

# U. S. CONFUSED BY AIRLINES OF AXIS IN SOUTH

By PETER EDSON  
 WASHINGTON, June 4.—The "policy of confusion" which seems to have characterized moves to solve the problem of German and Italian airlines in South America will in all probability be continued until the department of commerce, the federal loan agency, and the Rockefeller office for the coordination of commercial and cultural relations between the American Republics—all of which center around the Hon. Jesse Jones—can decide exactly what they'll do.

The confusion began when Loan Administrator Jones let slip a remark that he might want to establish a government airline between the Americas. That was followed by surmises that maybe the United States government would want to take over, own and control certain airlines in South and Central America. These remarks could not have had a more unfortunate effect.

It made the South Americans sore because they figured this was just more Yankee imperialism, instead of good neighbor cooperation. It upset the airlines in the United States because it was another threat of government competition with the private airlines. And in some quarters it was interpreted as an administration slap at congress.

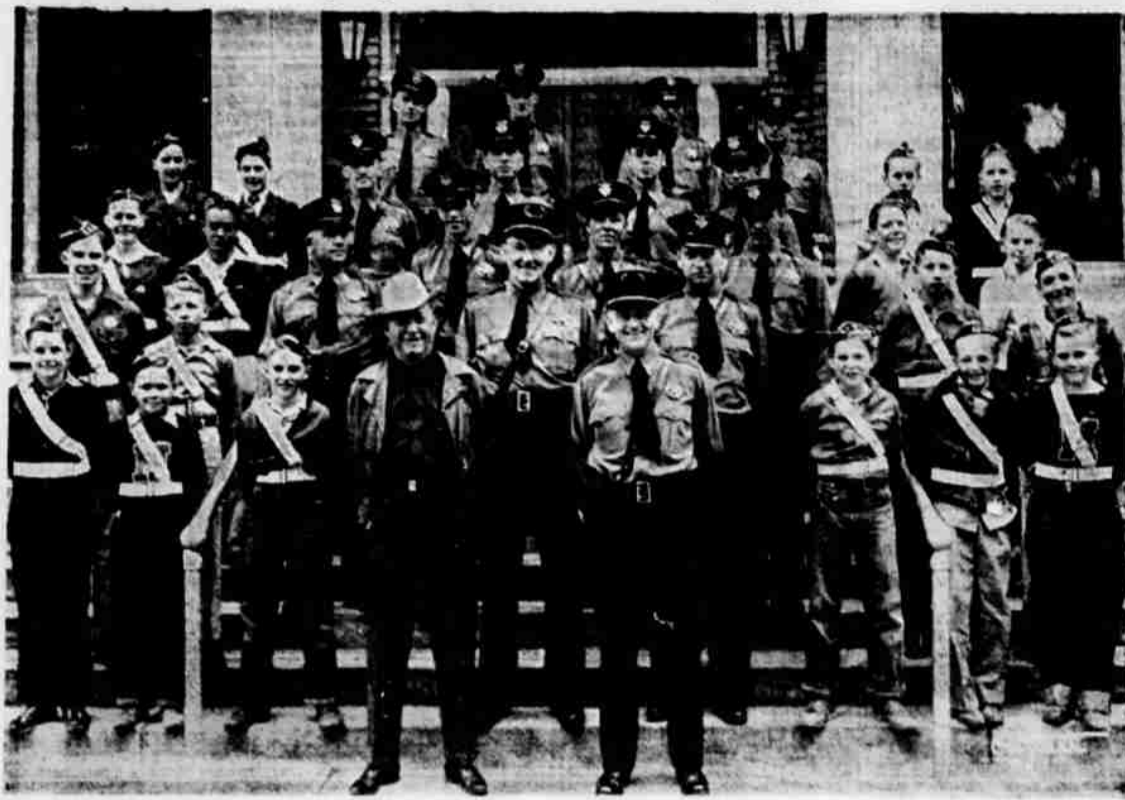
Too Much Talk About Talk  
 Instead of clarifying this mess, however, Secretary of Commerce Jones took the position that since it was already confused badly enough by too much talk, more talk wouldn't help, as the agencies concerned didn't know exactly what they would do. Therefore things would have to stay confused till they found out.

