



### Oregonians Endorse Work Of Sen. Holman

Citizens Praise Results Gained For This State

PORTLAND, Ore., (Special)—The following quotations from letters are typical of hundreds received expressing appreciation of Senator Rufus C. Holman's effectiveness at the nation's capital:

"I have witnessed your fights in our own state for the Oregon National Guard, and later in the United States Senate your fearless stand for adequate appropriation for our defense forces. You have truly been a champion."

#### NEW OREGON INDUSTRY

"I hasten to extend congratulations and sincere appreciation on behalf of the people of Oregon for the splendid work you have done in securing for Oregon the alumina clay plant."

"You are doing a commendable job in protecting the interests of the Pacific Northwest as well as the war effort."

"We have been dealing for the past twelve years with Oregon senators and congressmen in Washington and never have we received such smooth cooperation and rapid handling of our every request for information and action."

"I want to congratulate you heartily on the successful outcome of your effort to obtain increased forest fire appropriations. This was a hard, fighting chance, but you took it and have won out. We are all indebted to you."

"May I express my sincere thanks to you for your interest and support given this recent deficiency appropriation bill to provide maternity care to wives of enlisted men in the armed forces."

"We take this opportunity of extending to you our thanks for your assistance which made it possible for us to secure the plate to continue packing carrots, which would otherwise have gone to waste in this locality. We had been trying for weeks without any success until we called upon you."

#### TURKEY GROWERS SAVE

"Thank you for your efforts in behalf of the turkey producers of our state, as this means a saving to them of several hundred thousand dollars."

"People like and respect you for your independent and forthright position on the vital problems that are facing the country at this time."

"It is a pleasure to know that when some emergency like this arises that we have representation back in Washington that is able to produce results."

"At this time we want to thank you on behalf of the industry and the farmers for your efforts in seeing that the irrigation equipment was included with other farm equipment." (For priorities.)

"I am sure that your resolution asking for a full and complete investigation of Federal regulations governing the distribution and sale of meat, poultry and dairy products will meet the universal approval of the growers."

#### FARM PROGRAM AIDED

"I want to express our appreciation of your great and effective help with regard to agricultural appropriations affecting the extension and research programs of the Land-Grant Colleges. Thank you for your assistance."

"Your activity in the Forest Fire Protection Appropriation is being very well received in the Pacific Northwest. You are doing yeoman service in this field. We are very appreciative of your interest in Extension matters. A number of land grant colleges have indicated their appreciation of your interest."

"It is nice to know that we have representation in Washington that understands our problems here."

Original letters containing these quotations may be seen at the "Holman for Senator Committee" headquarters, 408 Wilcox Building, Portland, Oregon.

Names of signers not published here as these were unsolicited letters written to Senator Holman during his present term.

Hear Mrs. Lee Patterson speaking on Senator Holman's stand on IMMIGRATION. KRNR—May 12—7:20 to 7:25 p. m.

Adv. Jerry Sawyer, Sec. "Holman for Senator" Com., Wilcox Bldg., Portland, Ore.

### Vets Don't Want To Live Near Japs, Officer Declares

PORTLAND, May 10.—(AP)—Lt. Col. Del C. Stannard, chief medical officer of the 41st division declared today that soldiers who contract tropical diseases will recover rapidly upon return to temperate climates.

The former Eugene doctor, who went overseas in March, 1942, said that "northwest troops, as a whole, don't have anything to worry about as far as the permanence of these Pacific illnesses are concerned."

Stannard told interviewers that northwest veterans of the Pacific do not want to find Japanese here when they come home.

"These boys who have been in contact with the Japs say, 'put them back in the middle west. If you love them so, but we don't want to live with them,'" Stannard said. "They have found in this war that the Jap cannot be trusted."

### Two Courses Seen Open to Nazis in Meeting Invasion

WASHINGTON, May 8.—(AP)—German strategy makers are expected here to face their most fateful hour of decision about a week—perhaps a day or so either way—from the time a full-scale allied invasion force hits western Europe.

Their choice, as authorities here see it, will be that of gambling for real victory by committing all they have to an effort to throw the invaders into the sea, or attempting to stabilize surrounding lines for a stalemate.

Despite the difficulties of amphibious attack, the chances for accomplishing actual landings and establishing the beachheads at reasonable cost are considered good.

The time of crisis, for the nazis as well as for Gen. Eisenhower's forces, is expected in about six or eight days when the Germans have had time to assess the power and main striking position of the allies.

Should the nazis believe it possible to smash the beachhead or beachheads completely, they may be expected to use all their strength to do it.

London dispatches apparently based on authoritative information place enemy reserve strength behind the western coast at 54 to 67 divisions. These should be able to move swiftly with or without railroads, since the Germans must have made provision against aerial destruction of their rail centers.

The same considerations that apply to the ultimate German use of land forces apply as well to their air fleet.

The best-backed opinion is that the nazis are hoarding fighter plane strength against two alternatives. If they see a change for decision while the invasion is still developing, they will throw it into action without restraint; otherwise they may seek to preserve it as long as possible as a threat, using the same "fleet in being" strategy that the Japanese now apply to their navy.

### Oaks Snap Losing Streak By Defeating Sactos

(By the Associated Press) Back on their home grounds after a seven-game losing streak at Hollywood, the Oakland Aacorns staged a seventh inning, seven-run splurge to defeat the Sacramento Solons 7 to 3, in the only Coast league game played last night.

