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WEATHER

High 83; Low 53. PRECIPITATION 24 hours to 8 a. m. .00 Season to date .17.02 Normal precipitation 11.98 Last year to date 8.25



GUARD TRAINING BILL FAVORED

In The Day's News

By FRANK JENKINS DETERMINED efforts (with obvious political motives) are being made to fasten upon Willkie the odium of being the candidate of business—big business, especially.

This writer, who doesn't know Willkie, has never seen him and has never heard him speak except once or twice over the radio, doesn't believe it. The personality he has been able to project to the public by means of pictures, the printed word and the air waves is distinctly not that of a one class man.

IF Willkie is the candidate of only one faction—and we will have three months in which to judge as to that—this writer will say without hesitation that we don't want him. This government, if it is to endure, must be a government for ALL the people.

It hasn't always been that way, we must admit. Big business for many years had the inside track. Following that, we have had years when big business (or any business, for that matter) has had little protection; has been harried and hazed. From the standpoint of the nation generally, this has been no better than too much government friendship for business.

Government must be an IMPARTIAL REFEREE if it is to work.

THE most dangerous tendency in this country today is the tendency to look upon class government as desirable if it is OUR CLASS that is doing the governing.

That belief is utterly foreign to American ideals.

THERE are optimistic persons who believe it is going to be easy to elect Willkie.

IT ISN'T. It is going to be a HARD job.

He starts off with the handicap of the solid Democratic South. The South is politically frozen. (Politically frozen, it should be added here, because of an epochal political mistake; the mistake made by Lincoln's peanut successors, who chose carpet-bagging instead of statesmanship in dealing with the beaten South after the Civil War.)

The South doesn't vote in national political campaigns. It merely RATIFIES THE CHOICE of Democratic national conventions.

THE handicap of the politically frozen South is a considerable one. Then there is CAPITALIZED CLASS PREJUDICE—the carefully nurtured idea that unless the present administration is kept in power its beneficiaries will lose their privilege.

No, it isn't going to be easy to elect Willkie. It wasn't easy to force his nomination on the Republican politicians at Philadelphia.

But it can be done if those who have faith in him prove their faith by works.

MEDFORD LIKES BOOM

MEDFORD, July 30 (P)—Assistant Manager Eino Hemmilla admitted Monday that the program of withholding war scenes from news reels at the Craterian theatre here was a failure.

Patrons overwhelmingly rejected the war-less news reels and the big guns began to bark on the Craterian screen again Sunday.

25 YEARS AGO TODAY

By The Associated Press

July 30, 1915—Russians prepare to leave Warsaw to save army; whole line of Vistula forts abandoned.

SPRAGUE GIVES DEDICATION AT HIGHWAY FETE

Governor Dwells on New Projects Scheduled to Improve State

SALT CREEK TUNNEL, Willamette Highway, July 30 (P)—Dedicating the 87-mile Willamette highway, the seventh and last of Oregon's improved highways across the Cascades, Governor Charles A. Sprague said today the highway commission's

"ANNEXED" SALT CREEK FALLS TUNNEL, WILLAMETTE PASS SUMMIT, July 30 (P)—Governor Charles A. Sprague today proclaimed that the opening of the Willamette highway has brought Crater Lake "back into Oregon" and officially "annexed" much of coveted California, itself.

"Know all men by these presents," the governor read, "that whereas the neighboring state of California has long laid claim to the domain of Crater Lake, and that whereas, this condition is forgivable on account of the state of the trails and the ham and eggs movement in California, but that whereas now, the opening of this great Willamette highway has reduced geography to its lowest common denominator, we do hereby, by the powers in us vested proclaim and announce the return of Crater Lake to Oregon and we do proclaim further the annexation to Oregon of Mount Shasta, Mount Lassen and all rights and privileges thereunto pertaining to and including San Francisco in the suburbs of Los Angeles. Done under our hand and seal, this 30th day of July, 1940."

next jobs are to modernize the southern sections of the Pacific highway, build a new road through the Columbia river gorge, and straighten and widen the Oregon Coast highway.

The governor, addressing a (Continued on Page Ten)

Three Hurt as Engines Jump Track at Summit

CRESCENT LAKE — Three men were seriously scalded by steam at noon Monday in the derailment of two helper engines on the Southern Pacific railroad nine miles south of Cascade Summit. Two of the men were firemen and one was an engineer. Their names could not be learned here.

The other engineer, Glen Edgings, was only slightly injured, and John Vernig of Cascade Summit, a water service man, escaped injury.

Wrecker crews were called immediately to the scene of the accident.

Southbound passengers were routed out of Klamath Falls at 6:45 Monday evening on a two-car shuttle train to Dunsuir, Calif., where connections were made with a regular passenger train to San Francisco.

The shuttle service was necessitated by the derailment of two engines at noon Monday near Cascade Summit, which delayed the regular southbound Klamath.

