

Society and Clubs

BY LOTUS KNIGHT PORTER

AIR-RAID-WARNING SERVICE WEEK TO BE OBSERVED NEXT MONDAY

Monday evening, August 2, the Roseburg filter center and the Fourth Fighter Command will celebrate air-raid warning week together with all other units in the Pacific coast, by holding a delightful entertainment at 8 o'clock at the armory. The affair is invitational and promises to be one of the largest and most delightful of the season.

Awards will be made by presenting pins to those having served 500 and 1000 hours at the filter center. The military band and entertainers from Camp Adair will furnish the evening's entertainment, which is in charge of Miss Helen Casey and her committee. Mrs. L. K. Fies is general chairman with Mrs. Ford Singleton in charge of invitations and decorations and the largest flag in the state will be on display. James Bewley is assisting the committee with decorations for the event.

Refreshments will be furnished by members of every shift at the filter center. Mrs. A. B. Taylor is general chairman of the committee. Members of the filter center and the staff of the Fourth Fighter Command are cooperating to make the event a most enjoyable affair.

PICNIC TO BE HELD BY STEADFAST CLASS

Members of the Presbyterian Steadfast class and their invited friends have been asked to enjoy a 12 o'clock luncheon Thursday at the home of Mrs. George M. Brown in West Roseburg. If the weather is inclement, the picnic luncheon will be held at the Presbyterian church. Those attending are requested to bring a covered dish and their own sandwiches.

HARRY KINNEAR IS HOST TO FRIENDS

IDLELYD, July 26.—Harry Kinnear entertained a group of friends last Saturday evening at his beautiful home above Idlelyd. Those enjoying the evening with Mr. Kinnear were: Mr. and Mrs. Phil Strader and children, Mr. and Mrs. P. K. DeShields, Mr. and Mrs. Geo. Biddle, Mr. and Mrs. Albert DeBernardi, Mr. and Mrs. Rex Miller and son, Dick, Mr. and Mrs. Pickett McMillen and Mr. Claude Foot.

RAYMOND WALLACE AND ELVA BREITENBUCKER MARRY AT VANCOUVER

Raymond Wallace and Elva Breitenbucker were married at Vancouver, Wash., July 22nd, according to word received here. Mr. Wallace was owner of the Roseburg Tannery until two months ago, when he moved to Springfield, Ore.

ROSEBURG REBEKAH LODGE TO MEET

Roseburg Rebekah lodge No. 41 will meet in regular session tonight at 8 o'clock at the I. O. O. F. hall. All members are urged to be present.

O. & C. Grant Land Office To Be Moved To Salem

PORTLAND, July 26.—(AP)—The Oregon and California grant lands administration Portland district office will be moved to Salem August 1.

Chief Forester W. H. Horning said the Forest office will handle timber sales and forest management for all O. & C. lands between the Columbia river and the Alsea and South Santiam rivers.

The new office location will reduce the mileage of personnel, Horning said.

Canada Gets Right To Export Logs To United States

WASHINGTON, July 26.—(AP)

Senator Wallgren (D-Wash.) announced through his office here he had been notified by the War Production board that a tentative agreement had been reached to permit export of some Douglas fir logs from British Columbia to the United States.

Wallgren has been urging the government to insist that Canada Permit American owners of Canadian timber to export the logs to the United States where they are needed for war production.

J. Philip Boyd, director of the lumber and lumber production division of the WPB, told Wallgren in a letter that he had just returned from Ottawa where he conferred with the Canadian timber controller. He said an agreement finally was reached to permit export of some of the Douglas fir logs.

"My proposal to the timber controller was that American owners of crown grant timber be permitted to export any Douglas fir over and above the amount they were now furnishing to the Canadian market," Boyd said. "This would mean that they would be granted export permits on any increase in production that they were able to effect above their current rate."

"This would assure the Canadians of no decrease in the amount of production which they would have for their own use and would still open up to the ingenuity of the American companies the opportunity of getting some logs across."

Boyd said the timber controller agreed in principle to the plan reserving only the question of just what the Canadian quota should be. He said the Canadian might decide the figure should be an average of several months production rather than the current production at this time.

Boyd said the controller had promised to give him a decision within a week.

Boyd said he hoped the arrangement would afford means of breaking the bottleneck that is preventing Canadian logs from entering the United States.

Closure of Alaskan Mine Blamed on WPB

ANCHORAGE, Alaska, July 27.—(AP)—Blaming the War Production board, Walter W. Stoll, general manager of the Alaska Pacific Consolidated Mining company, yesterday announced that the mine had been closed for the duration. It is the second largest quartz gold mine in Alaska.

His statement charged the WPB had prevented the company from carrying on a program for the development of scheelite and other strategic minerals on their property.

