

Teachers Do Big Job In Schools Here

Problems of Changing World Met by Professionally Trained Instructors

Editor's Note: This is another of a series of articles on Klamath's educational system prepared by the Klamath chapter of the League of Women Voters.

Time was, when the teacher was responsible for the 3 Rs, reading, 'riting and 'rithmetic. That was the day of the "listening school." The teacher did the thinking, planning and initiating, while the children sat passively absorbing information about the world in which they lived. Like rows of little pitchers, they were filled by the teacher and each must pour forth its contents in recitation period and examination. It was well enough in times when the school was used to supplement the busy lives of children, who in after school hours shared in the activities which provided the clothing, food and shelter of the family. The home is no longer the laboratory for this very real "learning-through-living." On to the shoulders of the teacher has been thrust the responsibilities of the home, community and church.

Right or wrong, mother expects the teacher to inspect Johnny's ears, attend to his handkerchief, balance his lunch-eon diet at the cafeteria, mould his character, prepare him for his vocation, teach him responsibility, to overthrow difficulties, to value work and respect property.

84 Teachers
In Klamath Falls, eighty-four teachers undertake this gigantic task. So uniformly do they meet their obligations and so effectively do they do their work, the community takes it for granted, and are unaware of the high type of teacher necessary for this task. The superintendent and school board are aware of the importance of the professionally trained teacher to carry out their school program. The superintendent makes the selection and each choice is approved by the school board. High personal qualifications, professional education and preparation, experience and continued teacher growth and years in service all must be considered.

Among the classroom teachers 19 have two years' training, 23 three years' training, 17 four years' training in an accredited training school. The teacher in service continues to study. This is encouraged by the school administration, which gives a small additional salary for those going to summer school. In fact, every teacher must go once in three years for a six weeks' period.

May 23, when school closes many will be leaving for continued study at the University of Oregon, S. O. College of Education, San Francisco State Teachers' College, University of Washington, San Jose State Teachers' College or other accredited schools offering summer sessions to teachers. Others will travel, visiting New England, southern states or new national capital, and in the fall the children will benefit by having their text book faces colored by actual experiences. Others will find self-expression and much needed relaxation in gardening, vacationing at lake resorts or in following their own special hobbies.

Teacher Growth
Teacher growth is most vital in this changing world of ours. Teachers have acknowledged and accepted this added responsibility, although the community thus far does not recognize the added financial burden to the teacher. A teacher beginning at the salary of \$1080, per year, paid in nine installments, or a teacher with top pay with an annual salary of \$1485.00, must find budgeting for a summer of study very difficult indeed. During the school year, many teachers avail themselves of the extension courses of the University of Oregon and the Ashland Normal which hold classes in Klamath Falls. Klamath teachers have shown their ability to use very community resource and means to widen their educational, social and geographic horizons. It is at no little sacrifice often when their salaries provide a bare living.

This devotion to their profession is surprising when the community has thus far refused to accept the responsibility of adequate pay. Our sister states, Washington and California, pay higher wages and often on a twelve month basis. Teachers from those states are seldom available to Oregon schools. Further, in Klamath Falls we do not offer our teachers tenure of service, or annuities, or a retirement provision. Present salaries always stand in the way of selecting new teachers and

Greenland's Mystery Radio Men Called "Fifth Columnists" By News - Cameraman



Carl and Peter... "I am certain they are Norwegian Quislings." They disappeared into Greenland's bleak interior.

Recently returned from an assignment in Greenland, America's new defense outpost, Elton Woodruff, March of Time cameraman and correspondent, formerly connected with the U. S. Coast Guard, has written the following report, illustrated with pictures by him, exclusively for NEA Service and The Herald and News.

By LLOYD WOODRUFF
NEW YORK, May 17—Somewhere on the ice-capped plateau north of Torgilsbu, Greenland, dead or alive, there are at least two nazi fifth columnists. Their names are Carl and Peter, and I am certain they are Norwegian Quislings.

Greenland officials are sure that direct from Greenland to Berlin, perhaps from these two lads, are flashing meteorological reports with which experts can make accurate weather forecasts for use by the German air and invasion forces.

