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The Evening Herald

ASSOCIATED PRESS

IN THE SHASTA-CASCADE WONDERLAND

UNITED PRESS

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KLAMATH FALLS, OREGON, TUESDAY, OCTOBER 7, 1941

Number 9402

WEATHER

High 51, Low 31
PRECIPITATION
24 hours to 8 a. m. Trace
Season to date Trace
Normal precipitation .23
Last year to date .00



BRIDGE FALLS INTO SHIP LANE

In The Day's News

By FRANK JENKINS

QUEBEC (city). Quaint. Picturesque. All the standard tourist adjectives apply.

One of two walled cities on the North American continent. (Mexico City is the other.) Entrance to and exit from the old city by three great gates. Sentinels pace the walls.

Streets narrow and twisting. More horse-drawn (by one horse) carts than trucks. More horse-drawn (by one horse) cabs than taxis. A strange language spoken on every hand.

Altogether satisfying.

BUT cold.

So cold that the statue of Montcalm off to one side of the Chateau Frontenac is slapping its arms about its body and blowing on its fingers.

(Or anyway ought to be.)

THEY'RE saving oil for the king's navy. And possibly a little on the side for the stockholders of the Chateau Frontenac, which is so vast that oil enough to heat it up comfortably would run a battleship for goodness knows how long.

It's only late September. And one must expect some diminution of normal comforts in war time.

But one's teeth do chatter frightfully, war or no war.

AND only two days ago, down in New England, it was hot enough to fry the oil right out of a codfish.

Autumn has its vagaries.

TOURIST dollars are obviously welcome in Quebec, and a certain restrained effort is made to ensnare them. Still, the tourist isn't carried around on a chip here as in so many places.

These French-Canadians are a level-headed lot. It might not be going too far to say that they are a hard-headed lot. They like the stranger's money, but in going after it they don't overdo the show.

As a result, one rather likes to buy things from them. Salesmanship can be overdone. The French-Canadians don't overdo it.

ONE suspects that Americans aren't immensely popular here. That impression, however, may be merely a reflection of the reserve of these people.

But it must be remembered that Canada is at war, and the names of Canadian boys are beginning to show up in the casualty lists. America hasn't yet gone to war, and obviously doesn't want to go.

Such a situation helps to take the edge off the cordiality of good neighborhood.

AMERICAN money is at a 10 per cent premium in Canada. It isn't at all necessary to buy Canadian money at the bank in order to take advantage of the difference in the exchange. Practically everywhere they take your American dollars and give you what is coming in the way of exchange premium.

Instead of allowing you a 10 per cent discount on what you buy, they take your American money, give you your change in Canadian money and pay you the exchange difference in cash. It isn't unusual, if you offer a \$10 bill or larger for a relatively (Continued on Page Two)

Looking Backward

By The Associated Press

One Year Ago Today—Germany sends troops into Rumania; seeks uninterrupted delivery of oil and gasoline.

Two Years Ago Today—Finland calls reserves to colors amid tension as Soviet Russia proposed political and economic discussion.

Twenty-five Years Ago Today—German submarine U-53 anchors at Newport, R. I., allies capture village of Sarre on Somme front.

Reds Resist New Drives

PINGER MOVES DRIVE BEHIND CENTRAL LINE

Bloody Clashes Near Crimea Told in Nazi Report

By The Associated Press

Adolf Hitler's invasion armies have launched a great new offensive on the central (Moscow) front, aiming at a knockout before winter sets in, the Russians acknowledged late today, and the entire Soviet nation is being mobilized to meet the assault.

While the Russians picture the Nazi armies as turning in toward Moscow, away from the vast flanking attacks on Leningrad in the north and the Ukraine in the south, Hitler's high command emphasized German progress on the southern front, claiming victory in a big-scale battle north of the Sea of Azov.

Reported Checked

London military quarters, however, reported that the Germans in that region had been checked with severe losses and that guns of the Soviet Black Sea fleet were heavily bombarding the invaders.

Front-line dispatches to Red Star, the Soviet army newspaper, reported a violent battle was raging on the central (Moscow) front, with Marshal Semion Timoshenko's troops striking fierce blows against German armored wedges driven into the Russian lines.

Soviet infantry, supported by tanks and aviation, were reported to have attacked heavy German troop concentrations immediately after a long march, destroyed 198 tanks and killing more than 1000 Nazis in three sectors.

Red Star said a Soviet tank battalion ambushed a Nazi tank column southeast of Kiev, the German-held Ukraine capital, and smashed seven tanks. Bloody losses were reported here, as well.

