sidney Hillman, assistant OPM director, appealed to the AFL machinists to "live up to contractual obligations" and return to work. The strikers answered that no contractual obligations were involved. Hillman sent the appeal after conferring with President Roosevelt. At the same time, Eli Oliver, an OPM representative, was reported to have arrived here to confer with unions and employers.

AFL spokesmen said they assumed that by "contractual obligations" Hillman was referring to the Pacific Coast shipbuilding stabilization agreement forbidding strikes and lockouts during the defense emergency. It was accepted by the AFL metal trades department but not by the AFL machinists.

BRITISH BOMBS HIT HELGOLAND

(Continued from Page One)

A large hangar was said to have burst into flame after a violent explosion. The service said that several guns between the airdrome and the sea were silenced and casualties were inflicted on the gun crews.

Operations of the German air force over Great Britain were on a small scale for the second straight night last night.

The government in its regular morning communique said a few bombs fell on the coast but damage was slight and casualties few.

Courthouse Records

Marriage Applications
 BEARD - PRUDHOMME, Robert M. Beard Jr., 21, Sacramento, Calif., telegrapher, native of California. Betty J. Prudhomme, 20, Sacramento, key punch operator, native of California.

Complaints Filed
 Uvalde Rock Asphalt company versus Lionel J. Cox. Suit to collect debt for building materials. Plaintiff prays judgment of \$507.95 with interest from November 4, 1938. C. F. Pruess, attorney for plaintiff.

Judgment
 M. F. Patterson Dental Supply company versus Phillip Cole. Judgment for want of an answer against defendant for \$374.90 with interest from November 1, 1937 and costs. Bert C. Thomas, attorney for plaintiff.

Justice Court
 Tommy Wilson, no clearance lights. Fined \$5.50.
 Luke Francis Chester, reckless driving. Fined \$50 and 10 days. Committed to county jail.

Winnifred Aileen Haren, no operator's license, no tail light. Fined \$5.50 on each charge.
 Robert Thomas Edwards, no tail light. Fined \$5.50.

BRAND NAMED ON HIGH COURT

(Continued from Page One)
 ing a daughter and a son. The new justice has had several high positions with the State Bar association, having been a member of the board of governors of the state bar.

Mrs. Brand, also, has been active in civic circles, serving on the Marshfield city council and the Coos county public welfare commission.

Carnival Fat Lady Rescued After Ordeal

(Continued from Page One)

promptly engineering, got Tiny out of the car. They tried getting her up the near-vertical embankment, but that was no sopp. State Patrolman Irvin Campbell arrived along with a group of curious spectators.

Somebody got a 40-foot length of 1 1/2 inch rope and made it fast to the unhappy fat lady. Somebody yelled "heave-ho" and four men tugged but Tiny scarcely more than got light on her feet. More people appeared and they got enough manpower on the rope to inch her up by takes, snubbing the rope around a tree while they dug in for another heave. Tiny finally came up over the edge like a harvest moon. She was bundled into an ambulance and hustled to a hospital where her bruises and rope-burns were attended.

Nephew of Klamath Woman Wins High Honor in East

Mrs. B. F. Caldwell, 1718 Wall street, has received word that her nephew, Gordon Larsen of Hamilton, N. Y., has been awarded an opening scholarship for engineering study in Johns Hopkins university.

Only three such awards are made in the United States outside of Maryland. The award

RAILROADS ORDER NEW FREIGHT CARS

Following closely announcement of the Association of American Railroads estimates that railroad freight loadings in 1942 will be 44 million carloads and the railroads will have to increase by 120,000 the number of freight cars owned by them to handle this traffic, and that freight loadings in 1943 will be 48 million carloads and the railroads will have to further increase by 150,000 their number of freight cars to handle the traffic in that year, the Railway Age gives in its current issue the following information:

In April the railroads placed orders for 16,091 freight cars. This brought to 43,539 the number ordered in the first four months of 1941 and to 100,876 the number ordered in the twelve months ending with April—a larger number than has been ordered in any calendar year since 1929 when orders were 111,321.

The railroads also ordered 52 locomotives in April, making the number ordered by them in the first four months of the year 321. In addition, in these four months 98 locomotives were ordered by the government and industry, making a total of 419—the largest total ordered in the first one-third of any year since before the depression.

Orders for 33 passenger-train cars placed in April made the total in the first one-third of the year 328, an increase of 302 over the corresponding four months of 1940.

ENDS TONIGHT
 NEW SUMMER PRICE POLICY
 Now—No Advance for Vaudeville
 Regular Week-Day Prices Prevail

VAUDEVILLE
 5 BIG TIME 5

CLIFF ARVIN—LaCongo Cafe Petite Revue
 COOK & KNIGHT—This and That Song and Dance
 AL & CONNIE FANTON—Taps and Tumbles
 RANCHO SERENADERS—Songs the West Loves
 NOBLE TRIO—"Stars of the High Bars"

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 "ROAR OF THE PRESS"
 JEAN PARKER — WALLACE FORD

DOORS OPEN . . . 1:30 and 8:30
 SHOWS . . . 2:00-7:00-9:40
 "Footlight" . . . 3:15-7:15-10:15
 "Spy Bureau" . . . 3:30-7:30

ALWAYS 25c Inc. Tax

VOX

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NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, May 14— Anyone who wants to hurry into war might do well to look first into the experience of the army with one of its basic aircraft motors.