This deliberate distortion of the remedy only brings into sharper relief the definite symptoms of what ails the South American aviation setup. Of the 44 commercial airlines operating in South America over 97,000 route miles, 13 are American, 30 are local and nine are operated by German and Italian subsidies. Furthermore, on the 20 lines operated by South American companies or republics themselves, German and Italian equipment predominates and it is operated by German and Italian pilots.

It is the liquidation of this axis control that the United States is most interested in as a measure of hemisphere defense.

Cash Might Clear It Up  
 Solution of this problem will in all probability not come from starting any U. S. government-operated airlines in competition with private companies now operating from the U. S. to South America or within the Latin-American republics. Instead, the play will help the South American republics finance purchase of axis-controlled airlines. Due

## Spring Arrives for the Police Department



Resplendent in their new summer shirts of powder blue with navy blue trim, members of the city police department and a group of junior police pose in front of the city hall. All members of the department are not present. Left to right, front row, Bob Mocabee, Jack Eittrich, Bobby Steinschler, Sheriff Lloyd L. Low, Chief of Police Frank Hamm, Norman Knight, Hans Tennesos, and Donald Eittrich. Second row, Bill Wilson, Donald Davis, Jack Linkenbach, Assistant Chief Earl Heuvel, Frank Blackmer, Bill Meade and John Foster. Third row, Glenn Proctor, Donald Erickson, Earl Kennerly, Hal Eittrich, Clifford Milhorn, Scott Reed and Stubby Ringstead. Fourth row, Walter Bethune, Howard Ball, Odell Olson, Clay Sample, Jack Breedlove, Syd Herbert, Jack Lawson and Gene Peyton. Back row, Officers Bob Elder, Archie Huff, Al Kennerly and Orville Hamilton.

to the pressure for military flying equipment, South America got only 1.5 per cent of U. S. plane output in 1940, and that must be increased.

The fact is that some time before the Jones departments of the government took this project under wing, the Rockefeller office had been working on it. Some of the bright young men of that office with a knowledge of investment banking, aviation and South America had been assigned to the job. They will now probably be taken over by the RFC and gradually work out the program of eliminating the axis finger-tip hold on the tail of South American aviation.

Irving H. Taylor, manager of trade development for the aeronautical chamber of commerce of America, has estimated that there are today about 140 transport planes below the Rio Grande, 56 of which are of European origin. To replace these planes with American equipment will, he believes, require an initial outlay of nearly \$10 million, while the ultimate outlay to completely Americanize the air over the western hemisphere, will require an eventual sum of perhaps \$100 million, administered on the same basis that the lease-lend program is administered for aid to Britain.

Such a program would insure that the feeder lines operating within the 20 American republics would be under domestic, South American control, and furthermore, as aviation devel-

## Two War Aces Among RAF Pilots Recently at Tacoma

TACOMA, June 4 (AP)—Among the 40-odd British pilots who visited this city to ferry Boeing four-motored bombers from McChord field to England were two famous war aces, each of whom had shot down 15 or more German planes.

Now that the ferrying procedure is completed, or ceased temporarily, at McChord, air corps officials have revealed that Spencer Ring of the Royal Canadian air force and Tom Purdy, royal air force, were included in the number of pilots lodged in a local hotel here a month ago.

Ring shot down most of his planes over Dunkerque. He received the distinguished flying cross from King George early this spring. Purdy was well over the 15-plane mark, having brought down a number of Messerschmitts in England and over Norway. Cameras are installed on all fighter planes, they disclosed, automatically photographing the destruction of enemy planes.

opened in these countries, it would provide an outlet for post-war production of U. S. airplane manufacturers.

Purdy, who was also awarded the distinguished flying cross, made aviation history in the Pacific Northwest. He arose one morning at 4 a. m. to fly a Boeing bomber to San Diego. There he turned tail and flew back to McChord. After eating lunch, he again made the round trip to San Diego and back.

"I wanted to see how these big buses stand up for a long flight," he said, "and I certainly learned they're all right."

Pilot Purdy had a son born to him in England while here. He said he would name the child "Tacoma" if his wife would agree when he returned to England.

There are no English pilots in Tacoma now, McChord officials say.

