

CLASSIFIED

Place your ad at the Student Union, main desk or at the Shack, in person or phone ext. 219, between 2 and 4 p.m. Monday-Friday.
 Rates: First insertion 4c a word; subsequent insertions, 2c per word.

FOR RENT: CHARMING reded. 3 rm. unfurn. apt. Lovely kitch. with eating area. Fine location. Priv. bath. Adults \$52.50. Ph. 4-0270 or 4-7181. 108

WANTED: Companion; long, red-haired shaggy dog. Slightly unconventional and shy. Contact H. Dee Witherspoon 5-1775 after 10 p.m. H. Dee. 108

FOR SALE: Satin wedding gown, size 18. Original cost \$100.00, will sell for \$40.00. Phone 43990. 108

FOR SALE: \$20—Zenith portable radio. Plastic case battery of house current. Originally \$46.00. 5-4257 after 6. 108

LOST: Electric razor—Remington threesome. Reward. Ph. 4-2894. 110

In 1950, there were about four passenger cars for every commercial vehicle in the United States, but the average commercial car traveled nearly four times as far as the average pleasure car. Yet there were 32,140 passenger cars involved in fatal accidents, and only 9,320 commercial cars.

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HEILIG 4-9311
 Spencer Tracy
 Joan Bennett
 Elizabeth Taylor
 "Father's Little Dividend"
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LANE 4-0431
 "West Point Story"
 with
 James Cagney, Virginia Mayo
 also
 "Three Secrets"
 with Eleanor Parker,
 Patricia Neal

McKENZIE Dial 7-2201
 Jane Powell
 Fred Astaire
 "Royal Wedding"
 Alexis Smith
 Scott Brady
 "Under Cover Girl"

VARSITY Dial 7-3407
 Pat O'Brien
 "Johnny One-Eye"
 Dan Duryea
 "The Under World Story"

CASCADE
 Drive In Theatre
 "Winchester 73"
 with
 James Stewart, Shelly Winters
 also
 "Peggy"
 with
 Diana Lynn, Charles Coburn

Gen. Gray — an Oregonian

VA Chief Finds 'Homecoming' in Willamette Valley Visit

The gravel-voiced Administrator of Veterans' Affairs was in Eugene Monday night, and the visit was like an unannounced homecoming for him.

Back in the days when the Oregon Electric and the Southern Pacific Railway lines were fighting a track-laying battle up the Willamette Valley, with San Francisco the destination, young Carl R. Gray was heading the Oregon Electric forces. His contribution was the construction of the Oregon Electric track from Salem to Eugene in 1912.

Today 62-year-old Carl R. Gray is a Major General in the United States Army and over-lord of the massive Veterans' Administration, having succeeded Gen. Omar N. Bradley to the position in November 1947. As VA administrator Gen. Gray is watchdog of the largest medical program, educational and rehabilitational systems, and insurance business in the world.

Gen. Gray, stopped overnight at the Eugene Hotel, while enroute from Seattle, where he officiated at the opening of the new VA hospital there, to San Francisco. While in Portland Monday he inspected the facilities of the Veterans' Administration there. Tuesday morning the General left by automobile for Roseburg, Medford, Klamath Falls, and San Francisco. He expects to stay on the West Coast until May 1 at which time he will return to Washington, D. C.

Estimates GI Benefits
 Gen. Gray estimated that there were still 1,500,000 veterans of World War II receiving GI educational benefits. This figure represents a drop of 500,000 since 1948.

When he stepped into his present job Gen. Gray set about streamlining what he considered to be the inefficient handling of the huge task of administering the National Service Life Insurance program operated by the VA. The former

railroad executive and veteran of two World Wars called in Franklin D'Olier, president of Prudential Life Insurance Company, to do the job. He said Monday night that as a result of his efforts the insurance program had been operating smoothly for quite some time.

"Ask Congress, they pass the bills, I just administer them," the General said when queried about possibilities of a more stringent handling of veterans affairs.