Earl Porter, pitching for the Solons, had yielded only three hits and had a two run lead in his favor when he blew up in the seventh, walked four men and allowed a single and a double which brought a total of six runs in before was removed from the mound. One more run was scored off Billy Babbit, his relief, before the end of the inning.

**ANNOUNCEMENT**

Under New Management  
**VALLEY COFFEE SHOP**  
Valley Hotel  
**OPEN ALL NIGHT**  
Serving Short Orders after 9 p. m.  
"at prevailing prices in Roseburg."

**GIVE ME AN OPPORTUNITY TO SERVE YOU.**

**H. F. Wedekind,**  
member of Umpqua Post No. 16 American Legion.  
Past commander Veterans of Foreign Wars.

### OUT OUR WAY

By J. R. Williams



### How Nazi Threat Surrounds Sweden



Map above shows how Sweden, which finds balancing on the fence of neutrality increasingly difficult, is surrounded on all sides by the threat of German aggression.

### Decision Orders Pullman Groups To Split Holdings

PHILADELPHIA, May 8.—(AP)—A special three-judge federal court today ordered the Pullman group to give up either its railroad car manufacturing business or the furnishing of "personal service" on sleeping cars.

The court issued a final decree in an anti-trust suit filed by the government against the Pullman interest on July 12, 1940.

Under the decree there may be no "interlocking directors" among Pullman Inc., top holding corporation; the Pullman company, which furnishes "personal service" on cars, the Pullman Standard Manufacturing Co., or the Pullman Car and Manufacturing corporation of Alabama.

The decree forbids officers or directors of any one Pullman company from holding securities in any other.

Pullman was given 90 days to decide which branch of the business it will retain.

The court directed that a plan for the separation of the business be filed within a year. If the plan is not acceptable, the court itself will make a proposal, the judges said.

**FOR SHERIFF**  
**O. T. (Bud) CARTER**  
Incumbent  
Candidate for Republican Nomination

Mark your Republican ballot  
For Sheriff  
**60 X O. T. (Bud) Carter.**  
Pd. Adv.

### Postwar Program Of Flood Control O. K'd by House

WASHINGTON, May 10.—(AP)—Legislation authorizing postwar flood control work to cost \$810,000,000 went to the senate today after house approval.

In the senate, the measure goes first to the commerce committee already considering a house-approved rivers and harbors postwar authorization of \$400,000,000.

Together the bills were hailed by advocates as the first tangible step in congress toward a public works program to provide jobs after the war. Other programs are in the planning stage.

Opponents contended this was not the time to authorize huge expenditures with an unprecedented national debt going up.

The house sidetracked the states' rights issue raised by Rep. Plumley (R-Vt.), who opposed

### FOR COUNTY JUDGE



**Vote for D. N. BUSENBARK**  
Incumbent  
Candidate for Republican Nomination  
Primary Election May 19  
For County Judge  
**58 X D. N. Busenbark**  
(Pd. Adv.)

federal jurisdiction over water in states prepared to handle the problem themselves. The legislation makes no appropriation money and none of the projects would be undertaken during the war unless recommended specifically by a war agency in the national interest.

**HENRY BLACK**  
for U.S. SENATOR  
Short Term—also for delegate to the Republican National Convention on a "Buckeye" ticket. Ticket, Pd. Adv. by Henry Black, 122 S.W. 9th Ave., Portland 5, Oregon.

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Use the pictures in this ad as your guide and bring us your worn casings just as soon as the tread wears smooth. With our modern equipment, our expert "know-how" and the best recapping material we can buy, we can put new treads on your tires that will give them a new lease on life.

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Stephens and Mosher Telephone 670  
Harry B. Pinniger, Manager  
DISTRIBUTOR FOR  
**UNITED STATES RUBBER COMPANY**

**This is the 75th Anniversary of the Golden Spike**

**...but we can't take time out to celebrate**

Ordinarily we'd make quite a fuss over such an event as the 75th anniversary of America's first transcontinental railroad—of which Southern Pacific is a part. We'd have a "Diamond Jubilee," with ceremonies, celebrations, banquets and all the trimmings.

But in May, 1944, Southern Pacific people will have little time to honor the men who built the first railroad across America and drove its last spike home on May 10, 1869. We're too busy keeping the war trains rolling on our 15,000 miles of line.

The historic line that rounded the northern end of Great Salt Lake to Promontory, where the Golden Spike was driven, was replaced by the Lucin Cut-off. The old rails have long since been torn up and sent to war.

But if it were possible to send a message back through the corridors of Time, we would send the grateful thanks of a railroad at war to those determined men who conquered the Sierra 75 years ago...

...to Leland Stanford, Mark Hopkins, Charles Crocker and Collis P. Huntington, the "Big Four" who pooled their slender resources, convinced Congress that California must be linked by rail with the other United States, and pushed the railroad through in spite of heart-breaking obstacles.

...to the thousands of Chinese workmen who helped lift the line over the Sierra Nevada with nothing but wheelbarrows, picks and shovels, and black powder... who hung from the cliffs in baskets and chipped the road-bed out of solid granite. They helped build a railroad that helps China now.

...to the eight indomitable Irishmen who, on April 28, 1869, laid ten miles and 56 feet of track in a single day—a record that has never been equalled.

The railroad they built is now a vital link in America's supply lines for the war against Japan. The railroad men and women who "keep 'em rolling" today salute the men who accomplished so much with so little, 75 years ago.

**S-P**  
The friendly Southern Pacific