

YANKEE SURVIVOR WOULD REVENGE U-BOAT VICTIMS

RAF Recruit Tells Of Sinking Of Ship—Saw Fellow Fliers Perish In Waters.

London, Sept. 10.—(P)—The vessel on which four American recruits for the RAF were killed recently was trailed for more than a day by the attacking submarine, one of the seven survivors disclosed here tonight.

The survivor, Jim Jordan, of Pasadena, Cal., also disclosed for the first time the names of the four who lost their lives. They were:

Harry Hay, Talahassee, Fla.; William Bishop, Cleveland, O.; Frank Kruszynski, who address was unknown to Jordan, and a youth whose last name was Cox, from New York City.

"The last two didn't train with me," Jordan said, "but I got to know them on the boat."

Wants Revenge

Jordan, who like the other fliers, was trained in Canada for RAF duty, donned his uniform today and begged for a plane to bomb the submarine that took the life of his four companions.

"Boy," he said, sticking out his jaw, "I saw those fellows die. I want to do something about them."

The survivors reached a British port Friday, and their names were made public the following day, but few details of the torpedoing became known to the public until Jordan told his story tonight. Here it is:

"We realized one morning that we were being trailed by a submarine. That didn't worry us much, but later in the day our engine broke down. We worked on it, all 11 American boys, for 16 hours.

Speed Reduced

"The broken engine reduced our speed from 16 knots to seven. That's a hell of a feeling when you know a submarine is after you. Anyhow, we chugged along zig-zagging and twisting for another day.

"The next day there was a fog and the first thing we knew out of this fog came a plane. It machine-gunned us, turned a cannon on us and dropped a bomb or two. The bombs didn't hit us but the machine-gun and cannon surely knocked us about.

"Along about dusk subs closed in on us. We could even see their periscopes. They would come up, then duck down and then come up again.

"I saw one very close. I ran and got the captain, and just then there was an awful bang and a mess of black smoke and spray. We were hit all right, and began listing to port.

"We were so badly hit that we couldn't stop our engine. She just kept going 'round and 'round. The machine guns and cannon had banged up both our lifeboats so we began throwing off rafts.

"I threw one off and then slid down the side of the ship after it. I got caught in a flock of ropes and swung out from the side of the boat. Then I swung back and bounced off the boat. I reckon that saved my life.

Chased By Ship

"The others did the same thing. The listing boat began chasing us. I saw the ship's propeller cut into a bunch of them and about 20 fellows including seamen got chopped up."

"All this time the ship's whistle was screaming. I never knew there could be such a horrible noise in my life. And I never knew that men's screams could be heard above the whistle's scream, but they were. Later, I afraid, their screaming stopped."

Jordan said he and ten others clung to two rafts for 11½ hours. The submarine approached them once, he said.

"The sub gunner turned his gun on us," Jordan said, "I thought it was all up. Then the commander waved him aside. He later gave us some meat."

A Polish warship picked up

SEIGRIST FUNERAL TO BE IN SPOKANE

Funeral services for Mr. and Mrs. Al Seigrist of Santa Monica, Cal., who were killed in an automobile accident near Lodi, Cal., last Sunday night while they were en route home after visiting with Mr. and Mrs. V. E. Rolfe of 1206 East Main street, will be held Friday afternoon at the Smith undertaking parlors in Spokane, Wash., their former home.

Mrs. Seigrist, daughter of Mr. and Mrs. Rolfe, and well known here, died Sunday night. Her husband, an architect engineer at the North American Aviation company at Santa Monica, succumbed to injuries suffered in the wreck Monday night. The Seigrists' infant son sustained only minor injuries.

Mr. and Mrs. Rolfe and their son, Vern, Jr., who left here for Lodi early Monday morning, will return to Medford today, spend the night here and continue on to Spokane Thursday for the funeral services, according to a telegram received from Mr. Rolfe.

MOTION PICTURES FOR FSA CAMPERS

Sound motion pictures of the U. S. navy will be shown by Hal's camera shop at 8 tonight in the recreation tent at the farm security administration migrant agricultural labor camp here.

At 8 p. m. tomorrow an amateur show will be staged in the recreation tent. First, second, third and fourth prizes, donated by Anderson's Thrift Market and the Piggly Wiggly store, will be awarded. Samuel Reed, camp caretaker, will be master of ceremonies.

Second issue of the camp's weekly newspaper, the *Periscope*, was being run off the Jackson County Chamber of Commerce mimeograph machine today for distribution this evening.

VETCH GROWERS ASKED TO MEET

All farmers interested in growing vetch and Austrian winter pears are asked to attend a meeting at the courthouse auditorium, Friday, September 12 at 1:30 p. m.

According to County Agent R. G. Fowler, the government is very much interested in extending the acreage of vetch in Oregon, the seed to be sown and purchased on contract to the government. Attractive prices are being offered for definite varieties of vetch and as the price is guaranteed many Jackson county farmers should avail themselves of this opportunity. The time is short for contracting and all interested should attend the meeting, Mr. Fowler said. The vetch produced will be used in the southeastern states.

Weather

Northern California: Partly cloudy tonight and Thursday, with showers in extreme north portion and on the north coast; cool over interior Thursday; gentle variable wind off coast.

