

Reporter Describes Flight Aboard British Flying Boat On North Atlantic Convoy

(Editor's Note: The following dispatch, written aboard a British flying boat far out over the north Atlantic, graphically describes how British fliers escort convoys of war materials from the United States and Canada into port, guarding against Nazi U-boats and surface raiders.)

By NED RUSSELL, United Press Correspondent

Aboard a British flying boat over the north Atlantic, Jan. 6 (UP)—This is the story of a typical night in the lives of 12 young men in the royal air force coastal command—youths who are charged with the day-and-night task of protecting Britain's overseas trade from Adolf Hitler's blockade.

These are the men who roar over the wilderness of the north Atlantic in 25-ton flying warships—the \$360,000 Sunderlands—to clear the ocean trade routes of Nazi U-boats and surface raiders and protect little clusters of ships bringing food to Britain's 45,000,000 inhabitants and material for her war machine from the United States and Canada.

I am writing this dispatch as this Sunderland flying boat pitches about above a convoy of merchantships and war vessels.

The story begins early this afternoon on the coast of Scotland. Bill, the chief pilot and captain of the Sunderland, Butch, his second pilot, and Lofty, the chief air gunner, and I were sitting around a fire after lunch wondering how we would spend the evening.

Suddenly Bill was called to the telephone. He came back and announced:

"Orders have been changed. We take off in an hour to relieve the other fellows who are coming back. We will get out there about dusk and patrol over them until after midnight and then come back home."

"It's going to be tough out there."

Nobody made any comment about that. It was just another job to be done.

We boarded the Sunderland and took off with Bill and Butch at the controls and Lofty perched behind the gun amidships, watching for German planes or submarines.

Red, the navigator, leaned over his charts. Henry, the wireless operator, tapped at his radio. His assistant, Randolph, lounged in a chair nearby. Jack and Horace "doped" the four engines. Another Bill perched behind an amidships gun opposite Lofty. Jim crouched behind the rear gun in the tail. George began preparing tea and mess and Harry manned the gun in the nose of the ship.

This was the beginning of a 14-hour flight. The din of the engines pounded incessantly in our ears. The cold became intense. I am dressed in fur-lined flying togs of boots and trousers but they don't even keep out the cold.

Hours passed. Nobody talked much. All the conversation was carried on through an intricate telephone system linking every man aboard. What talk there was was limited to the business of flying this war machine—reports on the course, the weather and radio advice from shore. We roared on toward our rendezvous with the convoy at sea.

Finally the navigator reported we were near where the convoy should be. Then the wireless operator told me:

"The convoy is about five miles ahead and a little to starboard."

Bill maneuvered the Sunderland in the swiftly falling twilight. Then he pointed to something in the water ahead. A small black shadow crept out of the dim light—the first ship of the convoy.

Then other shadows appeared. Butch seized the flash lamp and signalled:

"Hello. We are here."

There was no response from the ship.

We began the patrol, circling over and around the convoy.

It was a tedious job. Occasionally the light from the moon slipped faintly through a cloud and lit up the sea below us. We could see the ships tossing about. Once we were caught in the center of a storm for some time and visibility was nil. We lost the convoy.

But Bill and Butch wouldn't give up. They circled and cir-

led until finally we found the ships again.

Midnight came. We headed back towards Britain and as we soared along the air bumps became less by the hour until the sailing was fairly smooth. The sky was clear and studded with stars.

As we got out of the Atlantic storm zone young George sent word up from the mess:

"Would you like some hot soup and tea?"

We took it in relays and only Lofty complained. He tasted the meat and potato soup and grinned:

"What did you cook this in—petrol?"

We all laughed—the first time anybody laughed on this patrol.

HIGHWAY BODY GIVES REPORT ON 1940 WORK

SALEM, Jan. 6 (AP) — The year 1941 will see the completion of what many consider the most scenic section of the Oregon Coast highway, that extending from Arch Cape to Nehalem, the state highway commission said Saturday in a report of its activities in the year just ended.

The commission reported its income for 1940 at \$15,700,000, of which the gasoline tax provided \$11,300,000, federal aid \$2,920,000, vehicle and operator license fees \$2,900,000, motor transportation fees \$1,104,000 and miscellaneous sources \$63,000.

Principal expenditures for the year were \$7,100,000 on road and bridge construction, \$3,330,000 on maintenance, \$2,075,000 on bond retirements, \$685,000 on bond interest, \$460,000 on administration and supervision, and \$450,000 on right of way purchases.

Seven hundred fifty miles of road were surfaced during 1940, of which 37 were concrete, 434 bituminous macadam or oil mat and 279 rock. The department also graded 165 miles of right of way, built 36 bridges and five grade separations.

The state system now has 4783 miles of primary highways of which all but 125 miles are improved, and 2348 miles of secondary highways with only 295 miles not improved.

