

CIVILIANS PUT TO HARD TEST BY WAR RAIDS

By DeWITT MacKENZIE
Associated Press Writer

More and more the civilian populations of the principal belligerents are being forced to bear the burden of the European conflict on their bowed backs.

Not only must they endure harsh privations and heart-breaks, but the fear and death and destruction of bombing—one of the most terrible of war's experiences.

So great is the strain imposed on civilian morale that to my mind its cracking in one or more of the warring nations is increasingly possible.

I don't necessarily mean that this will happen in the immediate future. It might come tomorrow or a year from tomorrow. It depends on how much can be endured by ragged nerves.

If and when it does come, however, it will mark war's end—provided all the allies of either side collapse simultaneously. It seems to me that this is the manner in which peace is most likely to arrive—through the inability of some of the civilian populations to endure more punishment.

This may not mean a revolution. It may be that the people simply will be either unable or unwilling to follow their government further.

Thus far the civilians of Britain have suffered far more than those of Germany and Italy. Let none think that the British Isles have been other than a hell during the past six months, as the Nazi bombers have tried to blast them from their moorings.

There have been thousands of civilian casualties; countless homes have been destroyed. And yet only yesterday parliament rejected by a vote of 341 to 4 a motion by three leftist members who urged that Britain seek peace immediately. Apparently the Britons still can "take it."

With Britain's growing strength, the German people also have had to stand the bombing, along with other hardships. Their trial has been shorter and probably less fierce, but it has been nevertheless hard. Still we have heard no complaints. They are standing by their leadership.

And now, at long last, the Italian public enters the lists as misfortune overtakes them in the Grecian adventure, and the British inaugurate their major offensive against Signor Mussolini. True, Italy previously had been subjected to rigid food rationing. The American department of agriculture says that the British blockade has disorganized the Italian economic structure, that there is a shortage of supplies, and that many of the poorer class are suffering from malnutrition—a statement which Italy denies.

BRITAIN SHOWS HEALTH GAINS DESPITE WAR
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then," they said, referring to their precautionary measures.

Health ministry figures show that up to October 15 there were only seven deaths in London from infantile paralysis—lower than the peacetime death rate—and only six from typhoid.

There were 17,871 cases of diphtheria in all major towns up to October 15 as compared with 17,785 in 1939; 614 cases of typhoid and paratyphoid against 1181 cases in 1939, and 30,295 cases of scarlet fever against 22,191 cases in 1939.

Cerebro spinal fever, which increases in wartime due to concentration of population, is "not a major problem" because of the excellent results of sulfanilamide treatment, the ministry declared.

Cars Piled Up in Yard Wreck



The demolished caboose (left) and a boxcar draped over a switchhouse are shown above as they appeared after a collision between a locomotive and the rear end of a freight train in the Klamath Falls yards Thursday night.

U. S.-BRITISH TALK ON WAR FUNDS BEGINS

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opposition bloc would base its fight on the contention that loans to Britain "mean actual entry into war." He predicted that a proposal for loans would be accompanied by one for "American naval convoy of British supplies."

Talking with reporters at the treasury, Sir Frederick said that he would be here about three weeks, giving the treasury a complete factual picture of the British financial situation.

Well known to Morgenthau through two previous visits, he came unaccompanied and was escorted into the secretary's office by Merle Cochran, director of the \$2,000,000,000 stabilization fund.

After exchanging personal greetings, Sir Frederick and Morgenthau called in Daniel W. Bell, undersecretary of the United States treasury, and Harry D. White, director of monetary research.

Morgenthau said the British financial expert was seeing him, not to make a loan request, but to present factual information on the condition of British finances and the extent of resources which are available for purchasing American supplies.

Nevertheless, some congressmen viewed the talks with a dubious eye, the more so after Morgenthau said yesterday that he agreed with Secretary of Commerce Jones in rating Britain a "good risk." Jones made such a statement Wednesday.

As the financial talks opened, the feeling on Capitol Hill was that the whole question of assisting Britain by credits or cash eventually would be brought up before congress in some way or other. Some thought that a request for approval of a loan would touch off the fireworks. Others thought that the anti-loan forces might take the initiative with a drive to plug any possible loopholes in existing laws carrying such assistance to Britain.

Formerly the navy collier Jupiter, the U.S.S. Langley has the distinction of being the first electrically-propelled vessel in the United States navy.