Seattle Beer Shortage Causes Tavern Closures

SEATTLE, July 27.—(AP)—Because brewery officials explained, of heavy shipments of beer to the armed forces, a beer drought has hit Seattle.

A number of taverns did not open at all yesterday and others sold only wine.

One brewery predicted the shortage would last a month or six weeks.

Motor Liability Act Changes To Be Asked

SALEM, Ore., July 27.—(AP)—Secretary of State Farrell, who returned yesterday from the east, said he probably would ask the legislature to make a few changes in the new motor vehicle financial responsibility law.

Farrell studied similar laws now in effect in New York and New Hampshire, and said the Oregon law contains some provisions which eastern states want to copy.

War Relief Fund Of 125 Million National Goal

SALEM, Ore., July 27.—More than one-half of the \$125,000,000 to be sought by the National War Fund in a nation-wide campaign next fall will be utilized for services to the armed forces, according to a detailed budget of needs of the Fund's member agencies made public by Winthrop W. Aldrich, president of the Fund, in a report to Charles A. Sprague, president of the Oregon War Chest.

The budget figures show needs

of National War Fund member agencies totalling \$125,000,000 of which \$67,672,000 are for services to armed forces, \$40,099,000 for United Nations Relief, \$3,621,000 for refugee relief, \$800,000 for administrative and campaign expenditures, and \$12,808,000 for a contingency fund to meet needs which may arise out of changing war conditions.

In addition to the \$125,000,000 to be raised for National War Fund agencies, local community chests and war funds are expected to raise at least another \$125,000,000 to meet needs on the home front, and to finance social and health services.

"The budget of the National War Fund represents long negotiations not only with representatives of member agencies but

with Government departments that are charged with certain responsibilities which have a bearing on relief undertakings in time of war," Mr. Aldrich said. "There have been conferences with the American Red Cross; with other groups whose programs are related to the needs of a suffering world; and with those who are in a position to advise as to our ability to produce the supplies requested, ship them, and see that they are distributed to those in need without in any way giving aid or comfort to the enemy."

"The budget committee has examined all requests for funds with a view to determining the extent of needed relief, whether the relief could be supplied from any other source, whether supplies to meet the need were avail-

able, whether shipping space was available, whether there was adequate supervision of distribution, whether the relief projects conformed to the strategic requirements of the United States and whether costs of distribution were at a minimum."

One in every eight deaths from heart disease in the United States is caused by syphilis.

DRIVE OUT BOWEL WORMS
Roundworms can cause real trouble inside you or your child. Watch for warning signs: fidgeting, "icky" appetite, itchy nose or mouth. If you even suspect roundworms, get JAYNE'S Vermifuge today! JAYNE'S is America's leading proprietary worm medicine: used by millions for over a century. Acts gently, yet drives out roundworms. Be sure you get JAYNE'S VERMIFUGE!



A lot can happen in 30 minutes

For example, a bomber can fly 150 miles.

AWS isn't something that can be started when the alert sounds—it's got to be on duty 24 hours a day, every day, for the duration. Shifts must be full to be efficient. **More volunteer workers are needed desperately, NOW.**

Wake Up, Roseburg It CAN Happen Here!

The AAF officers say this work is vital in Pacific Coast Defense—they should know. Sign up for a few hours a week at the local filter board or ground observation posts.

