

U. S. Rushing Munitions To Aid Fight Against Axis

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China and other democracies resisting aggression." The president said facts and figures were being given "to the extent advisable without disclosing military secrets to benefit the axis powers."

"These facts," he said, "describe the past and portray the present status of our aid to those nations so gallantly fighting the aggressors. They do not present the most important fact of all—the strong will of our people to see to it that these forces of aggression shall not rule the world. We have before us a constant purpose not of present safety alone but, equally, of future survival."

Torpedoing Facts Awaited

The state department sought first hand confirmation today of survivors' reports that the merchantman Robin Moor, flying the American flag, was sent to the bottom by a torpedo from a German submarine.

At first glance, informed sources said, the unofficial information thus far available made the sinking of the 5,000-ton vessel appear an outright challenge to the historic American doctrine of freedom of the seas.

Government officials, however, declined to discuss the question of action until further reports were received from diplomatic representatives in Brazil who are to question the 11 known survivors when they land at Recife.

The Brazilian steamer Osorio, with the survivors aboard is due to make that port tonight. The fact that three of the rescued men were ship's officers increased official hopes here of obtaining an authentic, detailed account of the Robin Moor's end in the south Atlantic, midway between Dakar and Natal, Brazil, on May 21. The ship was en route from New York to South Africa.

Meanwhile, the passing hours brought no word of the other 35 persons who were aboard the ship and took to three lifeboats when she went down. They have been missing three weeks today and their chances of survival grew steadily more remote.

LONDON, June 11.—(AP)—Lieut.-Col. Moore-Brabazon, minister of aircraft production, told the house of commons today that there still is a "bottleneck" in receiving and assembling increased deliveries of American aircraft.

He declared, however, that "all steps" are being taken to make the maximum number possible of aircraft available for operational flying without delay.

Air Defense Plans for Western Oregon Drawn

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have completed surveys of communication facilities in western Oregon, and that the entire network will be tested this summer or next fall. The filter stations will report to the Portland information center by teletype and radio.

Defense Listing Planning

County defense councils will begin within two weeks to enroll several thousand Oregon citizens into a force of civil reserves that will defend the civilian population

from possible air attacks, Jerrald Owen, state civilian defense coordinator, said today.

Owen said 50,000 application blanks will be printed in a few days and sent to the county councils, with the volunteers to be enlisted as police reserves, fire reserves, aircraft observers, air raid wardens, and members of first aid squads.

Every applicant will be asked whether he is willing to be fingerprinted in case he is enrolled. Those who are not willing probably will not be enrolled, as the state civilian defense council wants the fingerprints checked to prevent the enlistment of members of subversive groups.

The council, which met here yesterday for the first time, urged all citizens to be fingerprinted both for their own protection and identification, and to enable the government to ferret out subversive elements.

State Supt. of Police Charles P. Pray asked city officials today to organize police reserves, "which constitute practical measures of meeting the present emergency."

Pray said "the situation is sufficiently critical as to warrant communities giving careful consideration to the adequacy of personnel and equipment of established forces."

What You Will Be Asked

When citizens apply for enrollment in the civil reserves, they will be asked these questions:

Name, telephone, address, race, citizenship, age, marital status and dependents.

Military experience, physical condition. Civilian experience, including whether trained in police, fire, intelligence service, first aid, telephone, clerical, radio, draftsman, stenographer or typist.

Whether have a car available for use, relatives in foreign countries, whether speak foreign language, what firearms are owned. Are you willing to be fingerprinted?

Present occupation and number of years, name of employer, selective service classification.

In event of emergency, will you be able to work full-time or part-time?

Would you prefer to serve as police reserve, fire reserve, aircraft observer, air raid warden, or first aid?

Give three character references for ability and loyalty.

Erin Refuses U. S. Use Of Ports as Supply Bases

LONDON, June 11.—(AP)—Irish sources said today that Prime Minister de Valera of Eire had refused to permit the United States to use either seaports or airports in Ireland as a stepping stone for transportation of war supplies to Britain.

With the memory of bombs dropped in Dublin May 31 still fresh in his mind, de Valera was said to feel that use of any part of southern Ireland for such purposes would open the country to German air attacks as a legitimate military target.

H. E. C. to Meet—All ladies of the Evergreen grange have been invited to attend the all-day meeting of the home economics club Thursday at the home of Mrs. Bessie Smith at Tenmile. A potluck luncheon will be held at noon.

