

Seizure Further Imperils Naples; Yanks Close In

Roosevelt Calls Airbase Fall One of Most Important Strategical Victories of War

By WES GALLAGHER
ALLIED HEADQUARTERS IN NORTH AFRICA, Sept. 28-(AP)—The great Italian air base of Foggia and its 13 largely undamaged fields were captured Monday in a swift 25-mile British armored lunge which increased the peril to German defenses of Naples, through which the American fifth army advanced two to five miles.

Tonight, Hitler's Balkan satellites lay at the mercy of allied air fleets which can strike from Foggia at Munich, the heart of Naziism; at Vienna, a key German aircraft center; and at the capitals of Hungary, Rumania and Bulgaria. Conquered Greece, Yugoslavia and Albania also came under the shadow of allied air power, as well as all northern and central Italy and southeast Germany.

Britans of the fifth army on the extreme left advanced two miles in bitter hand-to-hand fighting in mountains northwest of Salerno and tonight they could look down on the rail and road junction of Nocera, southeast of Vesuvius and 19 airline miles from Naples. The capture of Nocera would take the allies to the edge of the Naples plains leading to the demolished port of 925,000.

Americans inland on the right flank of Naples advanced two to five miles and captured Lioni and Castelnuovo. Lioni is 46 miles east of Naples on the railway crossing Italy to Bri. Castelnuovo is 57 miles east of Naples.

The historic city of Melfi, 75 miles east of Naples, also fell. It is 24 miles south of Foggia on an inland railway leading up from Potenza connecting with the Bari-Naples line.

This dispatch did not specifically mention Venosa, the birthplace of Horace which lies eight miles east southeast of Melfi, but British vanguards had passed it on each side and indications were that that city also had fallen to the allies.

The Germans on Corsica were retreating to San Stefano hill and evacuated Aleria, 40 miles south of Bastia, a French commune said. Mines and demolitions slowed the mop-up.

(The Algiers radio said Flying Fortresses destroyed 100 trucks loaded of Germans hemmed in at Bastia and that nazis fleeing in small boats were brought under fire of allied batteries.)

(President Roosevelt described the capture of Foggia as one of the most important strategical allied victories of the war. He said possession of Foggia would permit air cover for all operations in Italy and in the Adriatic coast area.)

The swift advance of the mobile British column prevented the enemy from destroying or damaging the Foggia airfields, which, however, have been battered frequently by allied bombers. The airfields will need little work to become suitable for Flying Fortresses, Liberators and Marauders.

The British raced into Foggia at 3 p. m. yesterday after inflicting "considerable casualties" on the Germans in their advance. From all indications, the German resistance in Foggia itself was slight and the British were able to overrun Marshal Albert von Kesselring's rear guards.

Foggia is the most important strategic city captured in the Italian campaign.

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The Oregon Statesman

NINETY THIRD YEAR AGES Salem, Oregon, Wednesday Morning, September 28, 1943 Price 5c No. 159

IT SEEMS TO ME
By Charles F. Sprague

Some two weeks ago, before the joint conference of western and southern governors in Denver I tried to point out the danger to the west of any endorsement of the south's attempt to have congress order the interstate commerce to change its basis for determining freight rates. John Carlin, in charge of the railroad section of the state public utilities department, who represented Gov. Snell at the conference, gives me the report that while the western governors listened to the pleas of their southern contemporaries, they kept their hands in their pockets when it came to signing any papers. Very tactfully but none the less clearly Gov. Earl Warren of California stated the position of the west, which was, in brief, that the west is opposed to rate-making by legislation and to making rates on the basis of mileage.

The latter method would greatly injure the west, whose agriculture and industry depends in considerable degree on getting low rates for the long haul back to eastern consuming centers. Our fruit and vegetable shippers might largely be put out of business if freight rates were based on mileage. The railroads, in turn, can handle long-haul traffic far more economically than short haul, so both benefit under the present plan.

The west has had long experience fighting railroads on rates. With the completion of the Panama canal the coast enjoyed very low rates because of water transportation. The rails, seeking to hold a slice of this business, reduced their rates to the coast, under the pressure of water competition. They left their rates to interior points unchanged. Actually the rate to a city like Spokane was composed of the low rate to Seattle or Portland, plus the back-haul rate to Spokane. This brought on the prolonged battle over long-haul and short-haul rates. The interstate commerce commission finally ruled in favor of the interior cities so that the shorter haul rates may not now exceed the longer haul rates to points served by water transportation.

