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NEW TYPE VIOLATOR
MEMPHIS, Tenn. — Police charged Lehman Barnes with being a hi-and-run lawn mower. Inspector Hal Allen said Barnes, driving a powered mower, slipped off a curb yesterday and struck an automobile halted by a red light. Barnes was charged with reckless driving, leaving the scene of an accident and having no driver's license.

About 90 percent of violets used for commercial purposes in the United States are grown around Rhinebeck, New York.

Disputed Portrait Real Van Gogh, Experts Rule

NEW YORK — (AP) — The United States customs service, one of the sternest art critics in the world, has decided that a disputed portrait is the real Van Gogh after all.

It was not a light decision—it cost Uncle Sam a possible \$5,000 in customs duties.

The matter came up last December after William Goetz, executive producer for Universal pictures in Hollywood, bought the picture while it was on traveling exhibition here.

Entitled "Study by Candlelight," it was a reputed self-portrait by the 19th century Dutch master, Vincent Van Gogh, and was valued at \$50,000.

But doubts were raised of the picture's authenticity by a committee of experts at the Metropolitan Museum of Art.

As a result, Goetz sent his picture abroad for study, and got verdicts from five experts in Holland and France that it was genuine.

But when he had shipped back last July, the customs held it was only a copy or imitation, and subject to the \$5,000 tax. Under the law, "original works of art," no matter how valuable, are duty free.

Goetz protested and demanded a thorough investigation.

Details were shrouded in customs secrecy, but it was revealed this week that Goetz has received a letter from the Treasury department certifying it now considers the painting authentic, and hence free of import tax.

State Tax Board Upholds G-Pass School Budget

SALEM — (AP) — The State Tax commission upheld today the entire budget of the Grants Pass school district.

The commission rejected all the points made by a group of taxpayers who asked the commission to upset the budget.

These taxpayers said that the school budget committee had improperly estimated anticipated receipts during the next year.

The taxpayers also argued that the budget improperly listed the salaries of employees in the school district clerk's office under improper headings.

The commission said that this argument is technically correct, but that it could not be used as a basis to upset the entire budget.

Log Haulers, Gas Station Owners Given Warnings

Log haulers, and truckers generally, who insist on violating the load and length limits fixed by law and outlined by the regulations of the highway commission are due to undergo continued hard times and plateless days. This in substance was what the commission reiterated as its fixed determination during the meeting at Portland September 28-29.

The commission directed that the system of persistent and general road weighing be maintained and that all those who violated the weight limits set by the commission be noted and reported back to the commission. Those violators whose violations are flagrant or frequent will then be turned into the public utilities commissioner, under formally drafted and adopted resolutions, as outlined in the court decision of Circuit Judge Rex Kimmel, accompanied by the commission's request for the cancellation of their permit.

From now forward, the commission decided, there will be no further highway improvements made in or through cities and towns until all filling stations or other similar obstructions are removed and set back at such a distance that they will not interfere with or encroach upon the street or sidewalk space as finally improved and which provide sufficient room to service the cars standing on private property.

This decision came as the result of a filling station in Port Orford which stands in the middle of a sidewalk, the owner of which refuses to remove it.

The commission directed state highway engineer Baldoek to have a list made of all existing filling stations throughout the state which are so close to the edge of the street that the cars are filled while standing on the street. Any future desired street improvement asked of the highway commission will have had luck as long as it has such a gas pump sticking its neck too close to the desired right of way.

'DRUNK' JAILED
Judge Ira B. Riddle, reported Ralph Hawkins, 38, Medford, charged with drunkenness, was committed for 10 days in the city jail in lieu of \$20 fine in Municipal Court Thursday.

Vital Statistics
Divorce Suit Filed
WEGNER — Bonnie vs. Cyrus R. Wenger. Cruel and inhuman treatment charged.

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TRIPLET FOR AIR FORCE
SPOKANE — (AP) — The triplet sons of Mr. and Mrs. C. W. Kays of Davenport, Wash., took physical examinations yesterday for enlistment in the air-force.

The 19-year-old youths, Marvin, Mervin and Melvin, have a brother Darrel, 23, in the navy. Two other brothers, Fred, 15, and Leon, 10, are still at home.

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If your discomforts are due to these causes, don't wait, try Doan's Pills, a mild diuretic. Used successfully by millions for over 50 years. While these symptoms may often otherwise occur, it's amazing how many times Doan's give happy relief—help the 15 miles of kidney tubes and filters flush out waste. Get Doan's Pills today!

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Why there is a Freight Car Shortage in Oregon

Oregon, as well as the country at large, is suffering from a freight car shortage.

The shortage inconveniences and annoys lumber shippers, and affects their pocketbooks.

The shortage inconveniences and annoys us—and it hurts our pocketbook, too.

What are the facts of the situation?

A Nationwide Problem

The car shortage is not peculiar to the state of Oregon, or to the West. It is nationwide in scope.