Rogue River Salmon Catches Said Sporadic

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ROGUE river salmon no 4. The large run of salmon in the Rogue river is furnishing only sporadic catches, Nick Andrieff, former resident of this city, now located at Gold Beach, reported today. Mr. Andrieff was in Roseburg today attending to business matters here. He is the operator of a sportsmen's cannery at the mouth of the Rogue river.

Many salmon are gathered at the mouth of the Rogue, Mr. Andrieff reports. Some days the fish hit spinners viciously and excellent catches are made, while on other days there is no activity. For the past few days, he reports, catches have been very light.

Talk on Indian Customs Given at Kiwanis Meet

An interesting talk on Indian customs was presented at the regular Tuesday luncheon program of the Roseburg Kiwanis club by Dr. C. H. Koehns, who for many years has been connected with a federal hospital on the Navajo Indian reservation in Arizona.

The local club made plans for a large delegation to attend an inter-city meeting to be held at Eugene next Monday evening for Kiwanians and their families.

Has Tonsils Removed—Mrs. Chris G. Critser of Melrose Rd., Roseburg, underwent an operation for removal of tonsils at the office of Dr. A. C. Seely today.

Allies Drive Reaches Outskirts of Damascus

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at Brest, it was said authoritatively today.

It was stated that a large weight of bombs was dropped on docks and anchorages but there was no specific claim to having hit the cruiser.

The Prinz Eugen accompanied the German battleship Bismarck on her venture into the Atlantic which ended in her destruction after she had sunk the British battle cruiser Hood. The Prinz Eugen, however, parted company with the Bismarck soon after.

Stock and Bond Averages

Compiled by Associated Press

June 11:

	20	10	10	10
RR's Ind's Ut's Fcn.	64.7	104.8	101.1	44.7
Prev. day	64.6	104.7	101.0	44.5
Month ago	65.8	104.6	101.2	44.2
Year ago	50.3	99.9	92.0	33.8
1941 high	66.5	105.3	101.5	45.9
1941 low	60.2	104.2	99.0	38.0

STOCKS

	30	15	15	60
Ind's RR's Ut's St's	58.8	17.0	31.8	41.5
Prev. day	58.7	17.0	31.6	41.4
Month ago	56.2	17.1	30.7	39.9
Year ago	57.2	14.4	32.5	40.2
1941 high	63.9	17.9	35.5	45.0
1941 low	54.8	15.4	30.3	39.1

er the Hood was sunk.

An air ministry communique said, "a cruiser believed to be the Prinz Eugene is taking refuge at Brest along with the battle cruisers Scharnhorst and Gneisenau."

Other Coast Bases Raided

Coastal command planes were said also to have bombed docks at St. Nazaire, on the Nazi-occupied Atlantic coast of France, and air bases at Mandal and Stavanger, in occupied Norway.

A coastal command torpedo plane was credited with a hit amidships on an axis supply ship of about 2,000 tons off the Norwegian coast, but the communique did not say whether the vessel was sunk.

From all these operations, it said, one coastal command plane is missing.

In daylight attacks today, it was reported authoritatively, the RAF sank a small ship off the Netherlands coast, shot down a German seaplane and bombed the mole at Zeebrugge, Belgium, and docks at IJmuiden, Holland. German planes attacked port facilities at Pembroke, Wales, but otherwise the Luftwaffe appeared inactive over Britain.

NAZIS BOMB OIL SUPPLY BASE IN PALESTINE

BERLIN, June 11.—(AP)—A German air attack on the British naval base and oil supply port of Haifa, Palestine, was reported by the German high command today and Nazi sources called it a warning to the advancing British army in Syria.

A French report that the allied drive into Syria was slackening said part of the defense strength came from Nazi air blows at Britain's line of supply.

Haifa not only is one of the three most important corners of British sea protection in the eastern Mediterranean, but the main port for servicing the British Syrian army, informed German sources said. Haifa is the terminus of the oil pipeline from the Mosul fields of Iraq.

The high command announced that the raid was carried out from a new German base was interpreted in some Nazi quarters as meaning they took off from airfields on newly-won Crete.