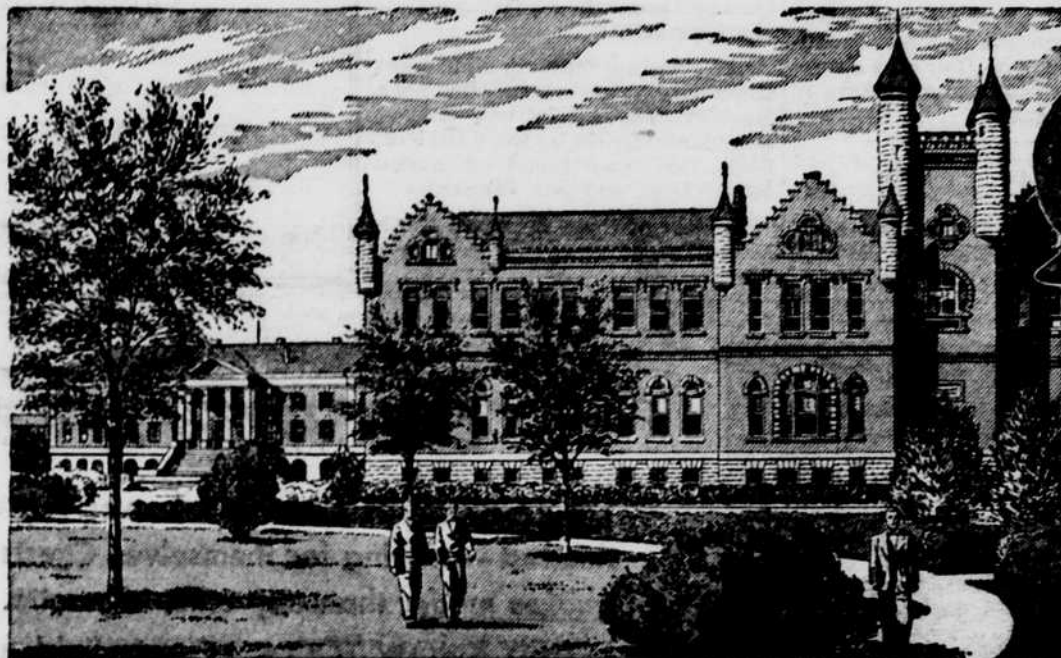
Recalls Railroad History
 The ruddy-faced military man enjoyed recalling his part in the historic Willamette Valley railroad construction race. At the time he participated in it (1911-12) he was only 23-years-old; but he left his mark on the local countryside in the form of the Oregon Electric trackage from Salem to Eugene, the railroad's single-span lift bridge over the Willamette between Harrisburg and Junction City, and the Oregon Electric depot—now

controlled by the Spokane, Portland, and Seattle Railroad (SP & S)—at Fifth and Willamette in Eugene. The general recalled that he "built the depot about 39 years ago."

According to R. V. Mills, assistant professor of English and expert on Oregon railroads, Gray was forced to build the expensive single-span lift bridge (similar to the Steel Bridge in Portland) across the Willamette when the river was declared navigable to Eugene. After the OE had built its complicated bridge the river was declared unnavigable allowing the SP to build a simpler and cheaper type bridge.

The steamer employed by Gray to haul steel to the bridge site from Portland was the last river boat to navigate the Willamette to Harrisburg.

The Oregon Electric, though no longer electric, still operates on the Portland-Eugene run.



Major Norm Hays, Oklahoma A&M, '40 -Aviation Executive, U.S. Air Force!



A native of Grove, Oklahoma, Norman Hays graduated from Grove High School in 1935. The following year he entered Oklahoma A&M, where he majored in engineering; also took public speaking.



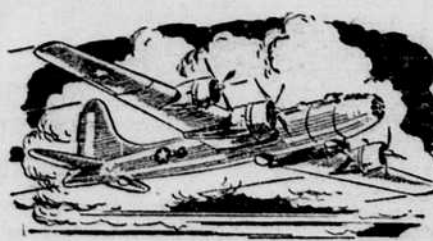
Active in national 4H Club work while in college, he helped organize its statewide activities, won a national 4H championship in Public Speaking. In 1940 he received his BS degree in engineering.



A month later he began navigator training as an Aviation Cadet. In 1941, he received his navigator's wings and a commission as Second Lieutenant . . . married his college sweetheart.



Sent to an RAF Navigation School in Canada, he graduated with the highest possible rating of Specialist. Norman served overseas for 18 months in the Aleutians, Italy and Saipan.



Accepting a regular commission after the war, he was assigned to development of navigation instruments; navigated the B-29 "Pacusan Dreamboat" on its famed Hawaii-Cairo non-stop flight in 1946.



Typical of college graduates who have found their place in the U. S. Air Force, Major Hays is Chief, Navigation Section, at Headquarters in Washington . . . with a secure career . . . a promising future.



If you are single, between the ages of 20 and 26½, with at least two years of college, consider a flying career as an officer in the U. S. Air Force. You may be able to meet the high physical and moral requirements and be selected for training. If you do not complete Aviation Cadet training, you may return to civilian life or have opportunity to train for an important officer assignment in non-flying fields.

Air Force officer procurement teams are visiting many colleges and universities to explain about these career opportunities. Watch for their arrival or get full details at your nearest Air Force Base, local recruiting station, or by writing to the Chief of Staff, U. S. Air Force, Attention: Aviation Cadet Branch, Washington 25, D. C.

U. S. AIR FORCE

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