

Faith is to believe, on the word of God, what we do not see, and its reward is to see and enjoy what we believe.—Augustine.



EDITORIAL AND FEATURE PAGE

PAGE TWO

SATURDAY, JANUARY 23, 1941

THE BREMERTON SUN stands for those principles which it regards as beneficial to the welfare of the community, for honest journalism in news and editorial columns

The Bremerton Sun

JULIUS GIGS, Editor A. P. OTTEVAERKE, Business Manager
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OFFICIAL NEWSPAPER, THE CITY OF BREMERTON
The Bremerton Sun will not assume financial responsibility for any errors which may appear in advertisements published in its columns. In those instances where the paper is at fault, it will reprint that part of the advertisement in which the typographical mistake occurs.

To the City Commissioners:

Dear Homer, Hank and Cliff: Have you been over that neglected portion of Rodgers st. between Montgomery and Callow avels lately? Some of the chuek holes look like bomb craters.
CHIEF KITSAP, JR.

To Lincoln and Washington Grads:

Dear High School Freshmen: You have left grade school behind, but wait until those upper classmen cool you off when you get up to high school. At any rate, congratulations on your graduation!
CHIEF KITSAP, JR.

To the City Dads:

Dear Sirs: With the great increase in the size of the city, those rates you voted, ourselves the other day are well deserved. Twenty five hundred for the mayor and \$2,000 each for the commissioners is little enough, but we still think the city would benefit by pooling all executive salaries and paying a city manager to run the city.
CHIEF KITSAP, JR.

To the Navy Department:

Dear Secretary: Know, when passing out the names for cruisers to be built under the two-ocan navy bill, how about naming one of them for our favorite city of Bremerton? The U.S.S. Bremerton sounds pretty good doesn't it?
CHIEF KITSAP, JR.

To the Taxpayers:

Dear Folks: You're up to bat again. March 15 is the deadline on income tax payments.
CHIEF KITSAP, JR.

To Everyone:

Dear Folks: Circle the date of Feb. 13 on your calendar. That's the night for the President's Birthday. Tell with proceeds to be used in the fight against malaria.
CHIEF KITSAP, JR.

To the Central Labor Council:

Dear Sirs: We hear that you have undertaken a drive to obtain sufficient funds to maintain the iron lung, recently donated to Kitsap county by the Elks lodge. This fund will provide assurance that anyone, rich or poor, will receive proper treatment when confined to the "lung." It's a mighty worthy cause, and we wish you every success.
CHIEF KITSAP, JR.

To Gene Searle:

Dear Housing Authority Boss: We understand you signed a check this week for \$70,000 in payment for work done to date at Westpark. Tell us, Gene, how did it feel to scratch your pen across a sheet of paper worth that much?
CHIEF KITSAP, JR.

To the ASCAP, BMI, Etc.:

Gentlemen: Our squaw wants to know if she'll ever again hear Kate Smith sing "When the Moon Comes Over the Mountain."
CHIEF KITSAP, JR.

To Col. Lindbergh:

Dear Lindy: The British gave you a warm reception a few years ago when you took your family to self-imposed exile in the British Isles. Betcha they'd run you out if you tried to land on their shores today.
CHIEF KITSAP, JR.

IN HOLLYWOOD

BY JIMMIE FIDLER
HOLLYWOOD, Jan. 25.—It's a bit difficult for me to decide which is the more ridiculous.—Sen. Burton K. Wheeler, with his blanket charges that the movie industry has liberally propagandized for international hatred and war, or Hollywood, with its assinine efforts to deny the molehill of truth that underlies the publicity-seeking souls' accusations.
Admittedly, the film industry created by the senator from Montana laid itself open to such attacks by turning out pictures that needed propaganda. I have with contemptuous subjects, political issues and such make movies for entertainment only.
WHEN A "CLAMOR" GIBBS GETS AWAY FROM IT ALL SHE SELLS A REPORT WHERE SHE'S



Red Herring for the Fox

first Arctic diary, with its refrigeration equipment proudly displayed in the window. Joe Haer's Bremerthon Thrift Market and soon to be adviced to make way for the new Penney building.