A wrecking crew was dispatched shortly after noon Monday from the Klamath Falls yards to help clear the tracks at the derailment.

Normal traffic through Klamath Falls was resumed Tuesday morning, following a partial disruption of the passenger train schedule Monday evening and during the night. The northbound West Coast proceeded north on time at 9:40 p. m., Monday. The delayed Klamath, due here at 6:40 Monday evening, passed through at 3 a. m. Tuesday.



A milestone in Klamath's transportation history was passed Tuesday when a new Greyhound bus of the type shown above, was christened the "Willamette Highway" in anticipation of the starting of a through bus run over the Weed-Klamath Falls-Willamette highway route between San Francisco and Portland. The bus was christened at the Willamette highway opening ceremonies at Salt Creek falls. In the picture, left to right: H. P. Bosworth, president of the chamber of commerce; Frank Jenkins, a member of the first party of Eugene and Klamath men which started the Willamette highway movement in 1920; Mitchell Tillotson, chairman of the committee on celebration arrangements, and the bus driver.

Willamette Highway Opening Crowning Engineering Victory

The completion of the Willamette highway across the Cascade range marks not only the occasion of another important trans-mountain highway for the state of Oregon, but the consummation of another outstanding engineering achievement as well.

A highway constructed on modern standards of alignment, grades, width and surface, over a major range of mountains is a difficult engineering venture at any time. When the conditions for the establishment of such a route demand its location in one of the most rugged sections in a mountain range notorious for its particularly spectacular ruggedness, the problem appears almost insurmountable.

The Japanese army announced today that several foreigners, whose names and nationalities were not disclosed, have been arrested in Korea in an extension of Japan's campaign against alleged foreign espionage, in which 13 Britons previously had been seized in Japan proper.

A brief communique issued in Seoul, capital of Korea, Japanese mainland, said the prisoners, charged with spying, were undergoing examination.

The Japanese campaign, which has jailed some of the most prominent British residents of Japan and led to the death of one, was discussed today by the British and United States ambassadors, Sir Robert Leslie Craigie and Joseph C. Grew.

Arrest of the group of Britons emphasizes that Japan is (Continued on Page Ten)

Klamath Second In Retail Sales Rise

PORTLAND, July 30 (AP)—The bureau of census reported today that Eugene's independent retailers showed greater sales gains during the first six months of 1940 than those of any other Oregon city.

Eugene's sales were 18.7 per cent above the same six-month period a year ago. The university also led for the month of June, with a 23.9 per cent increase.

Klamath Falls boosted its sales 16.8 per cent during the first six months to finish second. Salem, with a 13.9 boost, was third. Portland's gain was 6.6 per cent.

JAPAN EXTENDS ESPIONAGE HUNT

Campaign Viewed as Attempt to Eliminate Foreign Inroads

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Two Killed, Five Injured in S. F. Three-alarm Fire

SAN FRANCISCO, July 30 (AP)—Two men lost their lives and five were injured in a three-alarm fire which swept through upper stories of the Argonne hotel at dawn today.

Acting Chief Albert J. Sullivan estimated damage at \$25,000.

The coroner identified one of the dead men as Ernest Blaser, 38, San Francisco.

The other was listed as Julius Vogel, 51, of San Francisco.

Threats Increasing

SIGNS POINT TO INVASION BY GERMANY

Attack on Gibraltar Expected to Coincide With Blitzkrieg

BERN, Switzerland, July 30 (P)—Reports from France, Germany, Italy and Spain tonight indicated that Germany was making final preparations for an attempt to invade Britain.

German and Italian travelers from Spain said the Nationalist government there appeared to be preparing to try to grab Gibraltar—a move which it long has been reported may coincide with a German attack on England across the channel.

These sources said troops in small armed boats carrying artillery were concentrated near La Linea, Spain, behind Gibraltar.

Reports from France said the Italians were concentrating bombing planes at their Sardinian bases for an air attack on Gibraltar—another move expected in a coordinated German attempt to invade Britain.

Italian informants reported that the last of the Italian-made "pocket" submarines—about 36 feet long—had passed through the Brenner pass in sections on railway flat cars. These little submarines are expected to be one of the main protecting arms of the expected German channel attempt.

By The Associated Press. Germany closed all rail and highway entrances except one on the Swiss frontier today apparently to protect her preparations in southern Germany for the long threatened blitzkrieg against England.

The only entrance left open was at Saint Margrethen, on the old Austrian-Swiss frontier. Even persons traveling with diplomatic passports were required to pass through that station.

At the same time, Britain announced that British bombers made extensive daylight raids on Germany and the low countries yesterday and last night, slashing at German depots and supply ships which might be used in the expected invasion attempt.

As the Germans carried on their raids over England, the Nazi high command disputed British claims of 17 to 1 RAF successes in yesterday's air battle of Dover.