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WEATHER

NORTHERN CALIFORNIA: Fair tonight and Saturday, south and central portions but increasing cloudiness Saturday extreme north portion with rain extreme northwest coast; morning fogs at low altitudes; little change in temperature; gentle northwest wind off coast.

OREGON: Fair east and partly cloudy west portion tonight with rain northwest portion; Saturday cloudy with showers west and north portions; warmer interior northwest portion tonight; moderate to fresh southerly wind off the coast.

Mail Closing Time (Trains)
Southbound: 6:00 a. m.
Northbound: 9:30 a. m.
Southbound: 5:15 p. m.
Northbound: 8:30 p. m.

(Stages)
Alturas, Lakeview, Rocky Point and Ashland, all close 7:00 a. m.
(Airmail via Medford)
Closing time: 5:15 p. m.

Duck Hunters — Sunrise on Saturday morning, December 7, will be at 7:16 a. m.

Ladies Aid — The Ladies Aid of the First Covenant church was to meet Friday night at the church. The meeting was to be an all-hostess affair.

Postponed — The service of lights and admission planned by the Girls Friendly society of St. Paul's Episcopal church for Sunday, December 8, has been postponed until Sunday, January 5, at 4:30 o'clock, when it will be a part of a vesper service. There will be a tea in the parish hall for parents of the girls and friends.

Annual Party — The annual Christmas bazaar, luncheon and bridge party sponsored by the guild of St. Paul's Episcopal church, will be held Saturday afternoon in the parish house with luncheon scheduled for 1 o'clock. Reservations are to be made with Mrs. D. J. Rees or members of her committee. Steamed puddings, jams, jellies and preserves, with other holiday gifts, will be on sale in the various booths arranged in the parish house. Greens will also be sold during the afternoon.

Study Group — The pre-school child study group will meet at the home of Mrs. E. H. Cleever, 230 Hillside avenue, with Mrs. Roy Clark assisting, for a 1 o'clock potluck luncheon. Members will be advised what to bring, and each is asked to invite

a guest. Mrs. Ted Russell's topic will be "The Way to Good Eating Habits."

Suburban League — The Suburban league was to sponsor a pin-ochle party in the Shasta school Friday evening at 8 o'clock. Prizes were to be given at the close of cards and lunch served. The public is invited.

TILLAMOOK TUG WRECKED ON BAR

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across the bar in heavy seas about 7:30 a. m. At 7:55 a big sea carried away her wheel house and the guardsmen said she immediately went out of control, presumably losing her rudder. She was then just off the Tillamook jetty and carried swiftly into the hammering surf. She went under about 8:15, half a mile north of the bar in deep water off North Beach, leaving only about five feet of her mast above water. This disappeared about half an hour later.

Guardsmen who put out at the first sign of distress, said they did not see how any of the men could have survived.

Both lifeboats from the Tye washed up, coast guardsmen said, but eight men continued a patrol of the shore in the faint hope that survivors might have reached safety.

JURY PROBES CRASH CAUSE

CHICAGO, Dec. 6 (UP) — A "blue ribbon" coroner's jury, the civil aeronautics board, and company officials attempted to ascertain today whether man failure, weather conditions or both caused the crash Wednesday of a United Airlines "mainliner" which killed eight persons and injured eight.

The 12-ton ship, a twin-motored Douglas DC-3, crashed within two blocks of the municipal airport as it came down for a landing. Flames flared up from the wreckage of the motors but were extinguished within a few minutes.

Four passengers, the pilot and co-pilot were killed instantly. Two passengers died in a hospital early today. The ship stewardess, Miss Florence Little, 22, was not expected to survive. The other seven passengers suffered serious to critical injuries.

The six-man jury, a group of aviation experts handpicked by a special deputy coroner, viewed the wreckage late today and then continued its hearing until January 8 after receiving an eye-witness account of the crash from Policeman Thomas F. O'Hara who was in the radio control tower. He said the ship made a normal approach, making a half circle of the field.

He said the pilot answered "okay" in reply to the control operator's suggestion the landing be made on the west runway. A minute later, O'Hara said, the pilot reported he would come in on the northwest runway because of wind conditions.

Civil aeronautic inspectors centered their investigation on weather conditions at the time of the accident.

