

Long, Bitter Battle Waged In Effort to Send Bridges Back to Native Australia

By Wendell Webb

San Francisco, Sept. 29.—(Special News Service).—The second deportation hearing of Harry Bridges ended last night, the longest and perhaps most bitterly-fought proceeding of its kind.

Charles B. Sears, special presiding inspector for the department of justice, sat nearly 11 weeks in an atmosphere of suspicion and tension which flared up almost daily.

Defense Condemns

The government portrayed the case as an administrative procedure solely involving an alien against whom there was deportable evidence of membership in or affiliation with organizations it termed subversive—the communist party of the United States, the Marine Workers' Industrial Union (MWIU), the Industrial Workers of the World (IWW).

The defense, on the other hand, condemned the proceedings as an employer-inspired attack on the entire labor movement through the medium of a man who burst into the headlines as a leader in the bloody waterfront strike on the west coast seven years ago and went on to become a regional director of the CIO and president of the International Longshoremen's and Warehousemen's union.

Highlight of the entire procedure was the feud between the blunt, able Del Guercio and defense counsel—particularly the quick-thinking Richard Gladstein, who termed the hearing outrageous and who Del Guercio inferred was a communist—an inference which brought heated denials.

Many Testify

Early in the hearing, too, Del Guercio introduced documentary evidence that Mrs. Carol King, a defense attorney, had been listed as an incorporator of the communist newspaper Daily Worker. The government called 33 witnesses, some of whom testified they had been told, believed, or "knew for a fact" that Bridges was a member of the communist party.

Thirty persons were placed on the stand by the defense to deny the charges, to challenge the credibility of the government witnesses, or to swear that Bridges never had acted in a manner to indicate he was other than a leader of labor under the established processes of this nation.

That Bridges had been a member of the communist party since 1932; that he attended a California state convention of the party in 1934; that he visited the national headquarters of the party in New York City in 1934 or 1935; that he followed the "party line" in union proceedings; that he spoke at the command of the communist party in New York, Boston, Philadelphia and Baltimore in 1936; and that he had admitted being a party member.

Membership Denied

To each and every such charge there came an emphatic denial, either from a defense witness or Bridges, or both. Bridges testified he had known communists and made use of them as individuals, but he insisted such connection was solely in furtherance of his proclaimed purpose to promote good trade unionism.

Onetime membership in the IWW, however, was admitted.

The defense paid little attention to the government's other contention that communism advocated overthrow of the United States government by force and violence, but government attorneys stressed the point throughout in an admitted effort to win a test decision in a major case and obviate the necessity of such proof in other proceedings.

The second hearing sparked from a bill introduced in congress by Rep. Allen (D. La.) on May 14, 1940, to provide specifically for Bridges' deportation to his native Australia. Within a month the house had given it a pat on the back, 329 to 42, but it was tabled in senate committee in favor of a new investigation.

Six months and 2500 pages of evidence later, Bridges was arrested in San Francisco on an immigration warrant charging illegal residence by virtue of affiliation with or membership in subversive organizations. He was released immediately on \$3,000 bail and a new hearing was set.

Bridges was on the stand three times. He testified he was born in Melbourne, Australia, July 28, 1901, attended private and grammar schools there, clerked in a stationery store, and joined the Australia seamen's union at the age of 16.

On April 12, 1920, he skipped the New Zealand barkentine Ysabel to land in San Francisco. For the better part of the next 18 months he shipped as a seaman to various ports on the east, west and gulf coasts, quitting the sea late in 1922 after service aboard the U. S. coast and geodetic survey ship Lydonia at Coos Bay, Ore., and Eureka, Calif.

A short time later he turned

to longshore work—the loading and unloading of ships. In 1934 he acquired national prominence when he headed the strike committee of the International Longshoremen association (AFL) on the Pacific coast. Three years later he led a large part of the group into the International Longshoremen's and Warehousemen's Union (CIO) of which he still is president.