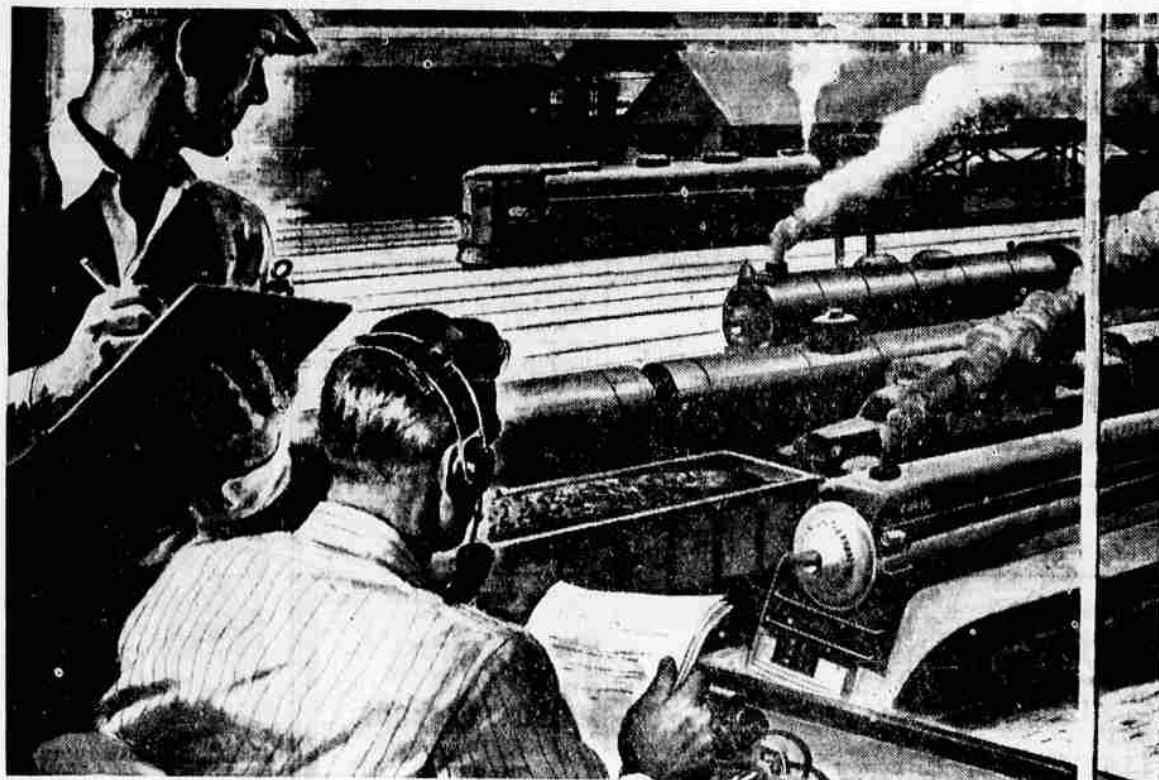
call Roseburg 288

This message is the sixth in a series sponsored by the following Roseburg merchants and professional people at the request of the IV Fighter Command.

Abraham's Department Store
Montgomery Ward
Josse Furniture Co.
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Fisher's Department Store
Roy's
Dr. E. Boring, optometrist
Mabel Lewis
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Chapman's Drug Store
Easton Grocery
Judd Furniture Co.
Goettel Variety Store

Goldies Booterie
Douglas Bank, Member of FDIC
Maddox Grocery
Carstens Furniture Company
M. Lawson, Jeweler
Morgan's Grocery
Carr's Variety Store
Dr. H. Richard Nerbas
Marshall Wells Store
The Tavern Grill, Carl Black
Bob Franks Grocery
Peterson Furniture Company
Lockwood Motors
Safeway Stores Inc.
Hansen Motor Co.

Remember AWS Week
August 1-7



"Lend-Lease" among the Railroads

For months before Pearl Harbor—as America rearmcd—U. S. railroads carried a very heavy traffic load. This load grew to unprecedented size when war came.

Our Pacific outposts had to be reinforced... men and supplies rushed to convoys... the West Coast made strong against possible invasion. So day and night the troop trains and the war freights rolled!



To SOUTHERN PACIFIC, western pioneer with more miles of line than any other U. S. carrier, was entrusted great responsibility. National security required swift, massive concentration of military strength in the West!

S. P.'s transcontinental lines converge at West Coast ports where U. S. striking power is massed for action in the Pacific.

Along our extensive network of rails, up and down the Pacific Coast, a stepped-up production of war materials is flowing to all war theaters. Daily since Pearl Harbor the pressure of war has mounted on the railroad.

In 1930 to 1941—through years of depression and low earnings—we had spent more than 195 million dollars for new equipment, additions and improvements. In the two-year period before Pearl Harbor, we ordered 64 million dollars worth of cars and locomotives.

But no foresight could make us fully equal to the war load. Some of our locomotives were still undelivered. We needed more. Other U. S. railroads recognized the

nation's need to make full use of S. P.'s strategic western track. In this emergency, a number of our brother railroads agreed to rent us locomotives.

One of our competitors furnished us with six locomotives. During one period in 1942 a total of twenty-seven locomotives from other lines saw service with S. P.

This "lend-leased" equipment, added to our own, helped keep the war trains rolling over S. P. tracks at a record clip. (But continuing shortages of manpower and equipment have forced some reductions in our service to the public.) In our turn, of course, we are doing all we can to cooperate with other lines.

Today the railroads are applying the "lend-lease" spirit to many wartime operating and traffic problems.

If another road is better able to handle a certain job, we turn it over to them (and they get the revenue involved). And other roads divert traffic to us when they are hard-pressed.

Our country needs its railroads now. It will need them always. For when the "chips are down" there's no transportation so sure and capable as the railroad offers.

S. P. is proud to work shoulder-to-shoulder with all the other railroads in this war. Working with this team of giants, we know we work toward Victory!

A. T. MERCIER, President

S.P.

The friendly Southern Pacific

Remember to buy War Bonds—regularly!