

Allied Invasion of Europe Launched via Coast of Normandy

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shore batteries had been "largely quelled," the underwater obstructions had proven less dangerous than feared, and the whole operation was "proceeding according to plan."

Allied planes preceded the landings with a steady 96-hour bombardment which reached its pinnacle in the hour before the troops hit the beaches.

The air attack was thrust home through cloud banks 5,000 feet high.

German Response Weak

The absence of German aerial opposition was remarked by nearly all returning fliers and correspondents. The Germans are known to have about 1,750 fighters and 500 bombers available for the western front, but it was supposed that they had chosen not to risk them in an all-out first-day battle.

German naval opposition was confined to destroyers and motor torpedo boats which headquarters said succinctly were being "dealt with." The Germans, as expected, blared on their radios all sorts of claims of vast destruction done to allied fleets and forces, but with no confirmation.

In one defiant gesture, some of the German cross-channel guns opened a sporadic fire on Dover during the afternoon.

Hitler To Try Intuition

Unconfirmed reports said Adolf Hitler was rushing to France to try his intuition against the allied operation. Presumably Field Marshals von Rundstedt and Rommel were directing the defenses from their headquarters in France.

German accounts through Sweden admitted that steady streams of allied troops were continuing to land, particularly in the vicinity of Arromanches, about midway between Le Havre and Bar-le-Duc, and that tanks were ashore



NEXT: Do you eat like a bird?

at several places. They said there was especially bitter fighting at the mouths of the Orne and Vire rivers.

The airborne troops' principal scenes of operations were placed by the Germans at Caen and Bar-le-Duc. The Germans said the American 82nd and 10th parachute divisions had landed on the Normandy peninsula, along with the American 28th and 100th airborne divisions. They said the British First and Sixth airborne divisions were operating in the Seine Bay area. The Germans complained that at some points dummy parachutists were dropped, exploding on touch.

The tenor of their accounts lent support to Prime Minister Churchill's assertion that "there already are hopes that actual tactical surprise has been attained" and that "we hope to furnish the enemy with a succession of surprises during the course of the fighting."

A superior officer at supreme headquarters said frankly he did not know yet what amount of surprise there was, but allied air forces were in control of the skies over the channel and the coast despite unfavorable flying weather.

If the Germans were correct about the locations, the Allied plan apparently was to seize Cherbourg peninsula and make Normandy the initial beachhead for a drive up the Seine valley to Paris.

It was disclosed that a number of unannounced feints had taken place in the pre-invasion period, so that the Germans would not know when the real blow was coming.

It came this morning as the climax of 96 hours of constant heavy air bombardment which reached a crescendo at H-hour.

The parachutists and glidermen went in after a personal farewell from General Eisenhower. The Germans said they landed at Caen and made deep penetrations at many points, with at least four British parachute divisions employed besides the Americans and Canadians.

Great flotillas of minesweepers led the way to the beaches for the allied ground troops, and the sweeping operation alone was described as "the largest in history."

Prime Minister Churchill told the house of commons that the parachute and glider men had made successful massed airborne landings. He said 4,000 ships and thousands of smaller landing craft took the land forces in.

The Allies have about 11,000 first line aircraft which they can draw upon as needed, he said.

Caen Said First Goal

Swedish correspondents reported from Germany that the Allies had landed at twelve points between the Orne and Vire rivers with the central assault directed at Caen, 10 miles inland and at the base of the Cherbourg peninsula. The Germans themselves called Caen the "center of gravity" of the attack.

The Stockholm paper Aftonbladet said, "the attack seems directed against the most heavily defended section of the French coast and aimed directly at Paris."

The German radio called it "a grand-style operation" both in area and numbers of troops and

German Retreat Beyond Rome Is Continuing

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main enemy troops in that sector. The Allied air forces gave the German columns no rest. In the area immediately north of Rome yesterday more than 375 of their vehicles were destroyed or damaged by fighter-bombers. Bombers meanwhile pounded northern Italy rail lines, particularly in the Po valley, four new enemy planes were destroyed and the allies lost thirteen.

King Yields Power

King Vittorio Emanuele Monday signed over all his royal powers without exception to Crown Prince Humbert, but retained for himself the designation "King of Italy and head of the House of Savoy."

The royal powers were "irrevocably" turned over to Humbert for so long as the son lives, in keeping with the king's statement on April 12 that as soon as the allies entered Rome he would retire.

Vittorio Emanuele has ruled Italy nearly 44 years.

Intersection of Street Will Be Widened

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whom the franchise was granted, to do the required surfacing.

