

FAVORITISM FOR CIO HIT BY JOHN FREY

SEATTLE, Oct. 1 (AP)—Submitting his annual report, President John P. Frey told the metal trades department of the American Federation of Labor here that some representatives of the federal government have shown favor to Congress of Industrial Organizations. He mentioned names.

Frey stated some partisanship was "in connection with an effort to change the form and structure of the American trade union movement, so that it will meet the ideals and objectives of those who are not trade unionists or wage earners."

"It has been evident that such an effort was being made in recent years," he added, "for much stress has been placed on the value of the so-called industrial or vertical form of labor organization by some who have taught economics or read books intended to undermine the type of international union developed under the AFL, which is neither craft unionism or industrial unionism, but trade unionism."

Frey asserted that "the effort of federal agencies to shape the form of organization American wage earners will adopt is a menace, and perhaps a greater one than the effort of employers to do the same."

He struck at the CIO also as having endeavored to "harass our members and confuse and intimidate employers."

On communism and current war affairs, Frey said the Russians "are entitled to such support as may be given to them in defending their border."

"But," he warned, "a victory for Stalin, which would make him master of Europe, would be as disastrous to all self-governing peoples, as dictation by Hitler. . . . If we are to remain a truly American trade union movement, it must be our fixed purpose to eliminate communists from our ranks, and to continually expose their treacherous and subversive activities."

DUKE ASKS PERMIT TO SERVE AIRPORT

George W. Duke and the Black and White Cab company of this city have filed an application for permission to operate a common carrier service from Eighth and Main streets to the municipal airport.

Ormond Bean, state public utilities commissioner, has set October 7 at 9 a. m. at 134 North Fourth street as the time and place for a public hearing on Duke's application.

According to the announcement from the PUC, Duke has a taxicab permit to operate in this vicinity, but has filed a supplemental application for authority to operate as a common carrier of persons and their baggage, fixed termini over the following route:

"From Eighth and Main streets in Klamath Falls, Ore., via Main street to Sixth street; thence east on South Sixth street (Oregon state highway route No. 66) to the county road in the suburban district known as Summers lane; thence south on Summers lane to the Klamath Falls municipal airport. Alternate route from Oregon route No. 66 to the Klamath Falls municipal airport via county road known as Altamont drive."

KIWANIS GOVERNOR TO SPEAK THURSDAY

Arthur Corey of Chehalis, Wash., district governor of Kiwanis International, will speak at a special "ladies night" dinner of the local club Thursday evening at the Willard hotel.

Corey has been visiting clubs throughout Oregon. He will give a talk and show motion pictures.

Fred Southwell, president of the Kiwanis club, will preside at the dinner meeting, scheduled to start promptly at 8:30 p. m.

Kiwanians and their wives who will sit at the head table include President and Mrs. Fred Southwell, and Past Lieutenant Governors Elbert Ventch, John Houston and G. A. Massey and wives.

DENIES DISPUTE
ASTORIA, Oct. 1 (AP)—No dispute over wages or working conditions exists at the Markham and Callow Lumber company, an AFL logger, Floy Hanks, testified in circuit court yesterday.

He appeared for the company, which seeks to make permanent a temporary restraining order against picketing by CIO members.

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U. S. Plant Managers Urged To Plan Against Air Raids

SAN FRANCISCO, Oct. 1 — Managers of industrial plants and local defense authorities today were urged by Charles R. Page, regional director of civilian defense, to begin planning for protection against air raids.

Protection guides titled "Protection of Industrial Plants and Public Buildings" have been sent to the various headquarters of the OCD and defense councils.

These guides warned the nation that "even though the possibility of an enemy air attack may be remote it is essential that protective organization be developed at once to guard against the disruption of normal activities and the safety of the personnel."

OPPORTUNITIES UP IN OREGON, CLAIM

Opportunities for skilled workers, clerical and office help have increased manifold in the past two years, according to an analysis of job placements made public by Harry A. Ketterman, acting director of the state employment service.

Of the 13,189 regular jobs filled through the 23 offices of the employment service in August, 2376 were skilled craftsmen and 763 were office workers. These compare with 277 and 172 respectively for August, 1939, the last month before the outbreak of the European war.

