

Lake Tug Overturns in Detroit River, Six Drown



Six members of a tug crew attempting to release a freighter aground off Belle Isle drowned in the Detroit river when the tug overturned. Seven others were rescued and taken to a hospital. The overturned tug is shown above.

—I. N. Phonograph

Soviet Cities Resist Nazis

German Drive Slowed Before Moscow and Rostov, Is Report

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barbed wire, tank traps, minefields, sheer concrete walls and trenches as deep as 45 feet against which every sort of German weapon, including flame-throwers and grenade-throwing rifles, had to be turned for 14 bloody days. As to Moscow and as to the main southern offensive moving eastward above the sea of Azov upon Rostov, the entrance city to the Caucasus, the German high command in its communiqué for yesterday said nothing whatever. Soviet dispatches reported, however, that the drive on Rostov had been generally checked—just where was not said but most likely within 10 miles of the city—and that red counterattacks in some areas had regained a series of heights on the coastal plain before Rostov's approaches.

Improvement in the Russian position on the nearer approaches to Moscow also was reported in these advices, which said that about 50 miles below the city red troops had forced the Nara river and taken up strong positions on its south bank, having previously beaten back German efforts to cross to the north.

A midnight Moscow communiqué mentioned heavy fighting in the region of Tula, a munitions center 100 miles south of the capital.

This action, which was subsidiary in present importance to the struggles nearer the capital, was of the greatest violence, the soviet command stated, adding that Tula's laborers are fighting alongside the red army and that "sanguinary battles are being waged for every town and village" in the vicinity.

The Germans for their part rounded out their claims of the day by reporting that their troops had reached the upper Donets river—that is in the upper Ukraine—on a broad front. This seemed to have no great value, for the loss of Kharkov, the principal city in the region, already had been acknowledged by the Russians.

One authority in London remarked that the Turks, nominal and non-belligerent allies, were plainly getting scared and he implied what he did not say: that there was some fear lest Turkey provide a highway for Hitler in what some expect the winter to bring—a battlefront extending from the Caucasus to Italian Libya in Africa.

Connected with all this specu-

Held in Death



Oscar L. Albertson

Authorities in Los Angeles have arrested Oscar L. Albertson, 43-year-old church elder, in connection with the strange death of John Kista, 34, a gardener, who was found two pills received by him. The container labeled the pills as food for restoring a man's health. Kista's wife, a former school teacher, formerly boarded at the Albertson home. Albertson denied the accusation.

lation as to the future was the receipt by The Associated Press in New York of competent advices indicating that Hitler was feeling his losses in men—that he was calling in Germans abroad to come and fight on the Russian front.

There also have been various indications—not all of them disinterested but not all of them necessarily wrong, either—that there is a shortage of skilled workers in Germany.

In France the day brought from the Vichy government manifestations of concern lest the agitation of General Charles De Gaulle for a demonstration today against the Germans be too much heeded.

Pétain imposed a strict prohibition against listening to "anti-national" stations broadcasting in French, the penalty being fines of \$200 and up to two years' imprisonment.

Screw News

Odd Things

Make Laughs

Special To The Statesman
NEW YORK—Wanna go for a walk?

Harold Emiley, Chicago chiropractor, reports that a hospital intern walks 18 miles a day, a cop covers 14 miles, a salesman 10 miles, a stenographer 8 miles, and a chorus girl 4½ miles.

But they can't hold a bunton to some recent class contenders in the mileage marathon.

For instance, Bob Hensley, of Paradise, Mont., started out on a short amble, with \$6 in his pocket, and kept on going 15,000 miles—and got back with \$3.00.

Julio Berribetzita, a Venezuelan Boy Scout, just finished a four-year, 20,000-mile hike around the Americas—in which he wore out 50 pairs of shoes.

Charles Vreeland, Salamanca, N.Y., mail man, retired after walking 105,000 miles in 37 years. Thomas Gullen, Rochester, N.Y., railroad conductor, retired after traveling a million miles in the last 10 years alone. . . . and Artie Davis, Denver taxi inspector who rode 1,400,000 miles all within Denver, resigned—to drive an ambulance. . . .

It's hard to tell what makes gadabouts tick. Now William D. Stroud, Jr., walked 80 miles in 24 hours from Mantoloking, N.J. to Villanova, Pa. to win a \$20 bet. . . . and Corporal George Menzie of March Field, Calif., hiked 1,200 miles to Raton, N.M., in 30 hours to win a \$20 bet. . . . But Edwin Gotthberg rode a horse from Casper, Wyo., 1,500 miles to San Francisco—wearing out three sets of horseshoes—just to "find out what the old timers went through" (we'll bet they didn't go through as many automobiles as he did)

Nope, the overland trail is not without its frustrations and hazards. Douglas Anderson, 15, of Watchung, N.J., tramped all the way to Toronto to join the Royal Canadian air force—and was turned down.