I met Carl and Peter a few months ago when I was in Greenland on a photographic assignment. When I last saw them, they had with them ample food supplies for at least three months and a short-wave radio transmitter.

I am sure that their supplies have been replenished, because nazi long-range reconnaissance bombers have been seen over Greenland. Perhaps they have company, too, for fifth columnists can be landed by parachute as well as by ship.

A nazi plane could easily be guided to where they pitched their camp by the beams of their radio transmitting set.

I was in Angmagssalik when my attention was first drawn to a little Norwegian trawler, the "Ringsel Norge," lying in the harbor. Although she had arrived from nazi-occupied Norway beforehand, nothing had been done about discharging her cargo.

holding experienced teachers already in our system.

Let us compare, for a moment, the salary of Oregon teachers with pay in other fields of endeavor; our daily newspaper carries the story of civil service examination for a junior stenographer, who will receive a salary of \$1440—and this includes a vacation of two weeks with pay. Our teachers do not receive any pay for their Christmas or Easter vacations. Some people might argue that a teacher's salary of say \$1080 a year, (paid in 9 months—the school term) could be pro-rated over the 12 months period, to take care of summer months. If this were done, she would receive the sum of \$90.00 per month. The top teacher would get \$127.50. This "top teacher" is one who has 10 years experience or over together with a Bachelor's Degree, which degree costs many hours of study and preparation as well as money. It is obvious that a teacher must maintain higher standards of living. Her daily appearance in the class room must be maintained and that costs money.

Child Advantages
In the last analysis this program of higher standards for teacher preparation and continued study in the profession, is to the definite advantage of the child in the classroom, and indirectly to the community at large. Although the community has been slow to recognize the higher professional standards the teachers have worked for, the teacher continues to accept these additional responsibilities, at the same time training the mind, moulding the character, and building citizens for our community. Their personality characteristics, make them beloved by the pupils. They make them work hard and like it. They are fair, understanding, and tactful. They have given us professional services at apprentice prices. Many of our teachers have also made a great contribution to civic and community activities. No matter how much we spend on our buildings and their maintenance, whether our schools are good or poor depends on the quality of our teachers.

Gertrude's Hug Causes Ticket
SAN FRANCISCO, May 17 (UP)—Philip Schmidt was explaining to Judge Herbert Kaufman why he drove through a stop sign.

"Just as we came to the sign, Gertrude gave me a big hug," Schmidt said.

"That was hardly a place for woo-pitching, as the college students say," replied the judge.

"Gertrude," explained Schmidt, "is a trained seal."

DEFENSE NOTE
FREMONT, Neb. (AP)—This defense business is reaching into every corner of the kennel.

Fremont's supply of brass dog tags is running low. New ones have failed to arrive, and acting City Clerk Doris Spotts believes it may be because the dogs of war have first claim over just dogs.



Trawler "Polar Bjorn," whose Norwegian captain had conducted surveys off Greenland, brought Carl and Peter to Torgilsbu.

Then suddenly, early one cold, foggy morning, she weighed anchor and left Angmagssalik as mysteriously as she had arrived.

THE captain of the U. S. coast guard cutter at Angmagssalik had known of my desire to visit the little Norwegian settlement at Torgilsbu, about 100 miles down the Greenland coast. I had heard that there was a Norwegian-owned radio station there, and I wanted to get pictures of it for the March of Time's "Crisis in the Atlantic."

Late the same day that the "Ringsel Norge" sailed, the coast guard captain sent word that he would take me to Torgilsbu.

We picked our way slowly through the ice field and reached Torgilsbu two days later to find the "Ringsel Norge" already at anchor in the fjord. Her crew was discharging a large amount of cargo.

We had been in the settlement at Torgilsbu but a few hours when a second ship of about 325 tons steamed into the fjord. She was the "Polar Bjorn," commanded by a Norwegian who knew the Greenland coast intimately because he had previously conducted archeological surveys in the area, sometimes for the Danes and more recently, we were told, for the German government.