Conversely, the demand for unskilled workers has dropped from 65 per cent of the total to 37.5 per cent. Semi-skilled placements have increased considerably, while jobs for service workers and in farming have held about even. Seasonal harvest jobs are not included in the analysis.

Since the first of the year the demand for skilled men and women has risen almost every month, while the demand for clerical help also is on the increase. Here are the figures for skilled persons: January, 785; February, 908; March, 1181; April, 1238; May, 1375; June, 1225; July, 1775; August, 2376.

With about 5000 persons in defense courses over the state at the present time and new classes constantly being organized, efforts are being made to fill the rising demand for trained workers. Training is under the direction of the state board of vocational education with several agencies cooperating, while the employment service has charge of selecting the trainees and placing them in jobs.

On these subjects are being prepared.

"In establishing this protective program," said Mr. Page, "plant managers should work in the closest cooperation with government authorities and their defense councils."

Pink Star Officer Gives Up Life to Save Sailors

By DREW MIDDLETON
REYKJAVIK, Iceland, Sept. 24 (Delayed AP)—The torpedoed master of the wooden freighter Pink Star told today a story of self-sacrificing heroism by the Canadian second officer, J. L. (Jim) Cassidy, who gave up his life so as not to overcrowd a lifeboat.

"Cassidy swam up to our only lifeboat. He saw that it was full, waved goodbye and swam away. We never saw him again," said Captain J. C. MacKenzie.

He looked around at the grim faces of some of his 23 fellow survivors of the crew of 36. No one said a word. You could hear the wind beating against the side of the Icelandic hut where this tense interview was granted.

(The state department announced Sept. 23 that the survivors, none Americans, had been landed in good shape at Reykjavik.)

(The Pink Star after the flag of Panama after the United States took her into protective custody—she formerly was the 4150-ton Danish ship Lundby—was the first ship under American control to be sunk after President Roosevelt's shoot-on-sight speech of Sept. 11.)

(The Pink Star was en route to Iceland in a Canadian convoy when she was destroyed Sept. 19, 275 miles northeast of Cape Farewell, at the southern tip of Greenland. She was armed.)

Cassidy, the hero of the Pink Star, came from New Brunswick. The master himself, the 53-year-old MacKenzie, was in the water for five hours. But his tribute was for Cassidy.

"It was the finest thing I ever saw," he said.

"Of himself, MacKenzie said, "With two life belts to keep me up and a bit of wood from a lard box to paddle with," he had managed to keep moving for three hours. Two hours before he was picked up, however, he had lost the use of the other leg and the stump of the other from the numbing cold of the water.

He chuckled when he said that the chill had no effect on his artificial leg.

"I wasn't feeling a thing in it," MacKenzie said.

Of the tense moments before the Pink Star went down, MacKenzie said:

"I could see the torpedoes coming for just minutes. I showed the ship hard aport and then they hit. Glory be, it was like the judgment of God. She seemed to be tearing to pieces. . . ."

The article gale now was whistling around the corners of the hut. Of the faces of the survivors only the master's was not set in grim hard lines. He was telling a story.

"A bit of a life raft was blown up on the bridge and the water thrown up by the explosion came up to my waist as I stood there," MacKenzie said. The explosion smashed all the lifeboats but one. Night was closing in. It was then 5:25 p. m., EST.

STEEL INDUSTRY FOR COAST EYED

The Pacific coast states are well equipped, both as to raw materials and power, for the development of their own steel production, for alloy steels, and for light metals, Ivan Bloch, chief of the Bonneville power administration's market development section, told the eighth annual convention of the American Mining Congress at San Francisco Tuesday.

"I am convinced that economically and technically further development of the western iron and steel industry is sound," Bloch said. "Already the demand for steel has developed a national deficiency in iron and steel capacity. Along

with other parts of the country but perhaps to a greater degree due to distances from major producing centers, the west is handicapped by this shortage. Insofar as the Pacific north west states are concerned, one of the many arguments advanced in opposition to the location of new iron and steel capacity has been related to the supposed poor quality of coking coals found in the region. Recent thorough investigation and experiments by reliable agencies—private and federal—have proved that coking coals in the state of Washington will produce satisfactory metallurgical coke entirely suitable for blast furnace operation."

PORTLAND, Oct. 1 (AP)—A Willamette river tugboat crew recovered the body of a man about 28 years old yesterday. A billfold which bore the name Roy Handley,

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