And John M. Stahl, 59, of Hollywood, who just finished a 640-mile walking trip, complained, "I get homesick every time I see a train."

Quick, Watson, the wheel-

Today's

War Summary

By The Associated Press
Russians say German offensives are checked both before Moscow and Rostov on the Don, and command is silent on those theaters but declares Russians are in retreat in Crimea after fall of Perekop Isthmus defenses; Sevastopol, however, appears in no immediate danger.

Blackout Test Plan Complete

Silverton Joins for Emergency Tonight; Raid Rules Told

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ders," but wherever possible even this group will be expected to hang curtains over windows and to do without any unnecessary lights.

At Silverton, following the 4 o'clock decision Thursday afternoon, calm, systematic and rapid mobilization was underway to make the suddenly-adopted blackout plans assume clockwork rhythm.

By 4:15, Silverton police reserves, numbering 55, under leadership of Chief of Police Victor Grossnickle and his reserve assistant, Clarence Higginbotham, were receiving instructions as to their stations on highways to meet incoming motorists and of other duties around the streets of Silverton.

Boy Scouts were pressed into service by Defense Chairman L. C. Eastman and both reserves and Scouts were making special calls to notify as many residents of the city as possible. All home owners and industries are asked to cooperate as closely as possible.

S. Parry Rose, manager of the Silverton office of the Portland General Electric company and president of the Silverton Chamber of Commerce, said Thursday night all substations, power company office and street lights would be darkened, his force to be assisted by Silverton's street commissioner, Louis Yates.

Men of his department have been notified to stand by at the city hall in case of accident or other need, Fire Chief Earl Hartman announced.

At a meeting early this week 25 key men from the Salem Rifle club organized to lead a county posse ready to serve under orders from the sheriff's office when called. Some of that group will be on hand tonight, it was said. Veterans, serving as a county unit, and reserves for police throughout the county are being called out to meet any emergency created by the blackout.

Salem's theatres' outside lights are to be turned out during the entire blackout period, managers have announced, but there will be no interference with the shows. Problem of turning out theatre neon signs, some of which are time-clock controlled, had worried civil defense officials but was undertaken by theatre-management.

City police announced Thursday they would enforce the 10 o'clock curfew statute tonight.

Joins Mate



Mrs. Aris

Protesting the action of the Panamanian government in calling her husband, Mrs. Ana Matilde Linares de Aris, wife of Dr. Arnulfo Aris, ousted as president of Panama, is shown as she prepared to depart from Balboa, Canal Zone, to fly to Managua, Nicaragua, to join her husband.

Troops Move On Strikers

Coal Walkout Truce Declared; 53,000 Miners to Return

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proclamation issued by the president last May 27. The others were North American Aviation at Inglewood, Calif., and the Federal Shipbuilding and Drydocks Co., at Kearny, N. J.

Several hundred workers walked out at Air Associates in a demonstration protesting the displacement of a non-striker by a CIO member returning to work after a 30-day strike.

Later, a CIO official charged that other returning CIO workers had been "cornered by non-strikers" in the plant and "we have sent out an SOS to other plants for help." Company officials denied there had been any violence, although the CIO charged one of its members had been slugged with a lead pipe.

Elsewhere, labor developments included:

The Lakeside Steel Improvement company's Cleveland plant reopened after being closed since Oct. 16 by a strike of CIO United Automobile Workers. The basis of the settlement was not announced, but the management said it had not granted the union's demand for a contract provision which would require discharge of union members who failed to pay their dues and keep in good standing. The concern employs 110 workers who harden and temper such defense items as gun mounts and airplane and tank parts.

Operations in Carnegie-Illinois steel mills at Pittsburgh were further restricted when pickets from the CIO steel workers organizing committee turned away from the plant many members who were delinquent in their dues. As a result, the rolling mills, employing 4,200, were shut down. At the same time, cranesmen walked out at the Homestead plant. They explained they had a wage grievance, but gave no details.

WASHINGTON, Oct. 30.—(AP)—Sidney Hillman, associate director of the OPM, Thursday asked striking welders in Seattle and Los Angeles shipyards to return to work immediately.

Hillman telegraphed leaders of the AFL unions and the Independent United Welders organization—which called the strike—that a conference would be called here to seek a satisfactory settlement of the jurisdictional issues which led to the strike.

