

THE KLAMATH NEWS

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Heads-up for the Future

PREDICTION of a decreasing timber supply and lumber cut in the Klamath basin, made in a speech here by Regional Forester Lyle Watts, could have dismayed only the uninformed, the unthinking or the timid. It has, however, served the useful purpose of stimulating thinking about the future of the community, and of awakening the public to a more realistic appraisal of current industrial activity here. Such, it is to be presumed, was the intention of the regional forester.

At the outset of this discussion, let us set forth two conclusions which can be firmly supported. These are:

1. Klamath Falls is not going to become a "ghost town" or even a shrunken image of its present self.
2. The welfare of the community will be best served by continued active and orderly conversion of its timber supply into material for the markets of the nation and the world.

Statistical refutation of anything stated by the regional forester will not be attempted here. The sources of information are at his command. Yet predictions of exhausted timber supply have been made from equally authoritative sources and have failed to materialize.

Thirty years ago the chief of the forest service scared the nation by prophesying that the entire United States would be out of timber in 20 years. And 20 years after that the timber communities, at least, were scared pale by the fear that they would not ever again find markets for the timber supply still on their hands. Now 10 years after that, the market is strong and another scare over the supply is hinted. So goes the cycle, from alarm to alarm. Who can say but that a decade hence there will not again be concern over finding a market for the timber that is then ripe for the cutting?

While the market is here and the supply is here is the time to convert this resource for the benefit of the community. It is a safe conclusion that this community would suffer more by a drastic and artificially-stimulated reduction of its lumber production now, than it will by gradual reduction later on as it builds other assets and develops other resources.

Fire and beetle losses and the natural ripening of the timber are other factors prompting continued active harvest of this resource—making it count for the benefit of the community and its people while it is available.

Now, as to the future, is it not fair to ask: What is the limit of Klamath's timber supply?

Logs right now are shipped here from far into northern California, from trees which a few years ago no one would have dreamed would be sawed into lumber in Klamath Falls. There are certain vast sources of timber supply, not customarily counted in the Klamath production unit, the harvest of which may well feed a great stream of logs into mills here.

By virtue of its unique transportation situation, Klamath Falls has benefited tremendously from centralization of milling activities here for a forest empire stretching dozens of miles from the city's borders. Railroads extend in every direction, and truck transportation plays an increasing role in log movement. All of this keeps the timber supply within the jurisdiction of our milling operations, nullifying miles that may be added as the harvest proceeds.

Perhaps there were those who did not go into Regional Forester Watts' statement farther than the warning he gave, to study certain constructive suggestions he made as to the future of the community. He emphasized, for instance, the importance of efforts to attract remanufacturing industries such as furniture, toys, specialty lines and plastics, and he urged experimentation in the use of waste wood.

He did not touch upon the matter of wood pulp, but it is a known fact that there is a big potential supply of material for this purpose in the Klamath country, in the mixed woods of its cut-over areas, in the white fir, Shasta fir and Douglas fir and even the vast lodgepole pine stands of the region. Here is an important possibility for future developments.

All of this relates to forest industries. Sometimes, it seems, Klamath people cannot see the farms for the trees. In the past two decades a great sustaining agricultural industry has grown up here. This year, 10,000 carloads of potatoes were grown in the Klamath district. In 1931, the potato production totaled 2100 carloads. Average production per acre has increased from 101.4 bushels in 1925 to 420.1 bushels in 1940. Just the other day, County Agent Charles Henderson described the development of the small seed industry from almost nothing in the late 'twenties to a half million dollar crop in 1940.

The real source of wealth is in development and use of natural resources, and a great natural resource here is land and water. Right now we are puncturing the mountain on the west side of Tule lake to assure permanent use of a large area of fertile land, and other land use possibilities hereabouts challenge the imagination.

What has happened in the transportation picture here in the last 15 years is merely the foundation and the forerunner of what the future holds in that field. An important new highway connection has just been completed, and another, to Reno, is coming. The cities of the Klamath country are still the only cities in Oregon, outside of Portland, on two transcontinental railroads.

It is not necessary to go on further along this line. People with vision and knowledge have faith in the future of this community and its surrounding territory.

They include the head of a great and highly successful business enterprise of coastwide scope who was here the other day. When he was asked what he thought of the future, he had merely to point to investments his firm is making here, to show that smart money has ample confidence in the Klamath Falls of 10 and 20 years hence.

