

American Supplies to Russia Include Locomotives and Rolling Stock, Planes, Trucks and United States Experts

(EDITOR'S NOTE: Clyde Farnsworth and George Tucker, Associated Press war correspondents, have transmitted the following first-hand description of the movement of war supplies to Russian by way of Iran.)

SOMEWHERE IN IRAN—(AP)—American war material is reaching Russia via the Persian corridor faster than the Russians can take it. Their warehouses and freight yards are glutted.

Accompanied by Russian officers, we inspected the soviet supply dumps deep within the Russian zone of northern Iran and found yards piled high with American war equipment still not moved to the fighting fronts because the rate of arrival has caught up with and surpassed Russian facilities.

We followed the corridor from the Persian gulf to within a few miles of the Caspian sea, visiting docks, rail centers and great assembly plants, and saw the fruits of the extensive effort that has transformed the Persian plains and plateaus into a vast conveyor belt over which move planes, tanks, armored cars, raw materials, explosives, trucks, jeeps and guns for Russian soldiers.

We saw Russian officers in shock blues and black boots, guns strapped to their hips, rub their hands and kick their heels together as Mitchell and Boston bombers, fresh from American factories, dropped out of the sky. We saw lines of tractors pulling seven-ton trailers in twisting convoys miles long carrying supplies through the ragged deficits of the Fushituk mountains to the R-d army.

We saw American locomotives pulling American rolling stock manned by experts from the Erie, New York Central, Pennsylvania and other American lines. We saw great cranes lifting locomotives out of the barges on to dockside tracks to help in movement of this mass of materials northward over hundreds of miles of difficult terrain.

We saw Americans, sweating on this delivery job without equal, struggle against the handicaps of adverse geography and climate. They are working in exhausting heat, stifling dust, knee-deep mud, snowdrifts, blizzards and driving rain in their place and season. At the same time they must combat the hazards of strange diseases in a strange land.

The full responsibility for these undertakings is on the shoulders of Major General Donald J. Connolly, lank West Pointer whose father before him was an army officer and who spent years in the Philippines, Panama, France and odd corners of the world preparing himself for just such an assignment as this, the supreme assignment of his career.

Kindly as a school superintendent, gray and the father of two

sons, Connolly is a striking figure in the riding boots and breeches which he prefers to other attire.

Operations in the Persian corridor fall into four great divisions:

One: Air
A palm-edged island is the heart of the air effort. This 45-mile-long spit of land—one of the hottest spots in the world in May, June and July—is the reception center for fighters and bombers from America.

The fighters are trucked in crated from cargo ships, assembled by the facile hands of experts and then inspected and given test flights. The bombers arrive under their own power manned by ferry pilots to whom the ocean crossing is only a workaday task.

Two: Ports
Russia can thank Yankee far-sightedness and tenacity for the mass of supplies now reaching the Red army. Originally, the Soviets rejected the idea of the Persian gulf route on the grounds that 17,000 miles of salt water between US ports and the headwaters of the Persian gulf was an extravagance of time and an invitation to ruinous losses to submarines. They preferred to rely on their great port of Murmansk.

Three: Trucks
Wheelhorse of the Persian gulf service command is Colonel Don G. Shingler, Wyoming-bred engineer out of West Point who developed the overland transport from blueprint beginnings into fleets of trucks which shuttle between gulf ports and the Russian zone.

Shingler came out from America in civilian clothes with the original mission to Iran long before the United States was in the war, and when the Russians still questioned the value of the corridor as a supply route.

Today, in an atmosphere reminiscent of Detroit, modern assembly lines are discharging trucks and armored cars at the rate of one every four minutes.

Four: Rail
The 1400-mile Transiranian railway into which abdicated Shah Riza Kahn Pahlevi poured \$80,000,000 was virtually a ready-made supply line for Russia, although the old Shah never intended it that way.

He tightened the last rail bolt when the line was completed in

1938, bought the first ticket, and took the first ride. The Coney Island curves, bridges, tunnels and imported rolling stock were like a new toy.