For the second successive day the war bulletin mentioned axis air attacks on Matruh, the terminus of the railroad from Alexandria, Egypt, which is an important supply line for British forces on the Egyptian-Libyan frontier. Heavy Ship Toll Taken

The German navy and air force sank a total of 2,235,000 tons of British ships or ships carrying goods to Britain during the first four months of 1941, the high command declared today in a report summarizing military operations for that period.

To these totals must be added British losses by mines and valuable prizes brought into ports under German domination, the high command said. Figures on these losses were not given.

Six Army Fliers Die in Plane Crash

LYMAN, Wyo., June 11.—(AP)—Soldiers stood guard today over the wreckage of a twin-motored

army bomber which nosed into a brush-covered hillside 10 miles east of this frontier town. In the crash six air corps fliers lost their lives when the plane went down during a June snow storm.

The craft was piloted by Capt. David N. Motherwell, commander of the 16th reconnaissance squadron at Boise, Idaho. Others in the plane were Lieuts. Lyman K. Harvey, co-pilot; Theodore F. Holsteen and John J. Gallagher, en route east on furloughs, and Staff Sergeants Terence J. McGurgan, radio operator, and Dallas E. Hawley, flight engineer of Yakima, Wash.

North American Plant Nears Normal Activity

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and chose to leave. The third, also a union steward, declared he was assigned to a riveting machine, told his superior that because of an injured thumb he could not do riveting, and was removed for insubordination.

Keep Faith in Roosevelt

After hearing of the dismissal, Wyndham Mortimer, UAW international representative, told the workers:

"This is a battle over whether unions will be destroyed in this country by the army or other-

wise. We are not saboteurs. Let us show them we are not trying to sabotage national defense."

"Let us still be confident that President Roosevelt's promise to respect our rights will be observed."

Harry Bridges, California CIO director, urged the return to work in a telegram to a strikers' mass meeting yesterday. It was a "strategic retreat," Bridges said, made necessary by "the odds against them."

The strikers did not return en masse, as they demanded the right to do yesterday. That proposal was turned down by Branch. Instead, each returning workman was examined painstakingly before he was admitted. The CIO men accepted good-naturedly the army's refusal to let them march back to work in a body.

By the Associated Press
At the Consolidated Aircraft corporation, San Diego, the threat of a strike lessened when the management and officials of the AFL machinists union reached an agreement last night on the terms of a proposed new labor contract.

Terms of the proposal were not announced. The union has asked a basic wage boost from 50 to 60 cents with an automatic increase to 75 cents after six months, a

union shop and other concessions. Consolidated holds \$700,000,000 in orders for planes for the army and navy and Britain, and has more than 13,900 hourly-paid employees.

Aluminum Co. Ups Wages.

A speedy resumption of work was looked for in the five Cleveland plants of the Aluminum company of America, where 5,500 CIO die casters struck on Monday. The defense mediation board at Washington last night announced a settlement formula calling for a general one-cent wage increase an hour, and union spokesmen participating in the negotiations announced their approval. They predicted prompt ratification by the membership.

The U. S. conciliation service also reached a settlement recommendation last night with the representatives of 2,800 striking AFL teamsters and 179 truck companies at Pittsburgh. Terms of the settlement were not disclosed, pending ratification by the full union membership and the management association. An answer was expected by tonight.

However, six plants of the Bohn Aluminum and Brass company at Detroit remained closed by yesterday's strike of 4,000 CIO-UAW men. The dispute was certified to the mediation board Monday.

President Roosevelt announced yesterday that Harvey W. Brown,

president of the AFL machinists' union, whose strike at 11 San Francisco bay shipyards has seriously retarded \$500,000,000 worth of shipbuilding, would ask the union's executive board tomorrow to order the 1,500 to 1,700 men back to work.

Railroad Men Ask Raise.

Representatives of 1,150,000 organized railroad workers formally demanded wage increases of the carrier managements yesterday.

The general chairman of each union notified each railroad with which his group has an agreement of the union's decision to open existing agreements "for the purpose of making such changes in wages as may be necessary" to provide for the higher scales asked, and to make "such changes" effective July 10.

That was the union's politely official way of saying "we demand more pay within a month."

An indication of management reaction came last week when the western association of railway executives described the demands as "unreasonable" and said "there is nothing in the present economic situation—in the level of wages paid in other industries, in the cost of living, or in any other factor—to justify the wage demands with which the railroads are now confronting."

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