His telegram read: "These matters necessarily are subjects for discussion with the representatives of the respective unions involved. Meanwhile I most strongly urge the welders to return to work so that I may have a reasonable opportunity to convene a conference promptly of the representatives of the various interested organizations as well as of yourselves to explore a basis for solution of this problem."

"Obviously such a conference is not feasible while the welders remain on strike. Therefore, in the interest of national defense and of a speedy solution of this problem I urge again that the welders return to work immediately."

WALLACE, Idaho, Oct. 30.—(AP)—Ray Arnold, secretary of local No. 18, International Union of Mine, Mill and Smelter Workers (CIO), said today the union members at the Morning and Page mines of the Federal Mining and Smelting company had voted, three to one, in favor of striking.

About 750 men are employed at the lead-zinc producers, both the property of the Federal Mining and Smelting company. Arnold said the strike vote was taken after the union and the company failed to agree on a new contract.

Slayer Pays Death Penalty

Youth Thanks Those Who Tried to Help Him As Enters Gas Chamber

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talked mostly of football and other sports. Thomas' parents visited him in the death cell, adjoining the lethal chamber, late Wednesday afternoon. Upon entering the lethal chamber Thomas was dressed only in shorts and was blindfolded.

The boy's parents, Mr. and Mrs. A. N. Thomas, recent arrivals here from their home at Holyoke, Colo., said they probably would take the body there for burial.

Smith's murder occurred near Condon June 11, after he had picked up Thomas who was hitchhiking. After shooting Smith in the back Thomas took his automobile, gasoline credit card and money and drove into the state of Washington. He later was arrested on a farm near Nespelem.

Besides his parents Thomas is survived by an older brother, an older sister, and two younger brothers.

Passengers of Both Planes Are Trapped

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the stewardess and co-pilot. Whether, as unofficial outside observers believed, the ship gathered ice quickly in slipping down through fog and mist to freezing ground temperatures will not be known until Bates talks.

George Gardner, vice president in charge of NWA operations, said he was assured Bates was recovering rapidly from shock and minor injuries.

Fargo, ND, was the next stop scheduled for the 21-passenger plane, which crashed almost beside the airport on the Chicago to Seattle flight.

Concealed by thick weather with a 500-foot ceiling, the twin motorized transport reported to the St. Paul dispatcher that it was coming on routine instrument approach from 2,700 feet. That was the last word although the big ship did circle over the field according to custom.

Gardner announced Thursday night Bates would not be interviewed about the catastrophe before today. "This is one of the rare cases in aviation history," said the NWA executive, "where a transport pilot had survived such a major crash. We have not asked him a single thing. It is vital that his own story be obtained as possibly a milestone in the progress of flying. We must not jeopardize this opportunity by premature pressure."

Trying to anticipate Bates' story in part, Gardner said he accepted "in part" the theory that ice fouled the plane. "But," he admonished, "that in itself should not be wholly sufficient to cause the crash."

Gardner, after spending the entire day inspecting the scene and wreckage and conferring with local persons, said he believed that Bates was catapulted from the liner when it struck the earth.

Only one eye-witness reported the crash. E. M. Gregory, a railroad employee, said he saw the plane circling, then was blinded by a burst of flames.

Driving as near as he could, then running, he came upon Bates rising from the ground.

Gregory said Bates was about 15 feet in front of the plane's nose.

"He was frantic and was screaming 'get them out!'"

"How do you do it," I asked. "Through the door," he replied, "but watch out because the four gasoline tanks haven't all exploded."

"I ran around the plane but it was too hot to get to the door. I went around the plane to see if there was any pounding at the windows, but there wasn't and I couldn't hear any screaming."

"Bates had collapsed on the ground and I dragged him farther away from the flames. It was apparent those in the plane were beyond help."

Gregory ran to call for help and returned to find Bates on the ground, moaning "we've got to get them loose." Gregory said Bates tried to rise to go to the plane but the railroad man restrained him.

Only five of the 14 charred bodies taken from the wreckage of a Northwest Airlines plane which crashed in flames near here early Thursday had been definitely identified tonight while tentative identifications had been made of two more. The bodies were taken from the crash scene to two Moorhead funeral parlors.

Definitely identified are the bodies of:

Miss Helen Ford, 33, Fargo, ND.

L. C. Carr, Highland Park, Ill., employe, Chicago NWA office.

Clark W. Farup, 45, Grafton, ND, business man.

Alden Osgard, 25, co-pilot, Minneapolis.