One thing that needs to be watched is the effort of mid-western livestock or packing interests to gain rate favors in shipping in beef or pork into the northwest. It wouldn't take much of a shift to injure western producers considerably. Arthur Geary, Portland attorney specializing in freight rates as they affect farm products, watches this like a hawk.

Freight rates are vital factors in manufacturing and marketing. The old Standard Oil company made its rapid growth in large measure out of its favorable freight discriminations and rebates. Industries, like lumbering, and producers, like fruit growers, work constantly to protect their competitive position and if possible improve their situation. The south will have to fight its own battles, and the west will have to fight its own battles.

Nazis Order Greek Homes Give Up Italians

ISTANBUL, Sept. 28-(AP)—The Nazi high command in Greece has published a demand for immediate delivery of all Italians who have taken refuge in Greek homes. The death penalty is provided for refusal to obey the order.

John Charles Thomas Captivates Audience

By MAXINE BUREN
John Charles Thomas' dramatic ability as well as his thrilling voice endeared him to the audience that packed the Salem high school auditorium on Tuesday night to hear the first of the great artists being brought here this winter by the Community Concert association.

A group of six English ballads with the settings from the text of Shakespeare, opened the program which was to include a wide variety of numbers.

His second group of one number, the only operatic offering on the printed list, was "Promesse de mon avenir" from Massenet's "Le Roi de LaFlore," melodic and all too short.

The next group was even more appreciated by the listeners, with the singer's dramatic ability displayed in the dramatic "Lord Randall." Scott folk song arranged by Cyril Scotch and the humorous "Ballynure Ballad," an Irish folk song arranged by Herbert Hughes.

Of his final group, Mr. Thomas' singing of "The Greatest Man," a song of hero worship by Charles Ives, and "Blow Me Eyes" by Malette, were perhaps the best liked. Again it was the dramatic num-

Nazis Fight Across Dnieper

Reds Pursue Germans Into White Russia

By JAMES M. LONG
LONDON, Wednesday, Sept. 28-(AP)—Red armies pursuing a badly mauled and disorganized enemy into White Russia captured more than 1000 villages yesterday, putting the Gomel-Vitebsk railway within artillery range and threatening the early collapse of Germany's upper Dnieper line, Moscow disclosed today.

A soviet bulletin said German troops falling back on Vitebsk were blowing up bridges and dynamiting installations as the Russians closed in on that upper White Russian city, key to Poland and the Baltic states.

Two hundred miles to the south the Russians reached a point only 11 miles outside Gomel, junction of five railways, on the heels of a "disorganized enemy."

Between Gomel and Vitebsk other units forced the Germans to abandon "one position after another" in the race toward Nogleg and Orsha. In one sector an entire Nazi regiment was flanked and routed. The same happened to another enemy column, and the Russians seized large quantities of war equipment.

Farther south the Russians said their troops had surrounded Kremenchuk, below Kiev, pinning Axis remnants to the east bank of the Dnieper and either killing or capturing them.

Russian armies drawn up on the east bank opposite Kiev also consolidated their positions.

Berlin broadcasts still said the Russians were filtering across to the west bank near Kiev, and Capt. Ludwig Sertorius, Nazi military commentator, recognized the peril to the German line in the north.

In what appeared to be a preparation for another German retreat, west of the Dnieper, Sertorius said the Russian flanking design was becoming clearer in the north, then added:

"German armies will be escorted to the sea."

(Turn to Page 2—Story H)

Ray J. Stumbo, Salem Theatre Operator, Dies

Service Ends



RAY J. STUMBO

Ray J. Stumbo, Salem Theatre Operator, Dies

Ray J. Stumbo, 50, theatre operator in Salem for 14 years and a leader in numerous civic enterprises, died Tuesday afternoon about 2:30 o'clock in the Veterans' hospital in Portland where he had been taken two weeks ago after suffering a stroke. He had appeared to be recovering until Tuesday morning when he suffered a sudden relapse.

Chairman of the Salem district board, commander of Capital Post No. 8, American Legion, in 1941 and '42 when the post was remodeling and furnishing its new home; chairman of the chamber of commerce committee which arranged for transportation of Salem workers daily to the Portland shipyards; member of the West Salem city council while resident there several years ago; these were some of Ray Stumbo's outstanding civic activities but they by no means exhaust the list.