Bridges three times has made application for citizenship papers but did not follow them through. He is married and has a daughter.

Talent

Talent, Sept. 29.—(Sp.)—Miss Mildred Work and Audrey Taylor of Applegate were married in Reno Sept. 14. Mildred is the daughter of Mr. and Mrs. Howard Work. They will make their home in Applegate.

Harvey Thayer and Warren Park left September 23 for Seattle for employment in the shipyards.

Royal Neighbors gathered at the home of Mrs. Claud Williams Thursday for an all-day meeting with a covered dish luncheon at noon. The time was spent in sewing.

John Sloan has returned to Talent after an absence of two years. He is again with the Bates Service station.

Sammy Hamilton, stationed at Tacoma, Wash., has been transferred to the pilot training class, while Ralph Hamilton, stationed at San Francisco, has been promoted to first class private. He is with the first class group. They are sons of Mr. and Mrs. Sam Hamilton.

P-T-A. would like donations of fruit jars and tomatoes, to be used in the hot lunch department. Charlene Nichols was taken to the Ashland Community hospital recently, suffering from an attack of appendicitis.

Mr. and Mrs. Wm. Hervey are moving to the C. Engberg place on Wagner creek.

Dean Carver, stationed at Fort Lewis, Wash., visited his parents at

several days. Dean returned Wednesday. Talent High school football team will play their first game at Eagle Point on Tuesday.

Johnnie Childers and Kenton Robbins have enlisted with the U. S. navy air corps.

Mrs. Wm. Webster is ill at her home.

Charlie Skeeters and his logging crew returned from a two-day hunting trip in eastern Oregon with three deer.

COYOTES RAID POULTRY; TRAPPER SERVICE ASKED

Coyotes are again raiding poultry yards in the rural districts, and pleas have been filed with county officials for a government trapper to run the varmints to earth. A report was received today, a coyote had killed a goose belonging to Mrs. Charles Owens of the Wellen district.

SURVIVORS HELD

Pendleton, Ore., Sept. 29.—(P)—Police held in jail here today two survivors of an automobile crash that killed an unidentified negro on the Hermiston-Hepburn highway yesterday. The men, who gave names of Fred Stevens, Los Angeles, and Floyd Ward, Muskogee, Okla., were questioned in connection with the theft of \$40 from a Umatilla service station.

FLAGMAN KILLED

Portland, Sept. 29.—(P)—Nelson LePage, 52, Portland, flagging logging trucks across the Columbia river highway west of here, was killed by an automobile Saturday night. The driver told police he did not see LePage.

TRUCKERS PAY UP

Portland Sept. 29.—(P) Wages of 1000 AFL truck drivers in Portland were increased 25 cents daily on Saturday, Marvin Mayo, teamsters' union secretary, said. Employers also promised an additional 25-cent daily increase in March, Mayo said.

\$65 ONION

London, Sept. 29.—(P)—An onion received from California by a bank official brought \$65 today in a Red Cross charity bazaar.

Use Mail Tribune WANT ads.

CELEBRATION OF ARMISTICE DAY TO SET RECORD

Post Commander Winkle Names Chairmen of Committees For Annual Program.

Tuesday, Nov. 11, will be a big day in Medford, it is indicated by plans of Medford post of the American Legion which are designed to make Armistice day 1941 one of the best patriotic celebrations in years.

Chairmen of the various committees were appointed by Commander Ernest W. Winkle at last week's meeting of the post and a full list of committee members will be announced soon. Present appointments include Herman Purucker, general chairman, assisted by Elbert Lenox as co-chairman; parade, Col. W. H. Paine; script, Vernon Robinson; finance, Elbert Lenox; dance, Virgil Ballantyne, floor show, James Collins; dugout, Cole Holmes, Floyd Long, Victor Sether, Joseph Fliegel, Goodwin Humphrey, Edward Russell and Earl York; football and athletic events, Lyle Thurman; and publicity, E. C. Ferguson. Purucker announced an early meeting of all chairmen in order that the extensive preparations may be handled with the utmost efficiency. The annual Armistice day celebration in Medford has always proved one of the biggest patriotic events in southern Oregon and this year will prove no exception, Purucker declared.