An undisclosed number of civilians, among them an infant, were killed and buildings were damaged or demolished as the (Continued on Page Ten)

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The blaze, survivors said, apparently started in a light well between the hotel at Sixth and Howard streets and a building adjoining. It coursed up walls of the four story frame structure and spread through the top floor, cutting off escape.

Britain Puts Blockade On Spain's Oil

LONDON, July 30 (P)—Britain has clamped her sea power around Spain and Portugal to keep trans-Atlantic supplies from reaching the axis powers, Hugh Dalton, minister of economic warfare, told the house of commons today.

Inaugurating the new policy designed to limit Spanish and Portuguese imports to their own needs, Dalton announced measures which make every ship in the Atlantic ocean subject to seizure if it lacks a full "navicert"—certificate of clearance approved by the British—for the entire cargo.

An authoritative source explained Britain thus hoped to "intimidate" a considerable number of ships in the Atlantic which have been sailing with cargoes only partly certified by British officials at the port of origin.

Reliable sources said Britain had contacted the United States (Continued on Page Ten)

SEVERAL MISSING IN FACTORY FIRE

Explosions Wreck Paint Plant in Heart of Camden, N. J.

CAMDEN, N. J., July 30 (P)—Amid unofficial reports that more were missing, "two or three" persons were listed officially as unaccounted for late today in a series of terrific explosions and fire that wrecked the R. M. Hollingshead company's block-long paint manufacturing plant.

The unofficial reports—coming from nearby shopkeepers and employees—were discounted by R. M. Hollingshead, Jr., company president. He said 150 persons were at work at the time of the first explosion but that all "except two or three" were accounted for within a few hours.

At least 27 injured were treated at Camden hospitals. A dozen were reported in serious condition from burns.

The explosion occurred at the noon hour. Flames spread rapidly and leaped to buildings across the street from the automobile plant and grease manufacturing plant, located in the heart of Camden. The plant employs 300 persons.

George Gumbrell, 21, who escaped from the basement, said he feared that four girls and two men had been trapped there.

"There was a sound like a tremendous hiss and flames roared down the elevator shaft and engulfed the elevator in which I had been standing," Gumbrell said. "I know there were four girls and two men working in the basement and I did not see them get out."

Most of the factory's employees had left the building for their lunch. Workers in an adjoining seven-story office building marched out as the flames spread.

The first explosion was followed by two more and within half an hour some 16 had been heard as small tanks of chemicals in the factory ignited. Firemen fought to keep the flames away from larger naphtha-filled tanks in one section of the plant.

With every piece of Camden's fire-fighting equipment in action, city officials appealed to Philadelphia, located just across the Delaware river, for additional help. A squad of 60 policemen was sent from Philadelphia. The explosions blew out windows within a radius of four blocks. Five houses across the street from the plant quickly caught fire.

SENATE BODY APPROVES ACT UNANIMOUSLY

Army Chief Endorses Conscription Measure; F. R. Says Little

WASHINGTON, July 30 (P)—The senate military committee approved unanimously today legislation authorizing President Roosevelt to order the national guard and the officers reserve corps into active training for any period of 12 consecutive months.

The action came after the group had heard a thoroughgoing endorsement of the measure by Gen. George C. Marshall, army chief of staff. The legislation had been requested by President Roosevelt yesterday.

F. R. Brief While endorsing the guard bill General Marshall also renewed his advocacy of conscription legislation.

President Roosevelt said at his press conference today that he has already said what he thought about conscription legislation. He added that a whole lot of men without machines were not worth much and neither were a lot of machines without men.

The chief executive was asked at a press conference whether he endorsed the principle of the Burke-Wadsworth bill. The measure is pending before the senate military committee, republican members of which demanded today that Mr. Roosevelt declare his position on it.

He replied he did not think he could go into details of the legislation at the present time.

General Marshall told the committee that the war department planned to call into active training four divisions and 23 smaller units of the national guard if congress approves pending legislation.

Marshall listed the following divisions and their training centers:

Forty-fourth division (New York and New Jersey) Fort Dix, N. J.

Thirtieth division (North Carolina, Tennessee, South Carolina and Georgia, Camp Jackson, S. C.)

Forty-fifth division (Oklahoma, Arizona, New Mexico, Colorado, Fort Sill, Okla.)

Forty-first division (Washington, Idaho, Oregon, Montana and Wyoming), Fort Lewis, Wash.

The other units and training sites include:

Two hundred and forty-eighth harbor defense unit, Puget sound.

Two hundred and forty-ninth harbor defense unit, Camp Clatsop, Ore.

One hundred and sixteenth aerial observation squadron (Washington), Fort Lewis.

The army chief of staff testified after the committee in a bitter session had laid aside temporarily the Burke-Wadsworth compulsory military training bill. The explosive session was touched off by republican demands that President Roosevelt publicly state his position on the Burke-Wadsworth measure. This drew democratic charges that the republicans were playing politics with a defense issue.

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