The arrival of this comparatively large ship in deserted Torgilsbu amazed all of us. It became apparent that the "Polar Bjorn" and the "Ringsel Norge" had arranged a rendezvous.

The two youths, Carl and Peter, disembarked from the "Polar Bjorn." Although they had no papers with which to



Norwegian-owned radio shack in Torgilsbu: Carl and Peter took it over, later abandoned it. (NEA photos from March of Time)

identify themselves, they proceeded at once to the little radio station and told the radio operator, a middle-aged Norwegian, that they had been sent to relieve him.

It took the rest of the day to unload the supplies from the two ships, and the next morning both the "Polar Bjorn" and the "Ringsel Norge" put out to sea, taking the replaced radio operator with them.

I had been taking pictures of the whole procedure. Carl and Peter appeared dumfounded to find a camera at this remote settlement, and, while they could say nothing, both of them were ill at ease.

About a month later our cutter was in Julianehaab, less than 50 miles away from Cape Farewell, on the southern tip of Greenland, when a party of Eskimo hunters, who had come from the north in their kayaks, arrived in town.

They reported that the two young radio operators at Torgilsbu had abandoned their shack and, taking all of their radio equipment with them, had disappeared into the frozen northlands.

The South Greenland government administrators were apparently disturbed to hear this news. The governor sent a government vessel to Torgilsbu which confirmed the story told by the Eskimo hunters.

It is my opinion, as well as that of Greenland officials with whom I talked, that the two radio operators moved their equipment to some more isolated spot, and that the radio equipment, which used to furnish information to fishing fleets, was now sending the same vital information to nazi raiders and submarines at sea.

Vichy Speeds Work on Rail Dakar Line

Observers See Fine Hand of Berlin Behind Activity of Insolvent French in Africa

By NEA Service

WASHINGTON, May 17 — people here who see the arm of Berlin in the sleeve of Vichy are looking with growing concern at the 1500-mile railroad which poverty-stricken France is building across the Sahara Desert to link Oran and Dakar.

They point out that Dakar, westernmost point in Africa, is only 1700 miles, or less than eight hours by air, from Brazil; is less than 2500 miles from American defense outposts at Trinidad and Puerto Rico; is but 3000 miles, or only the distance across the American continent, from the Panama Canal itself. They say that with easy rail transportation from Oran, across the Mediterranean from Spain, the Germans could bring to Dakar tanks, guns and men which could easily be flown to an invasion of the Western Hemisphere.

It goes without saying, they add, that the port of Dakar, as a submarine and naval base, could control the whole south Atlantic and that German planes and ships based there could play havoc with Britain's vital ship lanes from Australia and the far east around Africa.

Subject of Controversy For 50 Years

The first announcement that a "normal gauge railroad to be known as the Mediterranean-Niger system" would be built appeared recently in Vichy's official journal. Pictures of construction actually under way just reached the U. S. by trans-Atlantic clipper. Two of them are shown above.

The question of a trans-Saharan railway has been the subject of controversy for 50 years. In addition to the physical difficulties involved in bridging 1500 miles of desert, there has been much doubt that commercial operation of such a railroad would pay. Exhaustive studies indicate that construction would cost about 5,000,000 francs.

Those here who look with distrust on the whole project point out that this seems a tremendous expense for a France which reportedly has to print money just to meet the cost of maintaining Germany's army of occupation. It has, in fact, been reported that German construction firms are doing the actual building of the Dakar railroad.

In the ministerial report recommending to French Chief of State Marshal Petain the building of the railroad, it was stressed that "Europe should, to maintain its rank in the world, be directly connected with the near-by African continent." The report went on to say that the line would be the first step in the construction of an international trans-African network.

The government thereupon created a special branch of the ministry of communications to recruit personnel and start work. Those here who suspect the whole project point to recent announcements from Vichy that men were being conscripted for "desert labor in Africa." They say it can mean only one thing: Berlin wants the railroad built in a hurry.