OREGON TIMBER RESOURCES TOLD AT ROTARY MEET

An enlightening discussion of Oregon's timber resources was presented at the Tuesday luncheon meeting of Medford Rotary club by George Peavey, former president of Oregon State college. Dean Peavey is considered an authority on forestry.

Opening his address at the Hotel Medford, Peavey reminded the Rotarians of the dissipation of this nation's great timber resources in past generations, when mighty forests were exploited and misused. A more farsighted policy of conservation was urged.

Oregon has approximately 29 million acres of forest lands, 24 million of which are of commercial value, the speaker pointed out. Of this, 10 million are in state and national forests, 10 million in private ownership, 1,200,000 acres in Indian reservations and approximately two million in revested O. and C. lands.

The importance of timber to the prosperity of the state is obvious, Dean Peavey said. Forty-five thousand Oregonians receive their livelihood through lumbering with payrolls of \$60,000,000 annually or 60 per cent of the industrial payroll of the entire state. The value of lumber products reaches the sizeable total of \$180,000,000 annually.

A program for the future handling of Oregon's timber resources was given by the speaker. This program calls for sweeping educational efforts to acquaint citizens with the importance of Oregon's forests, classification of lands, rigid conservation through sustained yield selective cutting and revision of laws as relating to timber lands. Peavey also recommended a far-reaching recreational program for Oregon forests and forest fire laws "with teeth."

John Day introduced the speaker and Leonard Mayfield, vice president of the club, was chairman for the meeting.

TRAFFIC SAFETY PROBLEMS AIRD BEFORE COUNCIL

(Continued From Page One)

Speak in kindly and fashy fashion to youths they observed driving recklessly or thoughtlessly.

Iverson Unanswered

George Iverson posed this question: In the many serious and fatal accidents around Jackson county of recent years wherein it was obvious someone was to blame, why have all investigations absolved everyone? The question was unanswered.

L. C. Latham said the recent police spurt in arresting drivers for various minor violations was having a beneficial effect.

Stanley R. Church, representing the safety division of the secretary of state's office, dwelled upon new ways and means of teasing or cajoling drivers into safety consciousness, such as placing "Safety Sally" signs at schools and lining industrial plants up in a sort of game to see which can establish the best record while the workers are off the job. Mr. Church left a detailed report of Medford's 1940 traffic record with the

Pass Fourth Street

As has been the case since its inception, the council again bypassed the problem along Fourth street for accidents. Several, however, discussed the question, some believing stop-signs or at least "slow" signs should be erected at Fourth street intersections, it being pointed out that Fourth street is a through thoroughfare that relieves congested Main and Sixth streets of much traffic. Police Chief Clatus McCredie asserted that if any signs were put up at all they would have to be erected all along Fourth street and not at only a few corners. He commented that accidents do not occur at corners where vision is obscured but at corners where there are no visual obstructions.

Mr. Church said he was glad to see such a good turnout, there being about 20 present, and Seth Bullis, council chairman, expressed the same thought.

RAIN WON'T KEEP ELKS FROM PICNIC

Bill Lingaas, general chairman of the local Elks picnic committee, announced today the picnic will be held as scheduled tomorrow night at the Elks picnic grounds as the weather man has stated that although there may be a shower or two, the indications are for a clear evening.

Large tents have been set up in case it is showering and the dinner will be served promptly at 7 o'clock.

Births

RAY—To Mr. and Mrs. Clifford, 203 North Grape street, September 10, a girl, 7½ lbs., at Community hospital.

Tokyo Government's Decision May Mean Revolution, or War

By DeWitt MacKenzie
(Associated Press Analyst)

On the basis of somewhat auspicious signs one is not too optimistic in believing that a real effort has been made during the past few days in the direction of an accord between the United States and Japan over the grave differences which have arisen as the result of Tokyo's expansionist policy.

It would be folly, however, not to recognize that war is skulking outside the doors of the Japanese council chambers where midnight oil has been burning.

The Tokyo government is in a tight and precarious position. The majority of the people of the island empire are against war with America, but at the same time they appear to be unwilling to stand for abandonment of the policy of a new order for Asia.

Should the government give up this cardinal program, which already has cost so many lives in battle and has brought the country to grave economic straits, there certainly would be a mighty outcry from the public. Indeed, some observers believe that it might precipitate a revolt.

The strong probabilities are that Premier Prince Konoye and his cabinet have been trying to figure out some sort of compromise between the extreme of war on the one hand and the desertion by the cherished new order on the other. It is a difficult and momentous problem, and there can be small doubt that war and peace have been balanced uncertainly on a razor edge before the harassed ministers of state.

One vital problem which must have been under consideration is whether Nippon should cut loose from the axis. Such a switch, while startling, has plenty of precedent to encourage it, and they do tell us that only fools and dead men

A boon for which the government would give a good right arm would be about six months leeway in which to look the field over and see whether Germany is, or is not, going to win the war.

officials of the power company report. One of the new fish ladders has been completed, and is in operation.

About 100 men working in three shifts are engaged.

RAY GOLD DAM WORK COMPLETE IN OCTOBER

The California-Oregon Power company's dam at Ray Gold on Rogue River near Gold Hill will be completed early in October.

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