The commission reported material progress being made toward reconstruction of the Klamath Falls-Lakeview highway and construction of the new Warm Springs highway, which will cut the distance from Portland to central Oregon cities.

One of the outstanding Pacific highway projects now under way is reconstruction of the Sexton mountain section north of Grants Pass.

OREGON HIGHWAY ALLOTMENT SET

PORTLAND, Jan. 6 (AP) — A \$2,175,004 federal allotment for highway construction and grade crossing eliminations will be received by Oregon in the fiscal year beginning July 1, 1941, officials said today.

The state also will receive an additional \$96,839 from the public lands funds, W. H. Lynch, district engineer of the public roads administration, said.

The road money allocated for Oregon will include \$1,647,906 for regular federal aid work, \$288,383 for secondary or feeder roads and \$228,715 for grade crossing elimination.

500 DAYS SWEETWATER, Tex., Jan. 6 (AP) — Sweetwater's deathless traffic record passed the 500-day mark Sunday.

The last fatal accident was August 23, 1939. Sweetwater's population is 11,000.

"Knute Rockne" is coming.

NOTICE! First Federal Savings and Loan Association will hold its annual membership meeting for the purpose of electing 3 directors and transacting such other business as may come before the meeting.

WEDNESDAY, JAN. 15TH, 1941 2 P. M.—AT OUR OFFICE

FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION OF KLAMATH FALLS

On Another Front—the RAF Is on the Job in Greece



As if they didn't have enough to do at home, gallant crews of the British RAF are carrying the war to enemies on another front. "Somewhere in Greece," the pilot of an RAF bomber is shown embarking for a raid against Italian forces in Albania.

Former Mexican President Calles Says He May Return To Homeland A Quiet Citizen

By H. J. FRAWLEY

SAN DIEGO, Calif., Jan. 6 (AP)—Mexico's one-time hero and warrior-president, Gen. Plutarco Elias Calles, is going back to his native land, from which he was forced into dramatic exile in April, 1936.

The 63-year-old former chief

INSTALLATION PARTY SLATED AT REAMES

Plans are complete for the installation party to be given by the Kiwanis club at Reames Golf and Country club Tuesday evening.

A social hour is scheduled at 6:30 p. m., with dinner and dancing at 7:15 p. m. Members of the club may bring guests, it was announced.

Reservations may be made with any member of the committee including Mr. and Mrs. E. M. Igl, chairmen, Mr. and Mrs. Ed Hutschinson, or Mr. and Mrs. Keva Osterlin.

Christian Science

"God" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, January 5.

The Golden Text was, "Praise waiteth for thee, O God, in Zion; and unto thee shall the vow be performed. O thou that hearest prayer, unto thee shall all flesh come" (Ps. 65:1, 2).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "Blessed is the nation whose God is the Lord; and the people whom he hath chosen for his own inheritance" (Ps. 33:12).

The Lesson-Sermon also included the following correlative passages from the Christian Science textbook, "Science and Health with Key to the Scriptures" by Mary Baker Eddy: "Father-Mother is the name for Deity, which indicates His tender relationship to His spiritual creation. As the apostle expressed it in words which he quoted with approbation from a classic poet: 'For we are also His offspring.'" (pg. 332).

"Knute Rockne" is coming.

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INSIDE ENGLAND: British Profiting From Errors the French Made

(Editor's Note: This is the second of a series of articles giving a close-up picture of England's immediate situation, without the handicap of censorship, by William McGaffin, Associated Press correspondent who has just returned from covering the war in both France and England.)

By WILLIAM M'GAFFIN NEW YORK, Jan. 6 (AP) — One of the French stenographers in our office in Paris got so panicky when war was declared that she tossed up her job and bolted for the country.

George Angus, veteran telegrapher in our London office, got blown clean across the roof by concussion from a nearby land mine a few nights before I left town. Unhurt, he picked himself up and came back down to work as though nothing had happened.

There, in the contrast between Latin emotion and British phlegm lies part of the story of the French defeat.

In fairness to the French, it should be emphasized that their morale was pretty good throughout the entire "phony war" period. I know, because I watched it.

French Deserter The stenographer's reaction, however, was typical of how they all bleeted when the Germans pierced the extension of the Maginot line—that vaunted defense works that had been taught as "impregnable."

One of the first indications I had that military morale was cracking was that May soldier slipping in the back door of my apartment and asked for Yvonne, her husband.

He had deserted along with some 6000 other tank corps men and fled to Paris after a disastrous encounter with the Germans at Namur, Belgium.

"They told us the Belgians were up there holding the line," he said. "When we got there there was no one but Germans."

British Profit As the Germans pressed relentlessly on, the panic spread to the civilian populations. Even Josette, who kept the little bistrot below the office, managed to find a seat in one of the long string of mattress-topped cars that clogged the southbound highways so that they were often unusable for swift military transport.