History of Southern Oregon Medical Society Told Here

An interesting paper on the history of the Southern Oregon Medical Society was read before that group Friday by Dr. Ernest A. Woods of Ashland who also prepared the article which follows the growth of the society from the date of its organization, May 16, 1892, to this year when the golden anniversary is observed. Excerpts are as follows:

"The Southern Oregon society is the oldest district society in the state with the exception of the state society. Addresses were given with the aid of lantern slides and stereopticon.

"Following a paper delivered by Dr. Houch of Roseburg at the 1910 meeting entitled, 'The Doctor, the Auto and the Roads,' a great deal of discussion was brought out and terminated in passing a set of resolutions proposed by Dr. Andrew C. Smith, Portland.

"The 1912 meeting was one in which there were papers and discussions of unusual interest, the subject being public education along the lines of morals and hygiene. This was the first meeting that Dr. B. C. Coffey (Portland) failed to attend since 1902.

"In the beginning, 1892, there were 15 members from four counties; today, 1940, there are 86 members. Not one of the original charter members is now living."

"After organization of the society, Dr. E. P. Geary of Medford was elected the first president, and Dr. E. B. Pickle, Medford, secretary and treasurer.

"It is to be remembered that

Motor Group Asks Campers To Assist Fire Prevention

With the advent of the summer camping season, the Oregon State Motor association has asked the cooperation of all motorist-campers and others to prevent disastrous forest fires.

The association warned that during the period of July 1 to September 30 camp fire permits must be obtained before any fire may be built within the national forests of Oregon and Washington except in safe stoves or at forest camps designated as open for camp fire building.

Also, any party going into any forest land during this period with intention to camp must be equipped with: one axe, 26 inches in length over-all, its head weighing two pounds or more; one shovel, 36 inches in length over-all with a blade not less than eight inches wide; and one water container of at least one gallon capacity.

During the entire year it is unlawful for campers to build a fire in grass, leaves, or other dangerous places without clearing around the fire pit and confining the fire to a hole; or to leave any fire to burn unattended or leave a campfire without totally extinguishing it; or to throw or place a lighted cigarette, cigar, match, or any fire-works in any place where they may start a fire.

Campfire permits may be obtained from any Forest Service office or from any ranger station. In return for the permission to build a campfire, the camper

Stop Fires!



This is Nelson Rogers, state forester, who on a visit to Klamath Falls urged the public to follow the accompanying safety rules.

Safety Rules For Forest's Protection

With "forest defense is national defense" as this year's anti-fire slogan, Midland empire people were urged Saturday to a full realization of the opening of the fire season and the hazards it brings.

Governor Sprague heads the list of officials asking public consideration for the forests this year, with his "Keep Oregon Green" program. It was pointed out here that it is just as important to keep northern California green, and Herald and News readers on both sides of the line were asked for full cooperation.

Here are some rules that will help:

1. I will be sure my match is out. To be doubly sure, I will break it in two before throwing it away.
2. I will extinguish cigarette, cigar and pipe sparks in the ash tray of my car.
3. I will not throw burning material from the window of any vehicle, whether moving or standing still.
4. I will dig down to bare, damp soil before building a campfire. And I will remove all inflammable material from around the fire circle.
5. I will never leave camp before the fire is out—dead out. I will pour water or pack earth over the fire, stirring the coals to make sure no spark is left alive.
6. I will not smoke at all in the dry summer woods of Oregon.
7. Should I see a fire burning untended along the highway, I will go to the nearest telephone and place a collect call for the nearest fire warden. I WILL ACT.

Oregon Bighorn Sheep Saw Civilization Come, Died

In the dimming years of the last century when the pioneers left the junction of the Oregon trail near Goose lake, they were weary of the months of prairie piloting behind them and looked forward to the last leg of their journey, the dangerous stretch through the lava country where the Modoc Indian was still untamed, thence to the west through the valley of Red rock where the war paint dyes were mixed, around the north side of Cedar mountain and over the rim rock into Butte valley.

Forcing the north end of Orr lake they proceeded southwest around the rocky base of Herd peak into what is now Shasta valley, from here it was but a day's journey to Yreka where there was gold, water and farm land.