There is no escaping our destiny. Either we shall lead, and lead into paths that we have found worth while, or we shall fall and sink into oblivion because we were not equal to our destiny.—Commander Robert C. Lee, Moore-McCormick Lines.

I am going to do it the hard way, which is the democratic way.—Treasury Secretary Morgenthau on defense bond sales.

## Texas Students Visit Klamath, Go To Crater Lake

Seventeen high school students from Balmorhea, Tex., paid Klamath Falls a visit Monday and went to Crater lake Tuesday.

They are traveling by bus on a trip financed by their own earnings. With them are Superintendent and Mrs. M. H. Greenwood of Balmorhea high school district, and Bus Driver and Mrs. W. C. Kountz.

Youngsters in the party were Merle Glass, Delton and Betty Seward, Ray and Ann Pritchett, Frank Davis, Fanny Lou Kingston, Bill Bates, Nola Rae Stockton, Ruth Bayless, Ruth George, Ruth Marcy, Clemence Pittman, Cletus Grady, Taylor Hogan and Viola McCarty.

When the war is over and we breathe freely again we shall begin to build a fairer Britain.—Arthur Greenwood, British cabinet minister.

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## PLANE MOTOR OUTPUT WILL DOUBLE NAZIS'

HARTFORD, Conn., June 4 (UP)—Given adequate material, the American airplane engine industry will double Germany's estimated current production within 12 months, F. B. Rentschler, Pratt and Whitney chairman, told correspondents who toured the company's plant Tuesday.

Rentschler said Germany is believed to be producing 3,000,000 to 4,000,000 horsepower of engines monthly for combat planes. This number would power about 2000 planes.

Pratt and Whitney's current production is about 1,400,000 horsepower per month and before this year is out will reach 2,000,000 horsepower with the completion of a big plant addition. This is an average of 1400 and 2000 engines monthly. Curtis Wright is producing approximately at the same rate. The Ford, Buick and Chevrolet companies, making Pratt and Whitney engines under license, are expected to produce between them about 2,500,000 horsepower per month by early next year. The Allison plant of General Motors at Indianapolis will bring the American grand total engine production to approximately 10,000,000 horsepower per month by next May, Rentschler said.

President E. E. Wilson of Pratt and Whitney said the company was abreast of schedule on combat plane motors of 1200 and 2000 horsepower each, and was 1000 engines ahead of schedule on 400 and 600 horsepower motors for training planes.

About 50 per cent of the parts for Pratt and Whitney's engines—all air-cooled—are produced by sub-contractors located mostly in New England.

Rentschler said his company and the Wright people together would produce during the fiscal years 1941-1942 60,000 to 80,000 air-cooled engines. These engines will average 1000 or more horsepower. They will power approximately 20,000 planes, when multiple-engine craft and replacement engines are considered.

It will be a long time after peace is restored before profitable markets can be re-established on the European continent.—Frederick E. Hasler, president, Pan-American Society.

## 200 Organizations Indicted for Price Fixing in Foods

SAN FRANCISCO, June 3 (AP)—Nearly 200 organizations and persons in six industries were accused today of fixing prices and of other monopolistic practices, in the greatest mass of indictments ever returned by a special federal grand jury here. Five food industry groups and one so-called national defense industry were indicted. Those charged included 14 industrial associations, 89 corporations and partnerships, and 91 officers and directors. Half of the individuals were set at \$1000 each.

In the food industry indictments were returned against fruit and vegetable canners, dried fruit packers, evaporated

milk companies, the rice industry, and the sardine industry. The defense group involved the manufacture and sale of battery separators, wooden partitions between battery cells used in automobiles, airplanes, tanks and submarines. M. S. Huberman, in charge of anti-trust prosecution here, said this monopoly was nationwide.

Yes, it is a bit better (in Italy). In Germany they had illusions and lost them. Here we had no illusions.—Benedetto Croce, Italian historian, in a reported interview in Naples.

Investigate the libels, untruths, and general isolations which make other wise American homes the breeding grounds of intolerance.—Dr. E. R. Clinchy, director, National Conference of Christians and Jews.

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Shown above are Ronald Reagan and June Wyman, famous movie couple. He is starring soon in "FIGHT PATROL" she in "BAD MEN OF MISSOURI," both for Warner Bros.

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