Americans have turned the toy of the Shah into a weapon for defense of the Union of Soviet Socialist Republics.

Scout Leader Meet Called

Carl Ashenbrenner, chairman of the Cherry City district commissioners, has called a meeting of the district scout masters' round table for tonight at 7:30 o'clock in the Rotary cabin back of Leslie junior high. Twenty-six scoutmasters are expected to attend.

Business for the session includes the zoning of the city for final cleanup in the tin salvage drive, slated May 8. Donald Lunberg will make a presentation concerning the patrol system to the scoutmasters.

Farm Labor Transportation Arranged For

Transportation for pickers during the coming harvest season has been put into the hands of Charles H. Gram, former state labor commissioner, according to announcement Tuesday. Gram will represent a number of packers and larger growers, who banded together to employ him. His territory includes Marion, Polk, Benton, Linn and Yamhill counties.

At present the number of trucks needed is unknown, hinging upon how well the platoon system, planned by the US employment service and the school authorities, will work out. The matter of production will effect the problem also, but Gram believes that the progress he has made so far in lining up transportation points toward ample supplies for the harvest season this summer.

Around Oregon

By The Associated Press

Motorists who do not get adequate gasoline from B mileage rations for driving in the course of their work may apply for allotments providing 720 miles monthly, the district OPA announced at Portland . . . The Athena pea growers association at Pendleton asked the farm security administration to provide 3000 Mexican harvesters during June and July.

The S. S. Cushman K. Davis, 174th Liberty ship launched by Oregon Shipbuilding corporation, was named for a one-time Minnesota governor . . . If recapping facilities are not available, application for replacement tires for farm tractors may now be made, the district OPA announced at Portland . . . Dr. D. M. Erb, University of Oregon president, said he would address a regional state government council at San Francisco Friday on postwar education . . .

The University of Oregon announced the ninth annual Oregon student science conference will be held there May 1 . . . Mrs. Clara Hembree, recently honored as the woman of the month by the American Association of University Women in a KOAC broadcast, died in Portland . . . The Oregon State College home economics club elected two officers from Albany — Beryl Marks as president, Margery Anderson as vice-president . . .

Funeral services were held at Moro for Margaret Whalley Peetz, 55, Sherman county assessor since 1924 . . . Dr. Howard Driggs, president of the American Pioneer Trails association, will speak Wednesday at Baker enroute to Champeog for the centennial celebration of provisional government in the Oregon territory . . .

2 Convicts Reescape Officers

MACON, Ga., April 27—(AP)—Leiland Harvey and D. C. Black, recaptured Sunday after escaping from the state penitentiary at Reidsville, Ga., 11 days ago, fought their way out of the Bibb county (Macon) jail Tuesday night with fists and pistol fire.

The two desperadoes, ring-leaders of the recent mass break of 25 convicts from the state prison, fired a single stray shot as they overpowered Jailer T. J. McCommon as he made his rounds to close up the cells for the night.

McCommon said he did not know where they got the gun. Black fired a shot at the floor and slugged McCommon. The prisoner then ran to an elevator in the outer corridor, cowed the operator with Black's pistol and forced him to take them to the jail basement. There they disappeared.

Harvey and Black were captured Sunday as they slept in a stolen car hidden in a wooded area 12 miles north of Macon.

Woman Judge Raps Youth Farm Labor

PORTLAND, Ore., April 27—(AP) Juvenile delinquency must be attacked through small community movements instead of concerted city-wide programs, Helen Gregory Hall, judge of the juvenile court at Vancouver, BC, said Tuesday.