Legionnaire Shelby Tuttle, chairman of the Jackson County Council of Defense, was principal speaker at Wednesday night's meeting and gave the veterans information regarding the local council. He com-

mented the Legion for organizing its defense preparedness company months ago and asked that it be continued and cooperate with the new county defense unit. The county organizations, he said, are not functional but purely coordinational and it is their policy to utilize all existing defense groups to the fullest advantage. Legionnaires who are registered with the Legion company were requested to register also with the county council, blanks being available at the Jackson County Chamber of Commerce.

Past Commander Lloyd Williamson, leader of the Legion defense preparedness company, said that the Legion unit is still intact and ready to act in any emergency. As yet nothing has been done to change the Legion set-up but to cooperate with the county council to the best possible advantage of all concerned, he stated.

Past Commander Herb Moore of Ashland post, who is district membership chairman for district No. 4, spoke on membership, urging the cooperation of every Legionnaire to attain the 1942 quota by Armistice day. Horace L. Bromley, district publicity chairman, also spoke on this subject. Silver stars are awarded each year by the state department to all Legionnaires who bring in 10 or more dues and a gold star is presented to the "grand champion." Much interest in this year's contest is already being shown and some keen competition is anticipated.

"All eligible veterans in the county are cordially invited to join Medford post now and to cooperate in plans for any emergency defense which may arise," said Commander Winkle. "Don't wait for a personal call but merely phone or write Adjutant Fritz Nissen for an application blank and it will be mailed to you at once. We need you in the American Legion this year more than ever before."

SEIZE CATHOLIC PROPERTY

Berlin, Sept. 29.—(P)—The official gazette announced today confiscation of the property of the Catholic foundation, St. Valentinus Haus, in the Rhineland, because it was "hostile to the state."

COURT HOUSE NEWS

Deeds

J. A. Elmhorst et ux to A. W. Walker, W. D. in Champlin Subdivision. I. E. McDonald et ux to Chas. H. Hinrichsen et ux, W. D. in the O. Harbaugh Subdivision. In Twp. 37 S. R. 2 West W. M.

John J. Patton et ux to H. V. Martin, W. D. Fruitdale Addition, Medford. Frank L. Orr et ux to Almeda J. Owenchain, Bargain and Sale Deed, in Pleasant Valley Farm Tracts, in Sec. 22, Twp. 35 S. R. 4 West W. M.

R. L. Orr et ux to Almeda J. Owenchain, Bargain and Sale Deed, in Pleasant Valley Farm Tracts, in Sec. 22, Twp. 35 S. R. 4 West W. M. Wm. H. Fluhrer et ux to the California Oregon Power Company, Easement, in Medford.

Jackson County to Georgiana A. Kettle et al, Correction Tax Deed, 7.65 acres in Sec. 35, Twp. 36 S. R. 4 West W. M.

William Cox et ux to Edmund O. Dunlap, W. D. 16.5 acres in Sec. 10, Twp. 36 S. R. 4 West W. M.

Arthur C. Raworth et ux to Gusie W. Rose, Quitclaim Deed, Rose Park Addition, Medford.

H. C. Gallup et ux to C. A. Rector et ux, W. D. Cottage addition, Medford.

J. W. Shirley et ux to E. H. Janney et ux, W. D. Imperial Addition, Medford.

Israel O. Chapman et ux to Archie F. Flowers et ux, W. D. Narreagan Addition, Medford.

John F. Miller, Jr. et al to California Oregon Power Company, Right of Way.

Jackson County Court to George N. Campbell et ux, Deed, Lots 3, 4, 7 and 8, Block 8, Jacksonville.