It was not the fault of the French morale. They had been led by their press and politicians to believe they were sitting pretty behind the tough Maginot line. When the break came, bewilderment and frustration were the natural consequences.

The British have profited from this French mistake. British newspapers and politicians constantly take the opposite tack, warning against overcon-

HOSKING HANDLING KO MATTERS HERE

Elmer Hosking, local real estate agent who has been representative here for the Klamath Development company for several years, said Saturday that he will continue to handle the company's property until liquidation is complete.

It was revealed earlier in the week that the company is closing its operations here and may be formally dissolved.

Hosking said that some misunderstanding had resulted from the story. While he personally acquired a large number of pieces of property from the company, he also will take care of rentals and other matters having to do with property of the company decided in trust to the Wilson Title and Abstract company.

HOBBIES TO CENTER LIBRARY CLUB MEET

The January meeting of the Klamath Falls Woman's Library club is arousing interest among hobbyists who will take part in a "specialty" show scheduled for Monday, January 13, in the main auditorium of the public library.

The meeting is called for 2 o'clock, and the program chairman, Mrs. A. G. Proctor, has announced brief talks to be given by the various "specialists" on their collections, or works of art and handicraft. All residents of the city are invited to take part in the show and may receive further information by calling Mrs. Carleton W. Hornbrook, president of Library club, at 3487, or Mrs. Proctor, phone 6443.

Condensed Report of the UNITED STATES NATIONAL BANK of Portland, Oregon

SUBMITTED TO THE COMPTROLLER OF THE CURRENCY as of December 31, 1940

Table with columns for RESOURCES and LIABILITIES, listing various financial items and their values.

*Both Public and Trust Funds are secured according to law.

Klamath Falls Branch

KLAMATH FALLS, OREGON Head Office, Portland, Oregon DIRECT BRANCH OF THE UNITED STATES NATIONAL BANK OF PORTLAND Member Federal Deposit Insurance Corporation

organization. "Join the home guard and guard your home" is its slogan. That is exactly what it is intended to do. Parachutists themselves, however, were not so great a menace in France as the fear they provoked among the population. I remembered one day when the Paris police were flooded with "warnings" that parachutists were descending on the city. One woman swore she could see a man's legs dangling in front of her window. One man ran to his window and emptied his revolver into space. A weather balloon had broken and floated across town. One of the greatest advantages the British have over the French is the superiority complex bred into them from school days on. It's a bore in peacetime but it has proved a morale sustainer in war. This, I believe, is one of the big reasons for the terrific British morale. "There's always been an England—therefore there'll always be one," they say. The other reason is the way they have managed to readjust their lives to blitz conditions. It helps them take the bombs with a smile. (Tomorrow: How is labor faring in war-fraught Britain?)

FLAMES FAIL TO INTERRUPT MASS

PORTLAND, Jan. 6 (AP) — Flames which raced up the side of the altar failed to interrupt celebration of high mass at St. Father Thomas Badmois at St. Mary's Catholic cathedral yesterday.

Only a few persons left the crowded church. The first started in the manger tableau when a candle ignited dried evergreens and flames. Ushers extinguished the flames with umbrellas and water. Damage was small.

"Knute Rockne" is coming. Parachute Fear Parachute troops were a menace with which the French were inadequately prepared to cope. They hastid, improvised a shotgun army at the eleventh hour. The British have had time to perfect an elaborate home guard

FUR EVENT! Savings UP TO 50% Choose From a COMPLETE Stock! How To Relieve Bronchitis CREOMULSION FOR COUGHS, CHEST COLDS, BRONCHITIS

Rose Ann Sithin will be here all this week with a complete selection of BETTER FURS, brand new styles, all at sensationally reduced prices, to bring you the GREATEST FUR VALUES EVER OFFERED IN KLAMATH FALLS! Replacement prices on furs are 25% to 50% higher now! This is your last chance to buy at 1940 prices... BUY NOW to wear long, or lay-away till next year... Save \$50 to \$200!

Guaranteed Savings! Guaranteed Styles! Guaranteed Service! Jackets, Coats, Scarves, Better Furs... Furs for a Woman by a Woman!

HERE ARE SOME SAMPLES OF VALUES Brown Lamb Caracul. Was \$148... \$74 Mink Dyed Muskrat. Was \$169.50... \$111.50 Genuine Hudson Seal Dyed Muskrat. Was \$285... \$139.50 Persian Lamb. Was \$675... \$495 Others Priced in Proportion—Reduced 10% to 50%

NOTE: Now is the time to have your coat custom made, or your old coat restyled in the latest manner, since fur prices are still low and there is time for individual attention to detail. Take advantage of Rose Ann Sithin's knowledge of fur and design. Choose your coat from the luxurious sample skins she will have on display, and have your coat made individually for you.

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