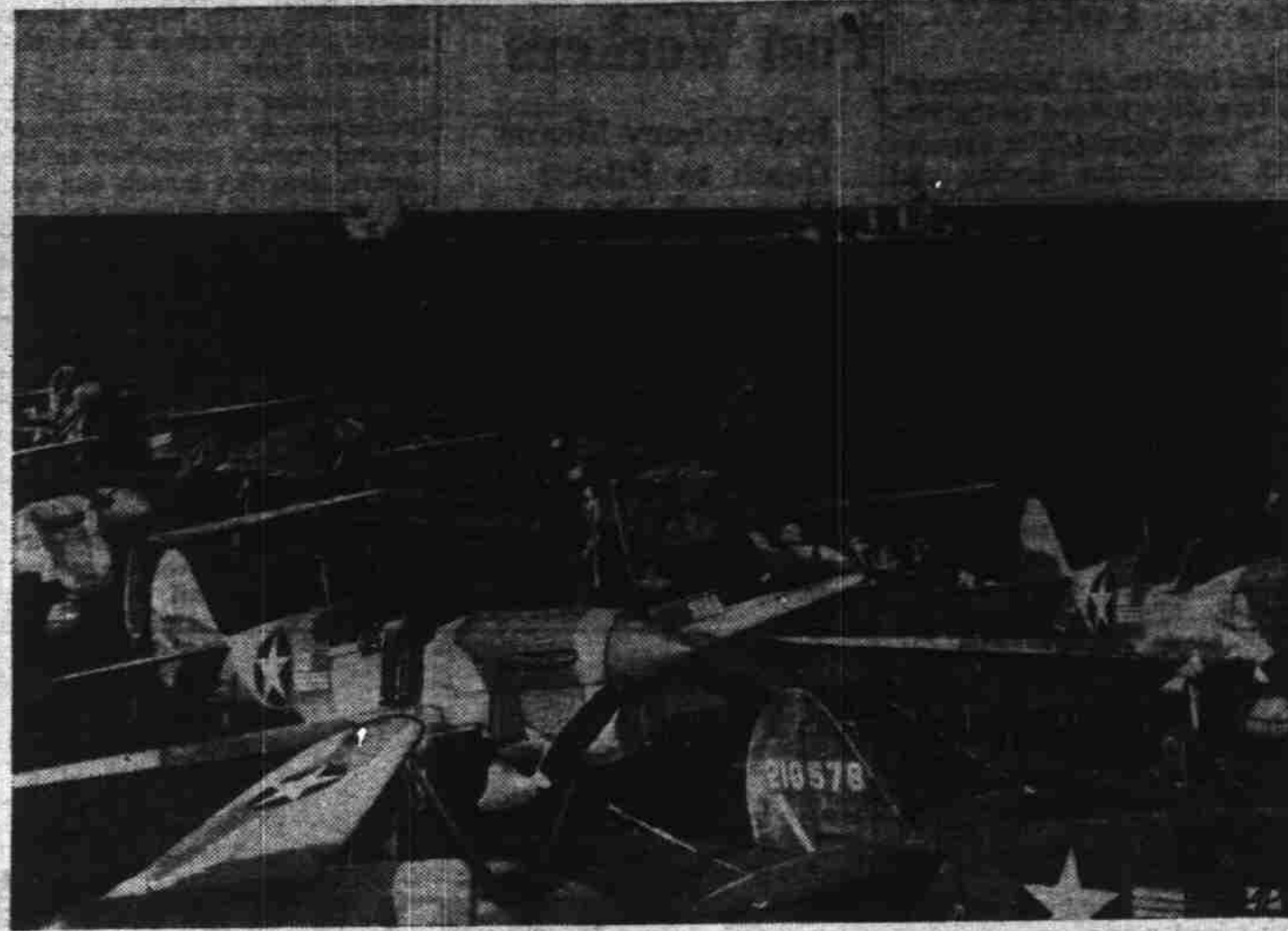
"The neighborhood house is the right idea," she said, describing Vancouver's all-family clubhouses,

as conducted in and by communities.

She condemned a campaign to provide more farm labor by closing Canadian schools early this year—a drive that also is being pressed in Oregon.

"Thousands of them never go to the farms," said the tiny white-haired magistrate. "If it's necessary that the children work in the orchards and on the farms, let them get work permits and then leave school early."