In addition to American Legion and 40 e 8 membership he was active in the Elks, a charter member of the Hollywood Lions club and of the Hollywood community club which was active some years ago, and a leading proponent of municipal ownership of the water system when that issue was agitated in the early '30s. Friends called the Stumbo Tuesday night to declare that Stumbo also had done a great many things for friends, and for unfortunate strangers, about which no one but the beneficiaries ever knew. Worried in connection with the draft board duties injured his health, they declared.

Stumbo became proprietor of the Hollywood theatre in July, 1929, after having operated theaters in Valseit, Sheridan, Mill City and other small communities in Oregon. Recently he had added to his enterprises the operation of a theatre for shipyard workers at Swan Island.

Ray Stumbo was born December 7, 1892, in Kasper county, Missouri, moving with his parents to Webb City, Mo., where he graduated from the high school. He was an automobile salesman before enlisting in the army early in 1917. He served throughout the war at Vancouver Barracks, Wash., and liked the Pacific northwest so well that he returned as soon as possible after leaving the army. He and Miss Barbara Ann Green were married at Twin Falls, Ida., July 1, 1922.

He is survived by Mrs. Stumbo and their son, Ray, jr.; his mother, Mrs. Minnie Stumbo of Coffeyville, Kas.; three brothers, Bert Stumbo of Mason, Ill., Fred Stumbo of Grabit, Ark., and Mont Stumbo of Webb City, Mo.; four sisters, Mrs. N. D. Moore of Coffeyville, Kas., Mrs. Ted Leuscher of Kansas City, Mo., Mrs. G. I. Lambeth of Arrilla, Mo., and Mrs. M. D. Coffee of Webb City, Mo.

Mrs. Stumbo, as well as Mrs. Moore, who had come west because of her brother's illness, were present when Mr. Stumbo died.

Funeral arrangements will not be completed until word is received from all of the relatives. It was indicated that the funeral probably would not be held until next week. The body is at the Rose Lawn mortuary. The Latter Day Saints church and the American Legion will have charge of services.

Dimout
Wed. sunset 6:55
Thur. sunrise 7:08
(Weather on page 7)

Churchill Warns Of Apathy

Says Full War Effort May Last 2 More Years

By E. C. DANIEL
LONDON, Sept. 28-(AP)—Prime Minister Churchill told Britain today that the nation's present full war effort must be maintained without letup, through two more years if necessary, and he warned that apathy or a slackening of the pace of the British war machine would bring new dangers, "deadly in their character."

Churchill said that larger armies would be fighting and more powerful air forces would be striking at the heart of the enemy during the forthcoming year, and to this labor minister Ernest Bevin added that "it will be a tough go during this winter and early spring."

The prime minister and the labor minister and other British war leaders addressed the nation through 6000 representative British women assembled secretly in London's giant Albert hall. They had a heart-to-heart talk with the women to enlist their aid in maintaining the peak in the home front effort.

"We cannot reveal to you all that lies in store during that period," said Bevin in the coming year, "but it does represent possibly the greatest task that Britain has ever had to face."

The women representatives, brought here at government expense, (Turn to Page 2—Story D)

\$8 Billion More Taxes To Be Asked

WASHINGTON, Sept. 28-(AP)—A high source said today the treasury would propose to congress, probably next week, that \$8,000,000,000 be raised in additional taxes, bringing the annual rate of revenue collections to \$46,000,000,000.

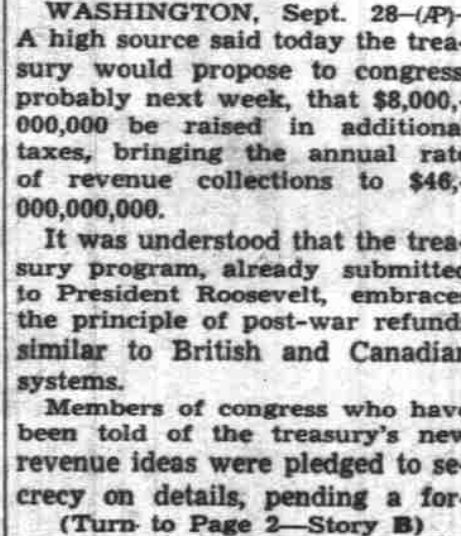
It was understood that the treasury program, already submitted to President Roosevelt, embraces the principle of post-war refunds similar to British and Canadian systems.