Full facts of such matters are usually reserved for history, but it is revealing no military secret to say that a motor upon which the army heavily relied has been developed so many bugs it had to be redesigned only recently.

The motor was supposed to develop something like 1350 horsepower. The first model, with its parts laid out alongside the Rolls-Royce, looked superior to the engineers. But in practice it developed considerably less horsepower, some say only 1150.

This deficiency was just enough to injure its value. New demands for armor plate adding to the weight of planes limited its efficiency to a disturbing degree. Another bug developed in it when it was placed on the block.

In the end the engineers decided to redesign the whole engine and hope for 2000 horsepower, which might yet make it a sensational new discovery, months after it was thought to have been perfected.

HAPPY ENDING
 Much gossip criticism of everyone involved has been heard in Washington, but congressmen on the military affairs committee who have looked into the subject, are satisfied the unfortunate delay has been conquered at last.

The only clearly valid criticism accepted among the congressmen is, here again American aviation played too much emphasis on speed and maneuverability, too little on fightability. This is the same old criticism, heard first before France fell, when the allies discovered American ships were under-gunned and under-protected for the Nazi competition. That is why the British have been able to use so few of our ships.

All concerned here are thanking their stars that the time was afforded to correct these and similar mistakes. They foresee happy endings to such painful dilemmas of which the public has not been conscious, but not immediately.

NEW LINES
 NOTE—The British are supposed to have a new super super engine of 24 cylinders, laid out in H style, with 6 up and 6 down on either side of the H, connected to a single driving shaft. One United States plant has a new one coming along which is supposed to develop 8000 horsepower. Authorities here will wait on these until the bugs are fumigated.

BLOCKED
 The nether new dealers who want to make national defense a transmission belt for further reforming, contrived a scheme to lay the federal government's hand upon the schools through the \$150,000,000 defense public works bill. It was scotched by the house public buildings committee so quietly the subject was not mentioned in the house debate.

The original bill, written by the NND's, would have given the president blanket authority to provide schools, libraries, sewers, etc., in the new communities mushrooming up for defense work in certain localities. Apparently the federal bureau of education intended to exercise a

SIDE GLANCES



"How comforting! They go to sleep at ball games, too!"

large measure of control over the new schools after these were built. Teachers were to be supplied through the WPA.

The committee, headed by Representative Fritz Lanham, Texas, completely rewrote the bill to keep it out of the hands of the education bureau. The federal works administrator was made director of the program under the president. A specific provision was added that no board shall exercise supervision over any school.

The committee sent word through Lanham to the NND's that it would not stand for any step toward further federalization of the school systems.

LIMITED
 The way it was told to congressional leaders, Mr. Roosevelt could not offer stronger departures in his foreign policy to the Pan-American meeting, because the delegates are official representatives of their governments. If presented there, stronger British aid action by us would bear the implication of an official proposal to the Latin nations.

Klamath Woman's Father Dies in Medford Monday
 Word of the death of Eugene N. Vilm, long time resident of Medford, was received here Monday afternoon by his daughter, Mrs. Robert Hart of Pacific Terrace. Mr. Vilm died suddenly at the Morton Milling company where he was employed as a bookkeeper. Death was attributed to a heart attack. Mrs. Vilm and two daughters, Mrs. Hart of this city, and Betty Vilm of Medford, survive.

Funeral services were held Wednesday afternoon from the Perl chapel in Medford with the Rev. Father Francis W. Black, pastor of Sacred Heart Catholic church, conducting the final rites. Interment took place in

Now!
 DOORS OPEN 1:30 and 8:30
 SHOWS AT 2:00-7:00-9:40
 FEATURED AT 3:15-7:15-10:15

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 when "Lost Horizon" and "Goodbye Mr. Chips" made film history... now give you another masterpiece!

MONTGOMERY BERGMAN
 with GEORGE SANDERS
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TODAY
 2 FEATURES

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THE WITNESS VANISHES

EDMUND LOWE
 WENDY BARRIE

Draco Lester - Walter Kingsford
 Ferruccio Harvey - J. M. Kerrigan
 CRIME CLUB PRODUCTION

Companion Feature
 James Stewart
 Margaret Sullivan

in
 "NEXT TIME WE LOVE"

DOORS OPEN . . . 1:30-8:30
 SHOWS . . . 2:00-7:15-10:15
 "Next Time" . . . 2:15-7:15-10:15
 "Witness" . . . 3:15-7:15

ALWAYS 20c NO TAX

RAINBOW

HIT SONGS by Mack Gordon and Harry M. Warshaw

"WHERE YOU ARE"
 "I TAKE TO YOU"
 "RUN LITTLE RAINBOW"
 "LONG AGO LAST NIGHT"
 "IT'S ALL IN A LIFETIME"
 "THE GREAT AMERICAN BROADCAST"

with
 Mary Beth Hughes
 Nicholas Brothers
 Wiera Brothers
 The Four Ink Spots

A 20th Century-Fox Picture

THE GREAT AMERICAN BROADCAST

PINE TREE