Destroyer Drops Depth Charges



TARGET PRACTICE AT SEA—Water flies into the air as a depth charge dropped by a scout plane from the carrier in the foreground hits a target towed by a destroyer.

Six Dead in Plane Crash

OAKLAND, Calif., April 27—(AP) Six men were reported burned to death and several others injured Tuesday night in the crash of a large naval transport plane in the Oakland hills.

Oakland police said ambulances from Oakland and San Leandro

had removed 10 injured to hospitals.

The big plane, believed to be from the Alameda naval air station, crashed near the Chabot golf course in the low range of hills along the east shore of San Francisco bay. The craft burst into flames.

There was no immediate announcement from the navy nor identification of the dead from other sources.

Woods Labor Call Heeded

PORTLAND, Ore., April 27—(AP) The war manpower commission's "back to the woods" order was hitting its stride Tuesday.

Emory Wodth Oregon director of the US employment service, estimated "several hundred" already have left other war jobs for the tall timber of the Pacific northwest.

Personnel officials of the three Kaiser shipyards in this area said at least 200 workers have left to resume jobs as loggers.

Ed Ross, manager of a CIO international woodworkers hiring hall reported an exodus of loggers averaging about 45 weekly since war manpower commissioner Paul V. McNutt described logging as the northwest's No. 1 manpower problem.

Employment office and union hall figures do not include others who are returning to the lumbering industry independently.

TOWANDA, ILL.,—(AP)—It's against the law for one family to own more than one dog in Towanda.

The town board announced that it will enforce strictly its town ordinance to that effect, that each family is to dispose of all but one dog, and that they must keep it at home until April 29 so all those running at large can be destroyed.

NEW YORK—(AP)—Lester Heischouer, a US sailor from Brooklyn, came on furlough unexpectedly.

The family was out, and while he was waiting a navy telegram was delivered. It said seaman Lester Heischouer was missing at sea; his ship had been torpedoed.

Thousands ask us why it's the water

Our founder, the late Leopold F. Schmidt, in 1896 chose Tumwater, near Olympia, as the site of our original plant because he found there spring water which, when analyzed by a nationally recognized brewing laboratory and tested by actual brewing, proved to be ideal.

Olympia Beer met instant favor with the public and prior to prohibition sales grew to large proportions. During these same years our management established three other breweries in Pacific Coast cities.

We put into the sales promotion and marketing of the products of these other three plants all the planning, energy and intelligence that had gone into the marketing of Olympia Beer.

We installed equipment that was like that used in the Olympia plant. We followed precisely the same methods of brewing. The same management directed the processes and used identically the same materials. In each city the best water supply available was used. We hoped that we might approach the quality of our Olympia Beer.

To our great disappointment, we found ourselves unable to produce in any of the new plants a beer of like character and comparable to that brewed at Tumwater.

The public did not accept the new brands as the equal of Olympia Beer. The sales of Olympia in the cities where the new breweries were operating showed no decrease.

