

THREE IN A MILLION-These triplet calves are believed the first ever born through artificial breeding, Fred Roberts of the Oregon Dairy Breeders association says. Normally triplet births occur about once in a million births, he added. Lila Abrahams is holding two of the three-day-old calves, born on the Lewis Abrahams farm at Corvallis, Ore. (AP Wirephoto)

## S. P. Co. Reports Freight Moving Record In 1950

NEW YORK — (P) — Southern Pacific Co., set an operating ef-ficiency record in moving more revenue freight in 1950, measured in ton-miles, than in any other year except the peak years of World War II, President A, T. Mer-cier reported.

Net ton - miles (one ton car-Net son - miles (one ton car-ried one mile) of revenue freight totaled 37,315,777,601, a gain of 12.7 percent over 1949. While revenue passenger - miles declined 4.4 per-cent in 1950, totaling 2,220,821,606, this traffic ran ahead of '949 dur-ing the final five months of the

Southern Pacific transportation system and solely controlled affiliates had a consolidated net income for 1950 of \$54,227,774, equal to \$13.88 a share. This compared with \$32,675,618, or \$8.66 a share, earned in 1949.

Mercier said the system's net railway operating income for 1950 amounted to a return of 4 percent on net investment in transporta**Tighter Curbs** On Credit To Fight Inflation Loom

NEW YORK — (P) — Back of today's plea to bankers and other tenders to police their loans lies a threat.

If they don't of their own ac-cord make it harder for borrowers to build up speculative inventories, the banks face almost certain governmantal attempts to regulate them further, in the name of fight-ing inflation.

One move will be to ask Con-gress to raise the ceilings on re-serve requirements—to let the Federal Reserve board tie up more of each bank's cash.

A second move, and one the banks will dislike even more, may be to put actual curbs on the total amount of loans banks may make. That would put bankers in the same sort of strait jacket as a manufacturer whose use of scarce materials is limited.

These threats come at the same time that some Federal Reserve officials are grumbing that pres-ent installment credit curbs aren't high enough yet to hold down in-

Both the installement credit Both the installement credit companies and spokesmen for banks are quick, however, to deny that their policies have had as much to do with bringing in inflation as their critics in Washington charge. The real culprit, if there is one, according to the credit men, is the buying public itself which took off on a buying spree after the Korean war started.

The rush to buy on the culf has tion properties, against 2.8 percent in the previous year.

The report showed Southern Pacific put into service during the year 95 diesel locomotives, 4,118 freight cars and 119 passenger cars. At the end of the year it had on order 46 locomotives and 5,117 freight and caboose cars. The 1950 expenditures for new rolling stock amounted to \$75,720,031.

Total assets of Southern Page

Total assets of Southern Pa-cific Co., and transportation sys-tem companies, consolidated, in-creased \$93,932,115 during the year to an aggregate \$1,854,220,865. To-tal long term debt increased by \$25,718,970, reaching \$861,799,740.

Wed., March 21, 1951 - The News-Review, Roseburg, Ore. 11

sent installment credit to \$1314 VA OFFICES TO CLOSE billion. But the president of a lead-WASHINGTON — (A) — The Veterans administration has told members of Congress it will close 72 Veterans administration contact offices before June 30. leader in this field the CIT Financial corp., says that the ratio of installment debt to personal income is around 6.5 per-The VA said the offices to be cent, while back in 1940 it was 7.2 percent. He contends this shows that the nation's financial struc-ture is in no danger from the volume of money that Americans owe on the gadgets they are us-ing. Their income is sufficient to justify it. Idaho, Lewiston

Oregon, Klamath Falls and Pen-

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The earnings of CIT last year, incidentally, were \$30,787,698, and were topped by those of only one commercial bank, the giant Bank of America, it gives an insight into how big the buying-on-time indus-

ing. Then, justify it.

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