On the northern front, the red (Continued on Page Two)

Council Hears Plan to Solve Jail Problem

City councilmen last night received from the municipal budget committee a proposal for solution of the jail problem, and suggestions for fire protection surveys and studies of light and water use by city departments.

The budget committee members, who have been delving into city affairs for the last fortnight, suggested that after a jail improvement program is worked out the city fathers be asked to finance it by a special levy.

Mayor John Houston said that it is unlikely the jail can be moved outside of the city hall, where it now occupies the basement. Some plan, he said, may be worked out for improvement of the quarters within the building, but it would be impossible to construct another building without federal assistance.

Jail Merged Talked

Councilman A. H. Bussman asked about the possibility of combining city and county jails to eliminate duplication and increase efficiency. Mayor Houston said this idea had been talked over, but it involved many legal complications and while it is recognized there is a duplication of enforcement, it doesn't seem possible at this time to combine city and county work in this way. The council will apparently work on the improvement of the present jail, and a special levy for this purpose may be asked at next year's elections. The budget committee recommended a survey of fire protection needs and stated that (Continued on Page Four)



George Hopkins (above) is shown wearing his parachute gear before dropping to the top of 1280-foot Devil's tower (right) to win a \$500 wager. George was rescued Monday night after six days atop the windy, snowswept rock near Sundance, Wyo.

'CHUTIST RESCUED FROM LOFTY PERCH

Eight Climbers Bring Daring Jumper To Safety

DEVIL'S TOWER, Wyo., Oct. 7 (UP)—Grinning broadly from behind a six-day growth of beard, George Hopkins, 29-year-old daredevil Texas parachutist, last night descended to safety from 865-foot Devil's Tower on a human ladder of eight expert mountain climbers.

Searchlights played on the peak and hundreds of motorists focussed their automobile headlights on the minute figures on the side of the mountain when darkness threatened to hamper the rescue.

Hopkins appeared to have suffered no ill effects from his six days and five nights, some of them spent in the rain and snow, atop the peak and the eight mountain climbers followed him safely to the bottom.

He reached the foot of the peak at 8:20 p. m. (MST) almost four hours after he started down, dropping nimbly from one climber to the next while holding (Continued on Page Two)

Homes Destroyed

The storm first hit near Forty-third street and Kensington avenue in Kansas City, moved northeast through Fairmount and several smaller communities, and struck last in Sugar creek, nearly 10 miles from its point of origin.

Fairmount, between Kansas City and Independence, Mo., took the brunt. Hundreds of homes were destroyed and many industrial plants along the Blue river were damaged or destroyed. No estimates of property loss were available, but one plant alone, the Kay-See mills, suffered a loss of \$50,000.

Many victims were buried in the wreckage hours after the twister passed and some were near death when rescuers reached them.

Three Killed In Kansas City By Tornado

KANSAS CITY, Oct. 7 (AP)—A furious tornado, the second destructive storm to batter Kansas City in six weeks, ripped through the eastern edge of the city and suburban communities in the Blue River valley last night leaving three persons dead and at least 135 injured.

Fifty-five victims were hospitalized and 80 treated and left at the scene.

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Brakeman Killed South of Dunsuir

DUNSMUIR, Calif., Oct. 7 (AP) Burgess Burkett, Dunsuir brakeman for Southern Pacific, was killed today when he fell from the cab of a northbound freight locomotive today at Gibson, 15 miles south of Dunsuir. He struck a bridge over the Sacramento river.

Tiny Girl Survives Exposure In Eight Days of Wandering

CONWAY, N. H., Oct. 7 (AP) Found alive when she had been given up for dead, 5-year-old Pamela Hollingworth appeared in good physical condition except for frostbitten toes today after wandering alone for eight days without food in a wilderness.

The curly-haired child, weighing 45 pounds when she vanished from a family picnic September 28, was eight pounds lighter when amazed searchers heard her shout "Hi" just before dusk fell last night.

More Surprising Veteran woodsmen and medical men termed her survival even more surprising than that of Donn Fendler, Rye, N. Y., Boy Scout found alive after similarly being lost eight days

CITY OFFICERS GIVEN RAISES UNDER BUDGET

Estimate Kept Below 6 Per Cent Limit Fixed by Law

General salary raises are given city employees in the tentative Klamath Falls budget for the first half of 1942, now completed and ready for publication Wednesday. Salary boosts affect virtually all employees except the elective officers, whose pay is fixed in the charter.

However, the proposed city budget stays well within the 6 per cent limitation provided by state law. The voluntary budget for the first half of 1942 is \$68,501, whereas the statutory ceiling is \$70,535.