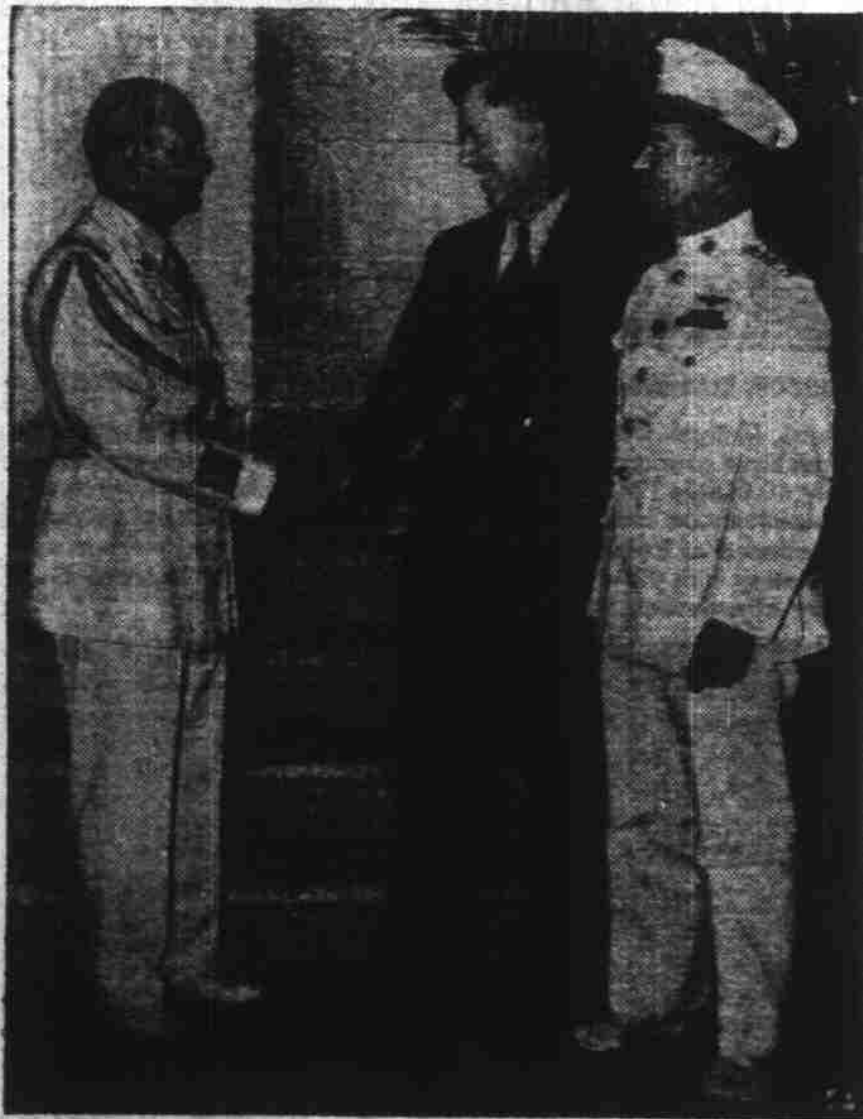
In the operation of these other Breweries we were forced to recognize that without this one essential factor—water from our famous subterranean wells—we could not duplicate Olympia Beer.

Therefore, in 1933, when we resumed the brewing of Olympia Beer, we decided to confine our operations to the one plant at Olympia, with the knowledge that "It's the Water" that makes Olympia Beer so good.

Olympia Brewing Company
Olympia, Washington, U.S.A.

By *Leopold F. Schmidt*
President and Master Brewer.

Wallace In Peru



WALLACE MEETS PERUVIAN AIDE—Vice President Wallace shakes hands with Col. Alberto Solari, aide to Peru's president, during his stopover at Lima. At right is Col. Vernon E. Hecceg, USMC, acting chief, U.S. Naval Aviation Mission to Peru.



AMERICAN TROOPS stationed in outposts in India employ the natives to carry much of their equipment through the jungle. Here's a typical scene in India from Assam lugging a case and basket containing U. S. field rations. He can carry a 60-pound pack for many miles.

Master Bottlers use only the very best of ingredients... they know you would want only the best.

AT YOUR GROCER'S
MASTER Brand
Bottled Water

"GOOD" drinking water may not be good for brewing . . .

Some of the best drinking waters are not good for brewing because of one or more of the following defects:

- Have been chlorinated.
- Contain certain mineral properties which are detrimental for brewing.

The Olympia Brewing Company's pure brewing water is free from unwanted minerals . . . yet contains other properties much desired for brewing.

- Very greatly in "hardness" or "softness" . . . consequently, in solvency.
- The Olympia Brewing Company's truly exceptional water maintains constantly a certain degree of "medium hardness" which is ideal for brewing . . . its degree of solvency is never varied by drought,

rains, or seasons, as are most surface waters.

Subject to changes in "taste" due to the seasonal growth and decay of vegetation in most "surface" waters, and to other seasonal factors.

The Olympia Brewing Company's subterranean water requires no filtering or purification because it is constant in character, composition and purity.