Miss Bernice Blowers, stewardess, Welcome, Minn.

Tentative identifications have been established for E. A. King, Fargo, ND, business man and Mrs. Jay Packard, Atlantic City, N.J. The passenger list announced by Northwest Airlines also included:

F. R. Lowell, Springfield, Ohio, sales manager for the Superior engine division of the National Supply company.

R. W. Ramsey, 47, North Canton, O., president and general manager, Ramsey Lumber company, Aultman, O.

W. A. Metzger, 39, New York, sales manager, portable division, Royal Typewriter company.

A. F. Simonson, 45, Grand Forks, lumberyard operator and farm machinery dealer.

Ned Wells, 41, Fargo, ND, sales manager, Dakota Tractor and Equipment company.

H. G. Klopp, Spokane, Wash., president of the White Pin Sash company.

A. H. Brown, Billings, chairman, Montana state republican central committee and supreme counsel for the Imperial Order of the Shrine.

Sponsors Tell Pinball Story

LeGarcie, Chadwick Rap Armstrong for Taking Name off Bill

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statement asserted, "This of course was utterly untrue."

The statement did not recognize the disclosure made by The Statesman Tuesday and verified by the city attorney that the pinball bill as it now stands would repeal a 17-year-old ordinance section prohibiting operation of gambling houses. Official comment made following this disclosure indicated that this repeal provision may have been inserted inadvertently, and Mayor Chadwick assured that it would be stricken from the pinball bill.

In his own defense, Alderman Armstrong said Thursday night that the statements made concerning him were "misleading."

"I have never at any time taken the initiative about the pinball ordinance," he explained, "and I was not at the meeting Monday night while they were going over this ordinance paragraph by paragraph. I arrived late but in time for consideration of amendments suggested by Rev. Irvin Williams (pastor of the First Presbyterian church) relative to keeping these machines away from the schools and minors."

Armstrong said he had had his name removed from the ordinance Thursday because he had become convinced he "could not conscientiously support it as a measure affecting public morals."

The full text of the LeGarcie-Chadwick statement reads as follows:

"TRUTH ABOUT SO-CALLED PINBALL ORDINANCE"

"Feeling that the public should be correctly informed on the origin and progress of this ordinance, we believe a true statement of facts is due our citizens, inasmuch as misleading and false statements have been carried in the press about it."

"The first suggestion that was made about such an ordinance was made by Mr. Tom Armstrong to Mr. L. F. LeGarcie about three or four months ago at the Salem fire station when these two gentlemen were investigating the first aid car."

"Mr. Armstrong brought to Mr. LeGarcie's attention that we had an ordinance which prohibited the use of mechanical machines for amusement only and this in spite of the fact that our supreme court had ruled that the use of these machines was legal if used for amusement only. Mr. Armstrong stressed the fact that the places of business in neighboring cities were allowed the privilege of using these machines for amusement only."

"Realizing that perhaps there was some merit in Mr. Armstrong's contention Mr. LeGarcie agreed to investigate."

"He took up the question with Mr. Chadwick who also agreed to do some investigation which he did on his trips to Medford and other cities."

"In the meantime some of the distributors tried to get an ordinance introduced which was written by themselves. Mayor Chadwick promptly ordered these thrown in the waste basket."

"Upon further investigation we felt that we could not consistently refuse the use of the machines for amusement only without challenging the supreme court's decision."

"We therefore proceeded to draw up an ordinance which would be compulsory for each one to take application to the council for a license which application would be referred to the committee on public morals and would then pass on the application."

"After the ordinance was introduced there immediately arose a controversy mainly because the impression was created by the press that the town was to be opened to slot machines and gambling. This of course was utterly untrue."

"However out of the discussions came some constructive suggestions for amendments to the ordinance."

"On Monday evening, October 27, in City Attorney Brown's office, Mr. Armstrong, Mayor Chadwick and Mr. LeGarcie went over the ordinance paragraph by paragraph and Mr. Armstrong fully understood it completely and in fact made several suggestions for changes."

"We were all of one mind and parted with the understanding that amendments would be added and also that we would accept any suggestions for consideration that would tend to strengthen the ordinance."

"We have tried to keep an open mind on this matter and are endeavoring to function for the best interests of the city as a whole as we see it."

"If time proves that we have been in error we will cooperate in every way to amend the ordinance should it pass. On the other hand if results prove we have used good judgment we ask for the cooperation of all the people."