In spite of this shortage of freight cars—the most severe in many years—Southern Pacific achieved an all-time high in the first eight months of 1950 for the movement of freight shipments to and from Oregon.

Up to September 1, the tremendous total of 150,915 loaded cars have been shipped from Oregon points on our Portland Division. Yet during this period less than 50,000 loaded cars were hauled into this area.

Because of the great disparity between Oregon's inbound and outbound freight traffic, it is necessary for Southern Pacific to haul thousands of empty cars hundreds of miles in order to have cars available for loading with lumber and other Oregon products. In the first eight months of 1950 Southern Pacific moved nearly 100,000 empty freight cars to the Portland Division in order to give Oregon shippers their full share of cars available.

We Set a Record

Forest products, the great bulk of Oregon's outbound shipments, have accounted for 78 per cent of all freight movements on Southern Pacific rails from this state. In the first eight months of 1950 we hauled 118,175 carloads of lumber and other forest products from Oregon mills—more than ever before in any comparable period.

As the center of the lumber industry, and possessor of the nation's greatest remaining stand of timber, Oregon has seen its forestry output skyrocket in the last few years, greatly benefiting the lumber industry and the whole economy of the state. The number of mills on Southern Pacific's lines in this state has increased from 358 in 1941 to more than 700 in 1950.

Unprecedented Lumber Boom

The unprecedented increase in demand for forest products this year was unforeseen even by the lumber industry itself. A decline was

expected from 1949's high level of building. Even so, Southern Pacific maintained a surplus supply of freight cars on the Portland Division throughout the earlier months of 1950.

In the face of the national shortage of cars, Southern Pacific has concentrated on making the best possible use and distribution of all available cars. With the fine cooperation of many shippers we have greatly stepped up our miles-a-day movement of freight cars, bettering the national average by 50 percent.

This was done notwithstanding the fact that Southern Pacific is a terminal road, with all the time-consuming assembling, loading and unloading and distribution operations incident to the gathering and delivery of freight.

Our railroad's widespread and currently expanding use of diesel locomotives has been a major factor in speeding up shipments and obtaining maximum use of equipment.

The distribution of freight cars on a national basis is supervised by the Car Service Division of the Association of American Railroads. Because of the nationwide shortage of cars this is a very difficult job, but every effort is made to distribute the cars available on an equitable basis. Shippers in every area served by our lines are feeling the unfavorable effects of the car shortage. Every area thinks it is getting the short end of the deal.

28,630 New Cars

It is pertinent to point out that in the last five years we have ordered \$316,000,000 worth of rolling stock. Since the end of World War II we have purchased 28,630 freight cars, along with 350 diesel locomotives. More than 21,000 of the new freight cars are now in service, and of those remaining on order, about 500 are being delivered each month.

In addition to these large purchases, we have stepped up car repair work so that equipment needing reconditioning will be out of service as short a time as possible. In this connection, while the national ratio of freight cars undergoing or awaiting repairs is over seven percent, the ratio on SP is only four percent.

Many different factors have combined to cause and aggravate the present car shortage.

(1) An almost universal rush by both consumers and suppliers to buy or stock up against the uncertainties of the future. This has been especially true of lumber because of the record-breaking volume of building construction.

(2) The tremendous increase in new industries on the West Coast, and shift of the center of lumber production from western Washington to western Oregon.

(3) Increased production for national defense, and increased military movements due to the Korean situation.

(4) Labor controversies, both on the railroads and in other industries, which have disrupted the normal pattern of distribution and return of cars.

(5) The prevalence in industry generally of the five-day week, which results in two days a week when shippers, generally, neither load nor unload, thus reducing car movements.

(6) The effect, in some regions, of having to move the old and new grain crops at the same time.

We Suffer, too

We would like to remind our Oregon shipper friends that we have only service to sell. Thus we suffer, too, in a period of car shortages. We want to handle as many cars as we can, for we need the revenue. The shortage is not of our making, nor that of any other railroad. We are all doing our best to combat the shortage by every means within our power.

We would also like to point out that for years we have given very good freight service to Coos Bay, to the Rogue River area and to Oregon as a whole. We value the traffic and the good will of Oregon shippers. When a shipper has lumber to move and a waiting market, it is easy to understand his exasperation when he can't get enough cars. But it doesn't make sense that Southern Pacific should suddenly desire to discriminate against Oregon shippers and deprive them of cars that they need.

When transportation problems do arise, whole-hearted cooperation between shippers and railroads is the real way to solution—rather than efforts to fix the blame. Heavier loading of all kinds of freight by shippers would have the immediate effect of making more cars available. The same benefit would flow from quicker loading and unloading of cars. In great measure, it was this kind of cooperation that enabled the railroads to handle their gigantic World War II traffic load. It is this kind of teamwork that will do the most to relieve the present car shortage.

W. W. HALE, Vice President
System Freight Traffic

Southern Pacific