\$25 Raise

Salaries of the fire chief, police chief and city milk and meat inspector were upped from \$200 a month to \$225 a month. The city engineer's salary was boosted \$5 a month to \$235.

In the police department, seasoned patrolmen were given wage boosts to \$150 a month from \$145. The first sergeant's salary was raised to \$170 from \$165, and the second sergeant's pay went up from \$160 to \$165.

Firemen Raised

In the fire department, \$10 raises were given the first and second assistant chiefs, and other employees were generally raised \$5 or \$10 according to their length of service. One engineer's salary was dropped because a new man is filling the post.

Various other small salary boosts were granted in the tentative budget.

The budget-makers increased budgeted amounts for bond sinking and bond interest funds, on the basis of a half of the 1941 appropriations for these purposes.

In 1941, for instance, a total of \$50,000 was budgeted for the bond sinking fund. For the first half of 1942, the budgeted amount is \$37,500 instead of \$25,000, which is half of last year's budget.

The budget meeting for the city is set for 7:30 p. m. October 27, at the city council chambers.

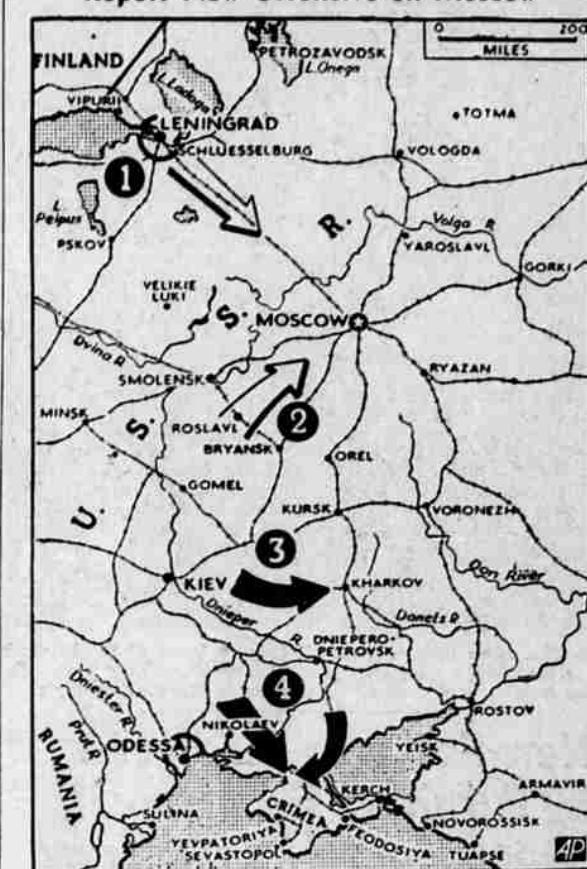
The complete budget with comparisons will appear as a legal publication in The Herald Wednesday.

State Eliminates 2-Mill Levy for School Support

SALEM, Ore., Oct. 7 (AP)—Elimination of the state two-mill property tax for support of elementary schools was announced here today by Governor Charles A. Sprague. Revenues from income and excise taxes and miscellaneous sources will be sufficient to provide funds for the period ending July 1, 1943, to meet both elementary school needs and for general state government requirements, he said.

The two-mill levy has been the only state-imposed tax returned to the counties where it was collected. Now, the state treasury will pay income tax receipts directly back to the various counties.

Report New Offensive on Moscow



Authoritative sources in London said a new German offensive on the eastern front was under way, and there was speculation that Moscow was the goal, with the attack developing especially from the Rostov area. Sectors: (1) the Leningrad area, from which Germans might thrust at Moscow; (2) the Rostov region; (3), the German drive at Kharkov; (4), the German (shaded arrow), and Russian (black arrow), drives in the Crimea area.

Car Rolls Off Algoma Grade, Derails Train

An automobile rolled off the Algoma grade early Tuesday, dislodging a big rock which in turn derailed a freight train locomotive on the Southern Pacific tracks below.

The car, registered to Harry Jackson of Chillicothe, tore out 40 feet of guard rail before it somersaulted at least 200 feet down the rocky mountainside, sending a small avalanche hurtling to the railroad tracks.

Harley Jackson, about 22, a Klamath Indian, and Tom Moore, another Indian but not a member of the Klamath tribe, were in the car but were not critically injured. Jackson received treatment at the offices of Dr. A. A. Soule here for gashes on his face and head, and Moore was treated at Klamath Valley hospital for an injured eye.

Little damage was done by the derailment, according to the Southern Pacific yardmaster's office. The locomotive, which was pulling a logging train at the time of the accident, 12:40 a. m., was re-railled in about 30 minutes.