Members of congress who have been told of the treasury's new revenue ideas were pledged to secrecy on details, pending a forecast on details, pending a forecast.

(Turn to Page 2—Story B)

MARION vs. LANE

THIRD WAR LOAN THERMOMETER



LANE MARION TO DATE

Marion	\$3,935,000
Lane	\$3,612,700

(Lane total compiled at noon. Marion total at close of day's sales.)

Endorsed



WAYNE L. MORSE

Wayne Morse Proposed for Federal Bench

SEATTLE, Sept. 28-(AP)—A civic leader and two labor union executives proposed today the appointment of Wayne L. Morse, public member on the war labor board, to the ninth circuit court of appeals.

Morse is on leave as dean of the University of Oregon law school. The vacancy on the circuit court came from the recent death of Judge Bert E. Haney, who also was from Oregon.

D. K. MacDonald, Seattle chamber of commerce president, wired to Attorney General Francis J. Biddle today his recommendation of Dean Morse for the judgeship. Roy W. Atkinson, regional CIO director, and T. R. Neilson, secretary of the Washington state industrial union council (CIO), issued a statement in which they said: "We consider him an excellent candidate for a federal judgeship."

The Post-Intelligencer quoted Dean Morse as saying in a long distance interview from Eugene: "My attention has been called to the fact that my friends are urging my appointment. Naturally, anyone as interested as I am in sound judicial procedure would consider it an honor to be named. He emphasized, however, that to the circuit court of appeals."

Morse admitted, however, that he was aware a number of friends were urging the president to nominate him.

FDR Names US Member to Commission

WASHINGTON, Sept. 28-(AP)—Edwin C. Wilson, American ambassador to Panama, was appointed by President Roosevelt today as the representative of the United States on the allied Mediterranean commission.

British and Russian representatives already have been appointed to this commission, which will assemble and refer back to member governments all information about the Mediterranean situation with recommendations. Secretary Hull has said that the commission would not make decisions of any kind but would be more of a reporting agency.

Wilson, 50 years old, is a career man in the diplomatic service, having served in important posts in South American and Europe.

He also has served as minister to Uruguay and first secretary of the embassy at Paris. He has been ambassador to Panama since February, 1941.

Auction Puts Silverton Over Top

SILVERTON, Sept. 23 — An auction sale at which \$35,000 worth of invasion bonds were purchased carried Silverton well over its \$240,000 quota for the third war loan Tuesday night. Just what total bond purchases have been this month will not be known until "those in the mill" have been ground out, but it is considered probable that Silverton has gone a full \$30,000 over the goal set for it.

Highest price at the auction, which drew 1500 persons and distributed more than 200 articles with the bonds, was \$200, face value of the bond purchase which brought the bidder a cedar chest.

A tire went for \$3500 worth of bonds, two hams brought \$1400 each; packages of chewing gum were worth \$300 in bonds, a blanket \$1250, flour \$1000 a sack.

Secretary of State Robert S. Farrell, jr., although apparently flustered as to the size his wife might prefer, got a pair of nylon hose along with \$350 worth of bonds. Jack Spencer, war finance committee chairman, sacrificed the belt from around his waist and the souvenir went to the buyer of a \$50 bond.

Gilbert Gunderson, rural chairman for the bond sales drive, served as chief clerk, while Maurice Van Somerson was auctioneer.

The auction, held at the bond sales center, was sponsored by the Silverton Lions club, of which Melvin Bell is president.

Lebanon Over Top

LEBANON, Sept. 28-(AP)—Lebanon's third war loan bond quota has been oversubscribed more than \$7,000.

Highest price at the auction, which drew 1500 persons and distributed more than 200 articles with the bonds, was \$200, face value of the bond purchase which brought the bidder a cedar chest.

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Victory Center Attraction Today: Watch for the Navy Blimp

At the Noon Hour And BUY BONDS

Hannover A Second Hamburg

RAF Continues Wide Assault On Nazi Targets

By GLADWIN HILL
LONDON, Sept. 28-(AP)—Mixing its punches with the skill and power of a champion boxer, the RAF's great bomber fleet smashed the big German industrial center of Hannover last night for the second time within a week, quickly followed up yesterday's Flying Fortress raid on the North Sea port of Emden, and pounded the metal and machinery center of Brunswick.

The air ministry said that the three attacks were made in "very great strength," and that 38 of the big bombers were lost. Returning crewmen reported tremendous flames were eating through Hannover, which bore the brunt of the assault.