At the school board constructs new buildings and wrestles with further problems, we think of the old high school, one classroom building, a gym and manual training shop.

Now also recall Dietz lake, in which one boy was drowned and where the Warrens are played in now located the old head-of-the-bay road which would its way up and down hills before the present road, now soon to be replaced, was built for the little ferry. Pinner, which changed over to Manette before the bridge.

Kennedy, later rebuilt and known as the S. S. Seattle, first car ferry to Seattle, which, as a matter of fact made the run faster than the Queen, Koholen and Klatskanie.

And men who were boys along with Shine McCowan, Ed Carter and Frank Ryan won't forget Cooper Town—or Coopersville, we forget which—the kids paradise on the hill near the high school.

ARTISTIC TALENT
A talent for free-hand drawing is shown in the sketch of a Puget Sound Power & Light Co. advertisement drawn by Ray Walton, 17-year-old Bremerton high school student.

Ray's mother, Mrs. H. R. Walton, brought the framed picture into The Sun office the other day. It was an accurate likeness of a girl studying a book, her chin in her cupped hands.

Commercial art is young Walton's chief passion and ambition, and ways and means of developing the boy's talent still further are the chief concern of his parents at present.

seven-year-old gelding, Martha's hopeful "We can sell it" changed to "I wouldn't have the heart" after the horse had nibbled a few pieces of sugar from her hand.

THE HOLLYWOOD PARADE: Walt Disney, opportunist, although many other Hollywooders have seen talking mice, pink elephants, Mr. Dimey is the only one with enough imagination to cash in on their commercial possibilities.

CUFF NOTES: The Beany Rains (she's the former Beatrice DeLinger) will become Mrs. Paves in a bath towel scene. Paves will play her opening scenes in "The Great American Broadcast" in a bath towel scene.

RED RYDER
JEDDO—GWAII! I LOCK UP WALKER AND ALICE! REVEREND ATTEMPTED MURDER!
MY, MY! ATTEMPTED MURDER!
LUSTERS! ANGRY!

A Grave Offense
GUILTY—GUILTY—GUILTY!
"WAS HE DAMAGED?" "HAT CHANGES" "COMPELISHAN" "LOCKETT" "DIP"

Capital Comment

By BRUCE CATTON

WASHINGTON, Jan. 23.—Some day soon it is going to occur to congress or the administration that the railway labor act offers a fine blueprint for keeping strikes from interrupting the defense program.

Under this act, as amended in 1934, the national mediation board has been quietly but effectively helping railroad management and railroad labor compose all of their differences around the conference table. Since 1934 there have been only two railroads struck by a lockout on a major trunk line—and two minor work stoppages involving comparatively few people. More than 4,000 labor agreements have been signed with the boards and approximately 360 disputes have been mediated.

In this one field, at least, there has been evolved a system for keeping in industrial peace which is fair to both sides and does not rest upon coercion or restriction of either party. It is a system for working while its labor problems are being ironed out.

The whole setup is a fairly simple one. The board is a fair-minded body. The railroad labor act directs the board to display of labor disputes by acting on their four principles:

1. Avoiding any interruption to commerce, forbidding any limitation on the right of any employer to form a labor union; providing for complete independence of both workers and employer in the matter of self-organization to carry out their business in the most efficient way for prompt settlement of all disputes.

DISPUTE MAY GO TO PRESIDENT
If the board may intervene where there is disagreement over the union which is to represent the workers. Usually it is a matter of election and let the majority decide.

When a union and a railroad are negotiating a contract and can't agree, both sides may go to the board and offer its services as a mediator. In most cases, this eventually brings about a settlement. If mediation fails, the board may then offer its services as an arbitrator.