The wrecked car teetered on the rocks above the tracks until about noon Tuesday. Southern Pacific kept a crew below on the tracks to pick up rocks and watch the poised car.

Later, the car was dragged up the hill by a wrecker outfit and brought into town on the highway.

State police heard reports that another car made a similar tumble down a canyon wall on Bly mountain, on the Lakeview highway, but no one was seriously hurt.

F. R. ASKS UNIONS TO CEASE RIVALRY

Labor Peace Vital to National Defense, Conclave Told

SEATTLE, Oct. 7 (AP)—President Roosevelt told the American Federation of Labor national convention today, that in a message read for him, "In this hour when civilization is in the balance, organizational rivalries and jurisdictional conflicts should be discarded."

"Only by united action, can we turn back the Nazi threat," the president said.

"The establishment of peace between labor organizations would be a patriotic step forward of incalculable value in the creation of true national unity."

The brief message was read by George Meany, the federation's secretary-treasurer, shortly after the second day's session of the 61st national convention began.

At its conclusion, President William Green arose and told the delegates:

"We certainly welcome the (Continued on Page Two)

Puckett to Log 8,000,000 Feet In Modoc County

Doug Puckett disclosed late Monday that he will immediately begin logging 8,000,000 feet of timber for the Pelican Bay Lumber company, with logging headquarters at Mears, which is about half way between Perez and Hackamore on the Southern Pacific in Modoc county.

Puckett said a crew of cutters will go into the woods this week and loading operations will start in about two weeks. He said he would first re-employ his old, regular employees, and then would fill out the crew with new men.

Until he is established in the logging area, Puckett will have headquarters at Tulake. His logging base will be first located just off the Alturas highway, about 25 miles beyond Tulake, and later at Mears.

Puckett has logged for the Pelican Bay company for five years. His most recent operations were at Chemult, where he logged for both Pelican Bay and Shevlin-Hixon. His logging operation has been down for about 60 days.

TWO DROWN AS FREIGHT TRAIN TAKES PLUNGE

Ore Shipping Through Great Lakes Held Up by Mishap

SAULT STE. MARIE, Mich., Oct. 7 (AP)—Collapse of one arm of a lift bridge—believed to be the largest of the bascule type in the world—brought defense vital iron ore shipping from Lake Superior ports to a temporary halt here today.

The giant span, owned by the Canadian Pacific Railroad Co., sagged beneath the weight of a loaded freight train. A locomotive and tender shot from the open end into the approach to the St. Mary's falls canal, carrying two trainmen to their deaths and effectively blocking the two largest of the Sault Ste. Marie locks which link Lakes Superior and Huron.

A wrecking train was summoned immediately, but Lieut. Col. Jules Houghtaling, intelligence officer for the Sault Ste. Marie military district estimated it would be four days before the locks would be sufficiently cleared to provide passage for fully laden ore carriers, which include some of the largest craft that navigate the lakes.

By 10:30 a. m. approximately 25 vessels—downward bound from Lake Superior with cargoes—were at anchor awaiting passage.

Military authorities said another 50 which took on their loads prior to the bridge's collapse would arrive at the entrance to the canal and locks by midnight and another 50 by midnight tomorrow.

The delay in ore movements resulting from the collapse will have little effect upon operations in the defense-rushed steel industry, shipping circles indicated today.

Cleveland steel mills have a six weeks' supply of ore on hand and only four to six days will be required to clear the channels, it was reported.

One of two great spans in the bridge collapsed as a heavily loaded Duluth, South Shore and Atlantic train started to cross from Canada. The locomotive, dragging two freight cars behind it, dropped into the river.

Two Escape Four men were riding in the locomotive. Engineer Hazen Willis and Conductor Dave Monroe, trapped in the engine cab, were drowned. Fireman Carl Zelmer and Brakeman Francis Peller climbed back up the twisted bridge girders to safety.

Suspensions of sabotage were discounted by authorities inasmuch as the bridge, which spans a vital canal through which some freighters bearing precious ore from northern Minnesota pass, has been under guard of Fort Brady troops during the defense emergency.

Soldiers at the fort were routed out of barracks and extra guards posted at the bridge which is just above the great Soo locks. Numerous vessels were forced to anchor in the river for an indefinite period.

Railway men and military authorities prepared at once to begin the tremendous task of raising the locomotive and the two cars out of the river so that vessel traffic could resume.

It would first be necessary to cut portions of the broken 165-foot span apart in order to free the other span, of similar size.

Rain was falling as the freight train—40 to 50 cars loaded with paper from the mills of Canada, pulpwood, steel rails and miscellaneous freight—proceeded out onto the bridge.

Suddenly, said Bridge Tender (Continued on Page Two)

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