The night's operations carried a number of significant indications of the greatly expanded scope of the Britain-based air campaign against the Germans. Again the RAF switched its main objective hundreds of miles, keeping the nazis scrambling to concentrate their thinly-spread defensive forces where they are most needed.

All month the British bombers have been alternating in jobs at Germany's "jaw" around Berlin and the north, and her "solar plexus," the Rhineland industrial area 300 miles to the southwest, with occasional punches at her "heart" around Munich, 400 miles south of the capital.

Last night's was the RAF's second three-pronged blow within five days. Last Thursday night it bombed the twin cities of Mannheim-Ludwigshafen and Darmstadt and Aachen. Such a diversion of attack, with the emphasis on one target, keeps the Germans guessing right up to the last minute where to throw the bulk of their fighters.

Hannover, site of the nazis' biggest rubber factory, as well as numerous oil refineries and motor plants, (Turn to Page 2—Story E)

Allies Sink 7 Jap Ships, Wreck Planes

By OLEN CLEMENTS
ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, Wednesday, Sept. 28-(AP)—A surprise heavy air attack, lasting an hour and a half, on the Japanese shipping roadstead and airmoys at Wewak, New Guinea, Monday sank seven ships of a newly-arrived convoy and destroyed approximately 60 planes, 50 of them on the ground.

Three tankers were enveloped in flames and four merchantmen were blasted from mast height, at a cost of only three raiders, today's communique said.

The raid by heavy and medium bombers, escorted by fighters, began at 9:30 a. m. and lasted until 11. The destruction in the area was so great, with smoke from the airdrome fires rising 2000 feet, that headquarters said Wewak once again has been rendered impotent as an enemy operational base.

In addition to the 50 planes caught on the ground, eight out of 20 enemy fighters which intercepted weakly were shot down and three others probably were destroyed.

The raiders, attacking in a sector approximately 300 miles northwest of the present ground fighting zone on New Guinea, also destroyed 29 barges or luggers.

On Sunday, prior to the big Wewak raid, fighters attacked that sector, shooting down at least six enemy planes and probably a seventh.

The total plane bag raised to more than 460 the number of enemy aircraft destroyed in the Wewak sector since mid-August.

In the tense ground battle for Finshhafen on New Guinea's Huon peninsula, Australian veteran troops have inflicted heavy casualties just north of the town of Sattelberg, and the Luftwaffe (Turn to Page 2—Story A)

Blimp to Aid Marion War Bond Drive Today

Partly as a symbol of the "inflation" which war bond investment tends to avert but chiefly as a reminder that "elevation" is the current need in the third war loan campaign, a navy blimp from the Tillamook base will float over Salem between 12 noon and 1 p. m. today and some thousands of leaflets urging the public to "back the attack" with bonds will shower down upon the city.

Some such spectacular reminder is timely for, though Marion county's total had risen Tuesday until it was no longer necessary to talk in millions—there being \$996,000 yet to go—there remained only four days in which to attain the quota. Not only that, but those hard-fighting Lane county commanders were on the loose again, having climbed more than half a million since Monday and narrowed the gap between their total and Marion's.

Five intrepid Marion county bond sellers plan to invade Eugene today, but they go fully prepared for a shock. They are County Chairman Jesse Gard, Secretary of State Robert S. Farrell, Salem Chairman A. W. Smither, Charles A. Sprague and Adam LeFor. Some of them will speak at a Victory Center rally, but it's their suspicion that their help isn't really needed; that the Lane county leaders will spring an "over the top" announcement on them, Lane had sold \$3,612,700 worth of bonds up to Tuesday noon compared to Marion's \$3,936,000, but they were virtually tied in relation to their respective quotas at approximately 86 per cent.

The navy blimp's appearance was arranged by Capt. Kerrick of Seattle and Commander Sullivan of the Tillamook base. Its visit, incidentally, will depend upon the weather. Salem folk gazing upward at it, should reflect that the million dollars the county is still short of its goal would buy three such craft.

While Salem citizens bought bonds at a wrestling show and Silverton folk shelled out at a monster auction Tuesday night, plans were being completed for tonight's auction at Mill City, scheduled to start at 7:30 p. m. County Chairman Gard said the Mill City committee had some exceedingly valuable articles up for sale. Justice Arthur D. Day will be a speaker. Gene Vandenberg, (Turn to Page 2—Story G)