Jackson County Court to Nettie Moore, Deed, Lots 9 and 10, Block 9, Gold Hill.

John T. Dunstan et ux to Luster J. Adams, Quitclaim Deed, Rose Addition, Medford.

City of Medford to M. A. Schwartz, et ux, Warranty Deed, Orchard Addition, Medford.

Charles H. Murray et ux to Mrs. Katherine A. Murray, Warranty Deed, Tuttle Second Addition, Medford.

Carol Zoe Murray to Annie Newton, Grant Deed, Tuttle Second Addition, Medford.

Annie Newton to Wright B. Reynolds et ux, Grant Deed, Tuttle Second Addition, Medford.

Wright B. Reynolds et ux to J. F. Birmingham, Warranty Deed, Tuttle Second Addition, Medford.

Frank Perl, Admin. to Marie Otterdale, Admin. deed, Tuttle Second Addition, Medford.

Marie Otterdale to Ella LaLone, W. D. Tuttle Second Addition, Medford.

Ella LaLone to Charles Kimmich et ux, W. D. Tuttle Second Addition, Medford.

Charles Kimmich to Regina Kimmich, W. D. in Tuttle Second Addition, Medford.

Charles A. Rinabarger et ux to Regina Kimmich, Quitclaim Deed, Tuttle Second Addition, Medford.

Regina Kimmich to Noble A. Hamblen et ux, W. D. Tuttle Second Addition, Medford.

Lulu M. Sabin et al to Oscar M. Shepherd, Quitclaim Deed in Carnes & Sabin's Second Addition, Rogue River.



A Feeling of SATISFACTION

goes with the writing of the final check that pays ALL charge accounts before the TENTH of the month . . . it relieves your mind of worry and helps to build a credit standing that is worth so much in a community such as Medford. A good credit is truly one of your greatest assets . . . enjoy the confidence of YOUR neighbors in business—pay YOUR bills promptly!

RETAIL CREDIT ASSOCIATION OF MEDFORD

The CREDIT of a community reflects the THRIFTINESS of her citizens. A city with GOOD CREDIT is a good place in which to live!

Child's Colds
Relieve Misery
—Rub on
Time-Tested
VICKS VAPORUB

New tankers on the job for you!

Built by Union Oil Company, they are releasing ships for the Battle of the Atlantic, and helping to reduce threatened gasoline shortage on the Coast.

Seven great new tankers like the Paul M. Gregg—built or being built by Union Oil Company—will help to lessen the threatened shortage of petroleum products in parts of the West.

The shortage, as you probably know, is not in gasoline and oil but in transportation facilities.

Because it is bulky and hard to store, gasoline must be kept moving . . . must flow from oil wells, to refineries, to service stations, to you.

The tankers have kept it moving. One ship carries as much gasoline as 400 railroad cars—eight 50-car trains. In normal times, these tankers carry the bulk of petroleum products between Seattle, Portland, San Francisco and Los Angeles.

Now there is a tanker shortage.

As the war reduced Britain's tanker fleet, America came to her aid with ships from our oil companies.

The loss of these ships has seriously crippled Pacific Coast transportation facilities. In spite of valiant

effort by the railroads and the trucking industry, the crying need is still for tankers.