If the people who live here are equally confident, and match that confidence with sound leadership and constructive enterprise, there is nothing to fear.

NEWS BEHIND THE NEWS

By PAUL MALLON

WASHINGTON, May 31—It is no secret here the army has fallen behind schedule in the production of tanks. Among those with even only a casual knowledge of military affairs it is expected the coming summer maneuvers will expose a dire shortage in this most vital weapon of modern warfare, without which the army cannot fight. Hitler's agents know it. Congressmen on the military affairs committees know it (one is writing magazine articles about it). In fact everyone seems to appreciate it except the people of the country.

Hitler conquered Europe with 12 panzer tank divisions as the spearhead of attack. We now have 2 mechanized armored divisions, are raising 2 more, and planning eventually to have 2 or 3 additional. So even eventually we would have only three-fourths of what Hitler had when he started through France.

The plain fact is further that our mechanized armored equipment consists largely of light tanks, which the French and British have found unsatisfactory. We are getting few medium tanks. The big tank is still in the blue print stage on the drafting board.

SLOW START

Within 30 to 60 days the first of the new usable medium tanks will be coming off the production line (but not yet with rounded plates, such as the nazis tanks have to shunt off bullets.) Chrysler, Baldwin and American Locomotive have finished their samples and are ready to start production, but it will come slowly. By the end of August all three can reasonably be expected to be turning out 5 to 10 a day. It will be another year before Chrysler will be turning out 14 a day.

The American Car and Foundry is doing a good job producing 5 to 10 light tanks a day now, but unfortunately these are what we already have enough of.

Not a single trainer tank is available. For training purposes the old, slow, World-war type of tank is being used. One trainer was constructed at a reputed cost of \$8000 and 40 are supposed to have been ordered but have not yet appeared.

BOTTLENECK

Obviously something is radically wrong in the preparation of even the limited new striking force of the American army. The new deal civilian group has been inclined the past few months to lay the blame for this and other deficiencies on army procurement, the cumbersome slowness of its contract awards, drafting service, etc. More business-like civilian management has been advocated.

One basic fault is clearly true to the investigating layman: Tanks were placed fourth on the priority list for steel. Ahead of tanks at the top are (1) ships, (2) planes, (3) guns. With preferences for raw materials given to these other categories, the tank bottleneck was not hard to develop.

CRITICS

All these and similar disturbing facts and figures have been met by the war department from the start with a phlegmatic silence. By simply considering everything they have on hand as "a military secret" and circulating publicly only the generalized predictions of what they expect to have in the indefinite future, the true condition of affairs is obscured.

That may have been all right for the initial period, but now even the army's best friends are beginning to talk. Congressman Ross Collins, the legislator who knows more intimately than anyone else the condition of affairs, has written a leading article for the June Readers' Digest, challenging the whole basic defense theory of the army. He claims few of the older officers understand Hitler's new modern warfare and are still relying on mass infantry and even horse cavalry of the kind which the nazis tanks butchered in a few hours for the fatal break-through at Sedan.

Simultaneously, the noted army air adviser, Alexander P. De Seversky is saying somewhat milder similar things about American planes and the air arm in the June issue of Coronet. He demands a unified air force, to get it away from the old generals.

WISH GRANTED

UPPER DARBY, Pa. (AP)—A 22-year-old transient watched Policeman Louis Miller strolling on the other side of the street. "Hey, chief. Here goes," he shouted and hurled a brick through a plate glass window of a tailor shop.

At police headquarters the man explained: "I got tired of walking around the country looking for work. I want to go to jail." He did.

SIDE GLANCES



"Would you mind sitting more in the middle, Dad? My right rear axle is about to break any minute."

ANSWERS TELL STORY OF NAZI HOLD ON CRETE

By DeWITT MacKENZIE
 Special News Service Writer

The battle of Crete, in which the Anglo-Greek allies are making what looks like their last desperate stand against death with question marks that are being thrown in the direction of this column in handiuffs.

What is the fundamental cause of the allied failure to hold the Germans off from this island, which was defended by perhaps 30,000 troops and warships?

Answer: Lack of air-power in the eastern Mediterranean. The nazi warplanes swarmed the sky like locusts, and there is no effective defense against such an attack except bombing and fighting planes.

But surely the British have warplanes in the Near East?