Attorney Geddes also appeared on behalf of Carlos Page and the Interstate Tractor and Machinery company, asking for the vacation of Railroad alley in block 7 at the corner of Jackson street and Second Ave., North, where building construction is now in progress. A resolution initiating the vacation was passed, but was later recalled. The matter will be further considered after a report is received from the city engineer determining sewer locations.

Condemnation Suit Faced

A. N. Orcutt, city attorney, reported that the federal government, on behalf of the Defense Plants corporation, had filed suit against the city and the Page Lumber and Fuel company in condemnation of land required for the recently constructed spur track. The city engineer was instructed to determine whether the city of Roseburg holds title to any of the land and if so answer will be made to the suit.

A brief report on the meeting of the League of Oregon Cities in Portland recently was made by Attorney Orcutt, who, in company with Fire Chief Glenn H. Taylor, attended the sessions. A more detailed report was reserved for a later meeting of the council.

Option On Lots Given

City Councilman Percy Croft, in charge of sales of city-owned property, reported a tentative offer for eight lots in blocks 13, 17, 19, 20, Walter's addition, located in the south part of town. He reported that the prospective purchaser desires an option while determining whether he can secure FHA priorities for housing construction. The price of \$500 per lot is acceptable, he stated, in the event the priorities are obtained. The council agreed to accept \$500 for a 90-day option, the money to be applied to the purchase price if the sale is consummated.

Councilman Charles Snoddy called attention to tree branches overhanging streets and sidewalks and proposed adoption of an ordinance similar to one recently passed in Eugene requiring all trees to be trimmed to a height of 12 feet above the sidewalk and street level. Copies of the Eugene law are to be obtained and studied before the ordinance is ordered.

Mayor W. F. Harris announced the temporary appointment of O. A. Kennerly to the city police department. Kennerly is to serve, he stated, during the illness of T. W. Thomason.

The following bills were ordered paid:

Roy Agee, county clerk, 51	
ing of street plat	\$ 7.00
Herman Althaus, repairs to drinking fountain	7.53
J. M. Bartley, repairs to flusher	12.47
Arthur Boyer, services, surveying, street-sidewalk	7.50
T. J. Brown, treas., cash advanced, freight, postage	5.53
Calif.-Oregon Power Co., light-power, general	758.79
Calif.-Oregon Power Co., water, light, power, sewer plant	42.93
Coen Lumber Co., repairs, fire hydrants	18.00
Douglas Abstract Co., Ins. prems., flusher	30.55
Douglas Farm Bureau Exchange, weed killer	10.96
Eugene Concrete Pipe Products Co., sewer pipe for culvert	51.00
Howard-Cooper Corp., fire dept. supplies	1.00
Coke-Chapman Co., treasurer's record books	73.07
League of Oregon Cities, annual dues 1944-1945	98.48
Robert Darieu, repairing fire department	2.80
L. W. Metzger Co., cement for street dept.	4.70
Orchard Auto Parts, repairs flusher	9.96
A. N. Orcutt, expenses meeting at Portland	20.00
Pierce Auto Freight, freight sewer pipe	23.17

Pacific Tel. & Tel. Co., phone calls, police dept.	1.45
Quine & Co., Ins., prem. city hall	10.60
M. E. Ritter, appraisal fee, highway connection	3.00
G. V. Wimberly, same	3.00
Roseburg Electric, supplies and repairs street lights	126.50
Roseburg Lumber Co., saw dust and furnace repairs	16.23
Roseburg News - Review, publishing budget meeting	25.20
Roseburg Garbage Disposal, dispm. of dead dogs	4.00
Salem, Sand & Gravel Co., use of compressor	7.50
Southern Pacific Co., freight car asphalt	229.96
Stephens Auto Co., removing concrete from street	2.58
Sun Printing Co., office envelopes	3.50
Silver Nook Grille, meals, prisoners	21.50
Glenn H. Taylor, expenses trip Portland	24.00
Texaco Service station, servicing street truck	2.50
Umpqua Valley Hardware, supplies sewer plant	.75
Unon Oil Co., gasoline	30.06
Weston Union, telegrams police dept.	2.52
Wharton Brothers, street supplies	21.20

5th War Loan Kick-Off In Douglas Advanced

(Continued from page 1)

partment throughout the period of the campaign and some interesting contests are being arranged in Roseburg stores. Each retail clerk has been assigned an individual quota of \$300 in bond sales on a national scale.

Organization Completed

Dr. E. O. Boring, drive chairman for Douglas county, reports completion of his organization. Heading the organization is the War Finance Committee, a stand-

ing organization, with H. O. Parfeter as chairman and H. C. Berg as vice-chairman and director of payroll savings department.

Dr. Boring, chairman, and Bruce Elliott, vice chairman, head the campaign committee, assisted by an executive group with assignments to various tasks. Community leaders have been named in every section of the county and these community chairmen, in turn, are authorized to appoint their helpers. It is expected that every family in Douglas county will be solicited to buy bonds, Dr. Boring states.