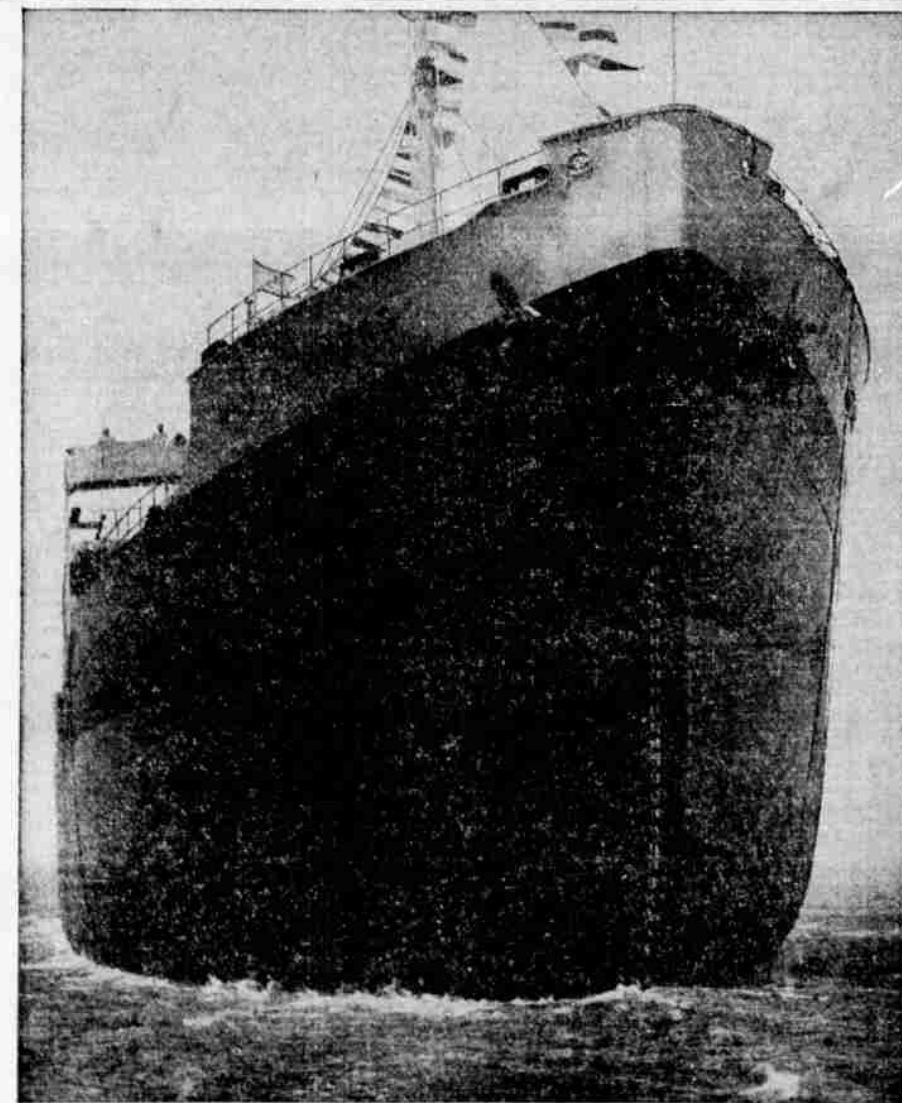
Union Oil Company is bending every effort to meet this need—has been doing so, in fact, for the last two years.

At that time, when the war first began, Union had ten tankers, ample for its normal needs. But anticipating a future shortage, the Company, on its own initiative—without government subsidy—ordered 7 new ones.

Building huge ships like these takes time, but three of the seven have already been delivered. The other four will be launched at intervals of six months.

Each of them is big, fast and modern. Each can carry more than 100,000 barrels of cargo. Each contributes to the defense, to the productiveness, and to the comfort of our citizens.

They haven't cured the transportation shortage, but without them the problem would be a lot worse.



The PAUL M. GREGG, pictured here at her launching, is the latest addition to Union Oil Company's tanker fleet. She arrives in Los Angeles this week to start service on Pacific Coast and help alleviate petroleum transportation shortage.

Union Oil Company launched the first oil tanker on the Pacific Coast some fifty years ago. We were proud of that first one. And we're proud of the latest ones, and the part they're playing in the present emergency.

There may be temporary shortages and inconveniences. But we want to assure you that Union is making every effort, night and day, to see that normal conditions are restored just as fast as human effort—and the Battle of the Atlantic—permit.

Union Oil Company

OWNED AND OPERATED FOR OVER 50 YEARS BY WESTERN PEOPLE