Neither side is compelled to accept arbitration, and if arbitration is accepted, the board may refer the case to the workers' representatives for their consent. If a strike is voted, and the board feels it would be unwise to interrupt interstate commerce, the board may then notify the president and then appoint an emergency board to study the dispute and make a report.

AN IDEA FOR DEFENSE PROGRAM:
Here again, there is no coercion except for the proviso that there can be no strike or lockout for another 30-day period. The emergency board can't force anything on anyone. It's sole power is to make a report on the fact. But the theory is that such a report, setting forth the facts and indicating which side was more to blame for the trouble, given full publicity by the White House, would have a public opinion effect which would result in a peaceful settlement. So far, it has worked.

That, in brief, is the way labor and management in the transportation industry. The employees keep their right to strike; the employer keeps his right to operate. The only thing that is different is that a railroad strike is an extremely rare thing.

Pointed Paragraphs
Democracy is not merely a good form of government. It is the best. —President Robert H. Hutchings, University of Chicago.

Let us make the wish that America will, throughout the coming year, be strong to do the right thing, to stand up for the right. —President Kenneth Irving Brown, University of California.

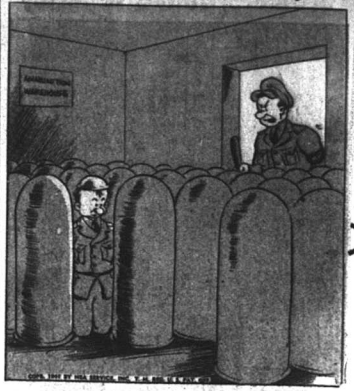
We have found from experience that the more able the man the more ready he is to learn new methods. —Julius Hochman, Ladies' Garment Workers' union.

Hold our republic as the ultimate hope of man. —Rev. James Shera Montgomery, "The New Year" opening, new session of congress.

I don't object to seeing my favorite team lose occasionally, but to see it beaten by their commercial teams in the same afternoon is a little too much. —"The New Year" opening, new session of congress.

By FRID HARMAN
"This right," said Bogart. "I've found myself being let in."

Hold Everything by Josh



"I was sure I saw Private Flooky sneak in here."

SHUT UP
BY EDWARD CHURCHILL

A feud started between Kay Falconer, army doctor, and Miss Palco, transport pilot for Intercontinental Airlines, after the planes nearly collide above the Burbank airport outside Los Angeles. When he settles, her flying ability she determines to "show him" and decides to attempt a solo flight from Honolulu to the "United States. The wealthy Miss Mathilda Rutherford, known as "Aunt Mathilda, admires her spirit and backs the proposed flight. Kay's flight does not fall. Despite all this, it's plain to each other. Kay's flight does not fall, when she is forced to land at sea, she has to suffer the humiliation of being rescued by Wakeman. Still determined to show him, she goes to an office of Intercontinental Airlines and tries to persuade him to allow her to be a co-pilot. When he turns her down, Aunt Mathilda has a hard going to see the head of the airline, who is an old friend. He agrees to employ Kay.

CHAPTER XXVI
"HOW'S JUDY?" Nelson, dispatcher at the Burbank airport, asked Wakeman as the pilot entered the busy office from the field side to check in from a flight from Albuquerque.

"Reasonably well," he replied. "Everything got all right on the other end of the haul." Nelson asked Wakeman if he had any news. Wakeman saw his old expression.

"Burr, say—what's eating you?" "The skipper wants to force—" "Oh, Wakeman said, solemnly. "I'm sure he'll get it straightened out for some infraction of the rules."

"Puzzled, he went down the hall. He reached a door, opened it, walked into an office. Bogart's secretary, Miss Jones, was there. "Been waiting for you to get in. I've got some news for you. You're going to be a co-pilot."

"What?" Wakeman exclaimed. "I've been waiting for you to get in. I've got some news for you. You're going to be a co-pilot."

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