Yreka boomed, still a flourishing mining town and the immigrant was greeted first by the town's blacksmith who offered him \$100 for his wagon tires. Iron was at a premium in the mining town and the blacksmith would credibly cut the tires up into 18-inch lengths, forge the lengths into miners' picks and sell these to the miners down the Klamath, Salmon and Trinity rivers for \$25 apiece.

The Bighorn Watched
As all this procession of gold-hungry pioneers made its way down the dusty, deep rutted wagon trails, eyes other than the bewildered, reticent Indian watched with anxiety and fear; these were the eyes of the best visioned mammal created—those of the Oregon bighorn sheep—equal in power and perception to good human eyes equipped with eight power binoculars.

From his craggy habitat, the bighorn watched the introduction of civilization; northern California passed from the hunting and fishing into the pastoral stage and the vast herds of sheep from the south entered the virgin range north of Mount Shasta. These newcomers of his own kind, the domestic sheep, were the beginning of his own undoing. It wasn't long before the bighorn and his more docile brethren were using common range with the resultant transmission of parasites and disease from the herds to the bighorns.

Scabbies, the disease causing the loss of wool, is credited with the dubious honor of exterminating the bighorn in California and Oregon. This loss of wool combined with the peculiar habits of the bighorn, which, unlike its cousin, seeks the higher crags in the winter where the winds prevent the snow from covering the small alpine lichens and browse instead of seeking the warmer, lower valleys, exposed the bighorn to the elements and together with a lowered resistance due to parasites, caused his extinction.

Occasionally upon the higher bluffs and buttes of the Shasta national forest one stumbles across the skull with the massive horns and the skeletal remains of the Oregon bighorn

and recalls that these bones and a few local landmarks such as Sheep mountain, east of Mount Hebron, and Sheep rock, south of Hard peak—which also received its name due to a band of bighorns which frequented the peak—are all that are left of another game animal of former years.

Only three weeks ago, Ophelia was rescued from a freight car at Ashfork, Ariz., and was reunited with her Barstow-born brood. Ophelia originally arrived in Barstow from Parker, Ariz., in a freight car.

The kittens are too young to have climbed unaided into the cubicle so Prather theorized: Ophelia put them there at Barstow, but missed the freight herself.

Indian paint brush is blooming and will be found in some areas until late summer. Along the entire highway, wild iris is now blooming with some beds of acres in extent, and will continue

flowering through most of June.

Best showing of Scotch Broom is between Reedsport and Astoria, where it continues to bloom and hold its golden beauty. Yellow monkey flowers are replacing it in some areas, and these will continue to bloom in moist places throughout the summer. Violets are luxuriant on open hillsides from Hecla Head north to Waldport, and Fairy Bells are flowering in moist shaded spots along the whole highway.

Wild pond lilies are commencing to adorn lakes between Gardiner and Newport, with wild lilac gorgeously blue along both sides of the highway from Brookings to Marshfield. Foxglove has started blooming between Brookings and Port Orford, and promises a continuing display slowly moving northward for the next six or eight weeks.

CAPE GIRARDEAU, Mo., (AP) When Mrs. James Allen, secretary of the Church of the Nazarene congregation, opened an envelope from the collection plate she gasped for the pastor to confirm her findings.

Inside were a \$500 bill and a \$100 bill—anonymous gifts.

Coast Highway Wildflowers Now Blooming in Profusion

Thirteen separate varieties of wildflowers are unfolding their beauty along the Oregon coast highway, U. S. 101, and at least two, Salal and Thimbleberry, have responded to the remarkably warm and rainy weather with an unusual profusion of bloom, according to a report from the Oregon Coast Highway association at Marshfield. Salal shrubs along the entire length of the roadways are in various stages of blossom; Thimbleberry flowers are larger and more profuse than usual, and will continue to be found in the northern coast counties until well into June.

Lincoln county offers some of the best areas of rhododendrons, although they still bloom beautifully east of Bandon, in the vicinity of Florence, near Port Orford, and at Langlois. Wild Azalea, which should be seen during May, is approaching its peak and is most abundant near Brookings and Langlois.

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