POTATOES

SAN FRANCISCO, Dec. 6 (AP-USA) — POTATOES: 1 California arrived, 16 unbroken, 30 broken cars on track; by boat 2 California arrived; market dull, almost too few sales to quote; prices same as yesterday.

LOS ANGELES, Dec. 6 (AP-USA) — POTATOES: Market about steady, 2 Idaho, 4 Oregon, 8 California arrived, 45 unbroken, 30 broken cars on track; by truck 10 California arrived; Oregon, Klamath district russets No. 1, light soil \$1.18; dark soil \$1.05.

COMMANDER OF ITALIAN ARMY RESIGNS POST

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high command. In this office he was credited with playing an important part in reorganizing Italian defenses on the Piave after the Caporetto disaster and directing the campaign which led to the final Italian victory at Vittorio Veneto.

For his services in this critical phase he received the nation's highest military decoration, the military order of Savoia.

Cavellero retired from active service after representing Italy for two years on the inter-allied military commission at Versailles. In 1925 Premier Mussolini named him undersecretary of war. He occupied this post three years, carrying out extensive reorganization of the army.

He was made a senator in 1926 and was named commander of Italian forces in East Africa in 1937, but recently had not been on active duty.

FOUR TACOMA MILLS CLOSE

SEATTLE, Dec. 6 (UP) — A wave of strikes in the Pacific northwest lumber industry today spread to Tacoma, closing four large plywood mills and boosting the unemployed total in the Puget sound region to about 8000 men.

The mills were surrounded by pickets from Everett, where a strike at the Oregon-Washington Plywood company's plant led to closure of the same firm's Tacoma operation yesterday.

Seventeen mills in Tacoma are now closed, and an estimated 4000 workmen idle there. All were lumber and sawmill workers' union (AFL) operations.

Another controversy closed the St. Paul and Tacoma Lumber company mill for a day at least. CIO employees were to stage a two-hour "stop work" period but the company instead closed the plant for the entire day.

Only mills now operating in Tacoma are three door factories and a few miscellaneous operations.

As the AFL union and a faction of the International Woodworkers of America (CIO) pressed their "united front" for industry-wide demands, Federal Conciliator E. P. Marsh sought the unions' agreement for a sliding wage scale based on lumber prices. Unionists seek a 7 1/2 cent hourly wage increase and a week's vacation with pay.

CONDUCTOR DIES, TWO INJURED IN RAILROAD WRECK

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the caboose, which was at the end of a 21-car train. It was reduced to kindling wood and twisted metal. The collision also badly damaged the car ahead.

The engine, a heavy Mallet type, was not damaged, although Zimmerman, riding in the cab, received a cut on the wrist and a bump on the head.

Trainmen believed Kluth was at work at his desk in the front end of the caboose, nearest the car ahead, and attempted to escape by way of the platform when he saw the engine approaching. His body was found between the two cars, one hand

on a ladder rail and a handrail wrapped around his midsection.

Gray, according to railroad men, was found lying on the tracks about six feet from the point of impact. It was thought he had jumped from the rear end of the caboose just in time to escape being crushed. Eek, the least seriously injured, was pinned in the wreckage but was able to walk out when debris was cleared away by rescue crews.

Track 17 is generally used for local movements inside the yards to avoid congestion on the main line, trainmen said.

The job of clearing and repairing the tracks took about three hours. Meanwhile traffic was routed by way of another track.

The southbound Klamath, scheduled to arrive here shortly after 6:30 p. m., was behind schedule and was not further detained here by the wreck. Neither were any other regular passenger trains delayed.

Kluth had been a resident of Klamath Falls for the past seven years. He is survived by his wife, Minnie Martha; one son, Robert; one daughter, Lorraine Jeanette, all of this city; his mother, Mrs. Ottilie Hesse of Germany and other relatives in Germany and this country.

He was a member of the Order of Railway Conductors, local lodge Crater Lake No. 133, also a member of the Ashland lodge of BPOE No. 944.

He went to work for the Sacramento division, Southern Pacific, on May 28, 1917. On October 30, 1920, he was promoted to conductor. He had worked out of Klamath Falls since the latter part of 1927.

CARD OF THANKS

We wish to thank our friends for their many acts of kindness and lovely floral offerings during our bereavement and loss of our beloved husband and father.

Mrs. R. R. Weinberg and family. 12-6

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