Answer: "Yes, but not in sufficient numbers for the widespread operations with which they are faced. Also, they lack long distance bombers and fighters, and have been handicapped by not having air bases near Crete, whereas the Germans have been operating from nearby Greece.

All right, but what about the story that the British have a large store of new warplanes in reserve in England? Any truth in that?

Answer: My information is that the British do have a reserve. However, we have no knowledge of the type of planes, or whether it would be feasible to use them for long-distance work. It's a safe bet Britain would use any planes available.

What's the answer then—will the Germans be able to continue their victories in the Near East because of this air superiority?

Answer: Nazi air superiority will continue to tell heavily against the allies in the eastern Mediterranean until the British are provided with many more warplanes, especially the long distance type. They are depending largely on United States production to meet this crisis. However, the British presumably will be able to provide a much better air defense in fighting in Egypt close to their air-bases.

Is there any relation between the battle of Crete and the fact that the nazis have done little bombing of England for 19 days?

Answer: Definitely. Bad flying weather has accounted for part of the respite, but the oil experts tell us Hitler is so short of gasoline that he must conserve his supplies for such a major operation as the attack on Crete. He hasn't enough gas to

DRIVERS LICENSE EXAMINERS COMING

Examiners will make stops to communities outside of Klamath Falls for the purpose of renewing drivers licenses before the dead line of July 1.

The only persons who must take the examinations are those who are 70 or over; those who do not hold a drivers license at present; and those who are physically handicapped in any way.

Malin will be the first to be visited and the examiners will be at the City Hall on Thursday, June 5 between the hours of 9 a. m. and 4 p. m. Malin will be visited on Saturday, June 7, at the City Hall between 9 a. m. and 4 p. m. On Monday, June 9 Gilchrist will be visited from 10 a. m. to 4 p. m. Chemult will have its

keep two big shows running at the same time for a year great period. The outcome of the war may hinge on this fact.

If that is so, and if the allies will gain strength as American production gets under full steam, isn't time working against Hitler and for Britain?

Answer: Yes, that's the kernel of the nut. We may easily know the outcome of the war by fall. If the allies can keep afloat that long, their stock will be on the up-grade. Their problem is to keep afloat now.

Could the British navy have done more to save Crete?

Answer: Actually, it has been mighty active at times. Don't forget that among other things it wrecked the nazi Armada of little transports, and sent 5000 troops to the bottom. However, dive bombing has been so fierce that it was suicide for the British warships to hang about the coast of the island.

How could parachute troops, which seem so helpless in descent, land in the face of 30,000 allied defenders?

Answer: That's one of the striking developments of the war. The way for the parachuters was opened up by a multitude of dive bombers and fighter planes. Immediately after the allied defenders had been fiercely bombed and machine-gunned, the parachute troops descended and took cover in the bomb craters, which provide very good protection. The parachuters in their descent even employed hand-grenades and light machineguns against the enemy on the ground, another remarkable feat.

Hasn't the strain on the allied troops been terrific?

Answer: The battle of Crete is one of the fiercest in history. There can be small doubt that the terrible bombing must have driven many soldiers insane. The whole mad story is amazing, both from the standpoint of offense and defense.

TALKS CONTINUE ON CULINARY PAY LIFT

Negotiations over a new wage scale agreement continued Saturday between local restaurant employers and the Culinary alliance (AFL) after a brief holiday layoff.

Twenty-one eating establishments have signed the new culinary contract calling for an increase of 50 cents per day across the board for cooks, waitresses, dishwashers, and bartenders. Ten more have indicated they will agree but 11 others are still holding out.

Those who have signed are: Nu-Way cafe, Depot cafe, Eagle bar, Eagle cafe, Waldorf bar, Waldorf cafe, Klamath billiards, Hamburger Orchard Nos. 1 and 2, Charles Schuss' bar, Ole's tavern, Bohemian club cafe, The Tavern bar, Mecca cafe, Mecca bar, Anchor hotel, Anchor cafe, Cal-Ore tavern, Rialto bar, Pastime bar, Brite Spot lunch.

The following have expressed their intention to sign: Willard hotel, Elk hotel, Hickman's, Terminal cafe, Denny's, Kern bar, The Pines, Pete's place, Embassy town club, Drum stick.