"We are now nearing the most crucial period of the war effort," Boring said. "Our enemies see defeat staring them in the face. Their only hope is that we will grow tired of the war if they hold on long enough and that we will give them better terms than unconditional surrender. The American people have it within their power to give the axis our answer. An enthusiastic response to the appeal to buy bonds in this Fifth War Loan campaign will tell our enemies, better than any words could do, that we are backing the allied leaders in their demands for complete surrender. Now is our chance to show we mean business. Failure would vastly encourage our enemies. We can't let that happen."

Archie McClellan, 82, Dies at Myrtle Creek

Archie McClellan, 82, resident of Myrtle Creek, died in the Myrtle Creek hospital this morning. Born March 24, 1862, at Prince Edward Island, he had made his home at Myrtle Creek for a number of years. A son, Norton McClellan, Santa Barbara, Calif., survives. The body has been removed to the Roseburg Undertaking company parlors. Arrangements for funeral services have not been made.

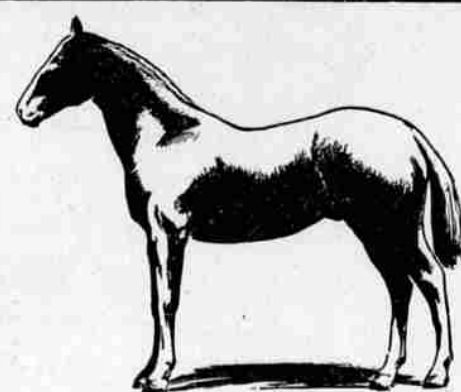
WIRE CABLE

Complete stock of steel hoisting cable. Wire cable and rope for hay derricks. Cutting parts for mowing machines.

SEE US FOR YOUR REPAIRS

"Buy Where You Own the Profits"

DOUGLAS COUNTY
Farm Bureau Co-Operative Exchange
ROSEBURG, OREGON



SPECIAL HORSE SALE

At Al's Roseburg Auction

Sunday, June 11th

Sale Starts at 1:30 p. m.

25 HEAD GOOD YOUNG SADDLE HORSES

16 HEAD OF SPOTTED HORSES

All gentle, well broke and every color of the rainbow. More spotted horses than you have ever seen at one time.

These horses will be in the stable Thursday. You can come and see them, pick a horse and ride it so that you will know what you are buying.

This will be the outstanding saddle horse sale of the season and the last this season.

If you have a horse of any kind to sell, make your consignments as early as possible. We will have a buyer for any class of horses you have.

If you don't get a saddle horse at this sale it will be your own fault. There will be a horse for everyone.

DON'T BE LATE

Al LaPan, Auctioneer Phone 486-Y



Meet Jim Blake, "retired"

The way Jim Blake figures it he's not doing anything worth writing up—he's no hero. Jim switches cars around at a big Southern Pacific terminal yard, putting trains together and taking 'em apart.

But Jim Blake's been railroading more than 30 years, and he knows a lot of answers. Recently when we've had to train thousands of new railroaders, Jim's experience has been very valuable to us.

We depend a lot on men like him to keep the war trains moving...

Late in '41 Jim Blake was ready to quit work and switch onto his pension. He and his wife had a little farm all paid for. But when the Japs struck at Pearl Harbor, Jim talked things over with his wife and they decided on a different plan.

With a lot of the young men off to war, Jim figured he'd better stick on the job for the duration. His railroad and his country might be needing him.

All this explains why Jim Blake is still a railroader. He's doing his part to help win this war as soon as possible. For Victory will bring the young men home again... and then Jim Blake can get together with his farm.

To old-timers like Jim Blake the strategic importance of Southern Pacific's 15,000 miles of line is as plain as two plus two makes four. We serve the great arc of West and

South. From Chicago, from the Pacific Northwest and the deep South, Southern Pacific routes converge at West Coast ports, bringing troops and war supplies for the war against Japan.

In addition to this heavy westbound traffic, we must move to eastern centers vast quantities of food, raw materials and industrial products of the West and South.

America's wartime transportation needs are challenging the best we railroaders have to give.

Our people work today with the same unbeatable spirit that built Southern Pacific's western link of America's first transcontinental railroad. They, along with all other American railroaders, are doing the greatest job in transportation history—and they are doing it in spite of a great shortage of manpower.

Southern Pacific and other railroads urgently need thousands of men and women to fill thousands of interesting, good-paying, essential war jobs.

S-P

The friendly Southern Pacific

LET'S BUY MORE WAR BONDS

Tune in "THE MAIN LINE," Wed., 8 p. m., KRNR