Signed,
L. F. LeGARCIE

"MAYOR W. W. CHADWICK
By L. F. LeGarcie

Small Meteor Sighted

PORTLAND, Oct. 30.—(AP)—Miss Lora Brown, Portland, and several other observers reported a smoking, electric-blue meteor "about the size of a three-pound shortening can" in the southwest sky at 6:10 Wednesday night.

Film Actor and Bride Honeymoon



Screen Players Franchot Tone, 36, and Joan Wallace, 38, are pictured at Palm Springs, Cal., where they are honeymooning following a surprise marriage at Yuma, Ariz. Tone, a native of Niagara Falls, N. Y., is the former husband of Actress Joan Crawford.

Mimic Air Warfare Moves Back Over Valley Today

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gathered in the Pacific northwest to direct and observe maneuvers.

An army transport plane which circled the municipal field here late Thursday afternoon was understood to be the official ship and was supposed to carry one or all of a group comprised by Lt. Gen. Delos C. Emmons of Washington, DC, commander of the air force combat arm, Maj. Gen. Millard F. Harmon, commander of the second air force, Brig. Gen. John B. Brooks, commander of the second bomber squadron, and Brig. Gen. Carlyle, Washington, chief of the second interceptor command.

Thursday's air maneuvers, concentrated over Portland and Seattle under the plan to give the city residents a good look at the thrilling spectacle of pursuit squadrons in the chase after bomber formations, had their start in the morning at the Salem airport. There 13 pursuit ships stationed here for the maneuvers were joined by 24 from McChord field and Olympia to form the nucleus of a mass "attack" which took approximately 65 planes into the air over Portland in the morning.

Both Portland and Seattle, the latter city "attacked" at 3:15 p.m., were found to be "well-protected," according to Jackson.

First fatality of the maneuvers, Second Lt. Francis Cox, whose plane failed to come out of a dive aimed at navy and patrol bombers, was the pilot the 56th squadron "left behind" when it traveled to Salem early in the morning to join forces with the group here, officers said.

Rumors current on Salem streets that he had been among the 37 fliers to leave the Salem port were denied Thursday night. The accident was witnessed only by men in the navy planes and by the crew of the fishing boat Roosevelt, the returning pilot said, although they had been among the group to carry word of the fatal accident back to members of Cox's squadron.

While their planes were "attacking" Seattle, ground crews here were "victims of a gas attack" at mid-afternoon Thursday. Whipping out their gas masks in rapid fashion, they weathered the imaginary onslaught without a casualty, but were required to wear the equipment for more than a quarter of an hour until the light breeze had carried away all danger. To-date actual gas has not been used, although men have been informed that a harmless but uncomfortable variety may be dropped.

Not until several hours later were the Salem contingent informed that what they considered a "gas attack" Thursday morning actually had been made by "ghost gassers," attack planes which theoretically had been shot down 20 miles from Salem. Judges told the fliers on their return to base that had ammunition been used they could never have taken their planes over the capital city because a successful interception had been staged.

First Tragedy Of Maneuvers In Northwest

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ped a message to the men on the ground and then radioed the Fresno airport where a relief plane was dispatched to drop blankets and food. It was piloted by Lieutenant J. H. Dunkelberger.

The pilots of the three unreported pursuit planes were Lieut. J. C. West, L. C. Lydon and R. N. Long.

The men were sighted in the north side of Barton Peak near a branch of the south fork of Kings river. The spot is in one of the most rugged and remote regions of North America, only a few miles from Mount Whitney, 14,495 foot peak that is the highest point in the United States.

There have been two light snow falls in the region in the last several days, and icy winds start blowing after sunset each day.

The three missing planes became separated from a 19-plane formation enroute last Friday from March field in South California to McEllan field at Sacramento. Through fog and storms, 14 of them eventually flew to safety. Lieut. J. H. Pease of Boise, Idaho, parachuted from his ship before it crashed. Wreckage of one ship was found, and the body of Lieut. W. H. Birrell of Warren, Ohio, was recovered.

Olson Hears "Seceders"

SACRAMENTO, Oct. 30.—(AP)—The governor of California and representatives of Curry county, Ore., talked over the question of secession Thursday, but it appeared the self-styled "Cinderella county" will not be taken into California—for a time at least, if ever.

Governor Olson received two delegations, one from Curry county and the second a club-brandishing skin-garbed group of cave men from Grants Pass, Ore.

BLACKOUT DANCE

Dick Day
DUKES OF DOWBEAT
HALLOWE'EN
Salem Armory

SKATE

With the Ghosts
Masquerade Party
Fun and Favors for All
7:30 to 11:00
MELLOW MOON
ROLLER RINK

CANDARD
GASOLINE-UNSURPASSED
for Effortless driving