The following 11 have not signed:

Pelican grill, J. J. Newberry, Walgreen drug, K. cafe, T-bone cafe, Swan confectionery, Herberger's restaurant, Castleberry drug, Ritter's cafe, Molatore's restaurant, Busy Bee cafe.

Men Fined for Siphoning Gas

When Earl Noe's light pickup truck was parked at the Long Bell mill lot Friday, two men were observed poking a hose into its gas tank.

Sheriff's officers were called and arrested the pair, who gave their names as John Franklin Williams and Dewey George Stacey.

They said they needed gas to get back to their lumber jobs at Willow Ranch. Taken into Justice Mahoney's court on a charge of larceny from a car, they pleaded guilty, and each go a sentence of six months in the county jail, suspended, and a \$10 fine.

Up to March 1, the army and navy had accepted 4813 graduates of CAA training courses.

chance on Friday, June 13 between 10 a. m. and 3 p. m., and Chiloquin may obtain their licenses during any day in June at the justice of the peace office.

U. S. Ambassador Home From England

NEW YORK, May 31 (UP)—U. S. Ambassador to London John G. Winant returned to the United States last night to report personally to President Roosevelt and Secretary of State Cordell Hull. He refused to discuss publicly Britain's war effort and conditions in London.

Winant, extremely reticent with newsmen after his arrival at LaGuardia airport aboard the Yankee clipper from Lisbon at 3:57 p. m., said he first would confer with Hull and then with the president.

There was no indication whether he would see Mr. Roosevelt at the latter's Hyde Park home where he is spending the weekend or would wait until he returned to Washington.

Scene of Air Crash Believed Found

HAMILTON FIELD, Calif., May 31, (AP)—An oil slick on the ocean surface off the Mendocino county coast was believed today to mark the spot where Lieut. Paul R. Rowe, 23, was forced down while on a routine training flight in an army pursuit plane.

Lieut. Rowe, of New Rockford, N. D., was flying up the coast with Lieut. Lacey F. Mangelburg, 24, in P40 single-seaters yesterday when they became separated in bad weather. "I radioed him to take it easy and bail out if necessary," Lieut. Mangelburg related. "That was the last I saw of him."

Searching military planes and coast guard boats found the oil slick.

Soldier Killed In Alaska Shooting

SEWARD, Alaska, May 31, (AP)—A soldier was killed and a woman injured last night in a Memorial day shooting here.

Police said the soldier was Private Hal E. Emerson, of Fort Richardson, a freight guard here. The woman, June Meadows, was in a hospital with four bullet wounds.

CARD OF THANKS

We wish to thank our many friends for their acts of kindness, and for the beautiful floral offerings, tendered us in our recent bereavement.

Mr. and Mrs. Elmer Lynch, Mr. Everett Lynch, Lorinda Hubbard, Florida Davis, Beatrice Garcia, Loretta Lynch, Violet Lynch, also the Nephews and Nieces.

COPPER CONTROL

WASHINGTON, May 31 (AP)—The office of production management today placed copper under a system of mandatory, industry-wide control.

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 Production of
BRIGHAM YOUNG
 LOUIS BRONFIELD
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 FRANK CAPRA'S
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 6 O'CLOCK

NO CHANGE OF POLICY
 NO CHANGE OF PRICE

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On the Screen We Proudly Offer:

THE KIND OF LOVE STORY YOU'VE ALWAYS WANTED FOR THESE GREAT STARS!

From Cary COOPER-GRANT
Danny Serenade
 with Beulah BONDI
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"TRAIL BLAZERS"
 BOB LIVINGSTON
 BOB STEELE
 RUFUS DAVIS

—AND—
"City of Missing Girls"

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VOX

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Another HIGH CLASS STAGE SHOW

12 Grand Artist Entertainers
 including
Leo Diamond
 5 Years With BORAN MINNEVITCH

Vox Theatre

PELICAN
 Now
 TOO MUCH MONEY FOR HER Honey

MARCELLA LANE
 JEFFREY LYNN
 ARNOLD REAGAN

Million Dollar Baby

MAY ROBSON
 LEE PATRICK

NOVELTY CARTOON NEWS

Coming WED.
 5 ★ ★ ★

FACTS
 WALLERVILLE

Another HIGH CLASS STAGE SHOW

12 Grand Artist Entertainers
 including
Leo Diamond
 5 Years With BORAN MINNEVITCH