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Washington Letter

By Harris Ellsworth, Rep. in Congress from Oregon

It may be that the flu bug bites Members of Congress harder than it does other people. In any event, I have just finished with the meanest attack of flu I have ever had. A great many people have had the flu here in Washington this winter, but I believe the epidemic has pretty much passed over now. I suppose the weather has had something to do with it. Three weeks ago, we had several days with the temperature in the 70's, followed almost immediately with a solid two weeks of temperatures in the low 20's.

Judging from the mail that I and the other Members of Congress have been receiving the past two or three weeks, the people of the country think Congress is to blame for the present wave of strikes and labor disputes. Furthermore, the people apparently think the present situation has developed because Congress failed to pass the legislation referred to as the "President's program." I even heard a representative of the CIO say, on a radio program here in Washington recently, that the Congress could have prevented the strikes if it had passed certain legislation. When the interviewer asked this CIO representative to cite specific legislation, she named the minimum wage bill and the "full employment" bill.

Quite obviously, neither the minimum wage bill nor the "full employment" bill could have had the slightest bearing on the situation, no matter when they were passed. Nor would the passage of the FEPC or the unemployment compensation bills have any effect upon the present situation. Those four bills, together with the president's recommendation that a fact-finding labor bill be passed, (which came along after the first of December) represent what is referred to as the "President's legislative program." This so-called program is not of world-shaking importance. The failure of congress to act upon it has had no effect upon the strike situation. In fact, I feel that every one of the bills embodied in the president's program is of questionable merit, and the congress might be doing the country a greater service by refusing to pass them than by accepting them.

There will shortly be brought to the floor a watered-down version of the president's request for a law providing for the fact-finding boards in labor disputes. A careful reading of the bill embodying the president's recommendation reveals that its passages would accomplish nothing basic toward the elimination of strikes. If the bill is passed as written, it will provide only that a fact-finding board will be appointed and will make a report, and that no strike can occur during a 30-day period while a board is being appointed and is making its report. The president's bill provides nothing more than that.

However, the bill is now scheduled to come on to the floor under what is called an "Open Rule," which means that it may be amended, or some other proposal may be substituted for it on the floor. In other words, due to the failure of the Administration con-

AAA Committees In All Counties Pick Practices

Oregon county AAA Committees now are selecting the practices to be offered in 1946 for assisting farmers in, each county with soil and water conservation work, reports R. B. Taylor, chairman of the state AAA committee. This local control is designed to give the best adapted program for each county.

From the state handbook of 36 practices, committees are picking the projects which will contribute the most toward conservation in each county. County allocations of funds again will limit the amount of assistance available to farmers in each county for carrying out approved practices.

Six new practices are included in the state list for 1946. Two green manure practices have been added—summer grown legumes turned under in the fall, and red alsike clover green manure. Another new practice provides for hauling on and spreading straw to prevent winter erosion. Establishing a stand of perennial bromegrass on steep slopes subject to erosion also will qualify for payment for the first time this year. Planting forest trees and clearing land for pasture are other additions to the 1946 handbook.

Practices offered last year which have been dropped for 1946, include destruction of plants on grazing land, pasture improvement, mowing weeds in pastures, rodent control, fire breaks, renovation of native hay meadows, and clearing land for tillage.

Payment rates and specifications have been changed for some of the old practices continued in 1946, but for the most part the program is substantially the same, Taylor said. County handbooks will be mailed to all farmers, giving each an opportunity to become familiar with the practices offered in his county before making his conservation plans for the year.

MOSBY CREEK

The Get-together club met all day Thursday with Mrs. Ada Overton. Pollyanna names were drawn and officers were elected for the coming year. Mrs. Harry Castle, president, Mrs. Burnice Conn, vice president, and Mrs. Ada Overton, secretary-treasurer. The next meeting will be with Mrs. Ruth Patten.

Mr. and Mrs. Charlie Peterson and Mr. and Mrs. Fred Overton spent the week end at the coast where Mr. and Mrs. Overton are building a cottage on their property at Heceta Beach.

Mr. and Mrs. Lester Rearrick spent the week end at the Basil Denham home in Cottage Grove and they all attended the wrestling match in Eugene Saturday night. Allen Rearrick visited with his grandparents, Mr. and Mrs. Harry Castle.

Leon Lancaster, T-5, called his mother, Mrs. Harry Castle, Sunday night from Eugene. He has just returned from New Caledonia and is on his way to Ft. Lewis for his discharge.

Mr. and Mrs. Bob Siedel and daughter are visiting at the home of his sister, Mrs. Glenn Roby. Mr. Siedel has been discharged from the army and expects to make his home around Blue, Mt.

Several young folks had a party and get-together Saturday night at the Lee Dugan home. Those present were: George Dugan and Mr. and Mrs. Alvin Dugan, Junior and Donald Dugan, Mr. and Mrs.

Ivan Patten and Martha Arnold of Cottage Grove, Evard Noble of Eugene and Mr. and Mrs. Lee Dugan of Portland, also Bernice Patten of Walden. All of the young men and Martha Arnold and Burnice Patten had all been in the service.

Mrs. Lee Dugan and Doris Black of Walden, Miss Millie Dugan of Cottage Grove, Mrs. May

Noble of Eugene spent several days last week in Portland. Mr. and Mrs. George Foster of Thornton Corners were callers Sunday evening at the Harry Castle home.

Sure, and it's too bad that Murphy had to die in his sleep. Now, he'll never find it out in this world.

Removes Mildew Stains
Old mildew stains on white cotton and linen materials may be taken out with chlorine bleach or javelle water, but use it only as directed on the container.

The strength of a nation, especially of a republican nation, is in the intelligent and well-ordered homes of the people.

BENEFIT BASKETBALL

FOR MARCH OF DIMES FUND

Saturday, February 2

HIGH SCHOOL GYM

Corvallis vs. Cottage Grove

A & B Squads--First Game Starts at 6:45 P. M.

LIONS vs. FACULTY, a short game packed with thrills, spills, chills

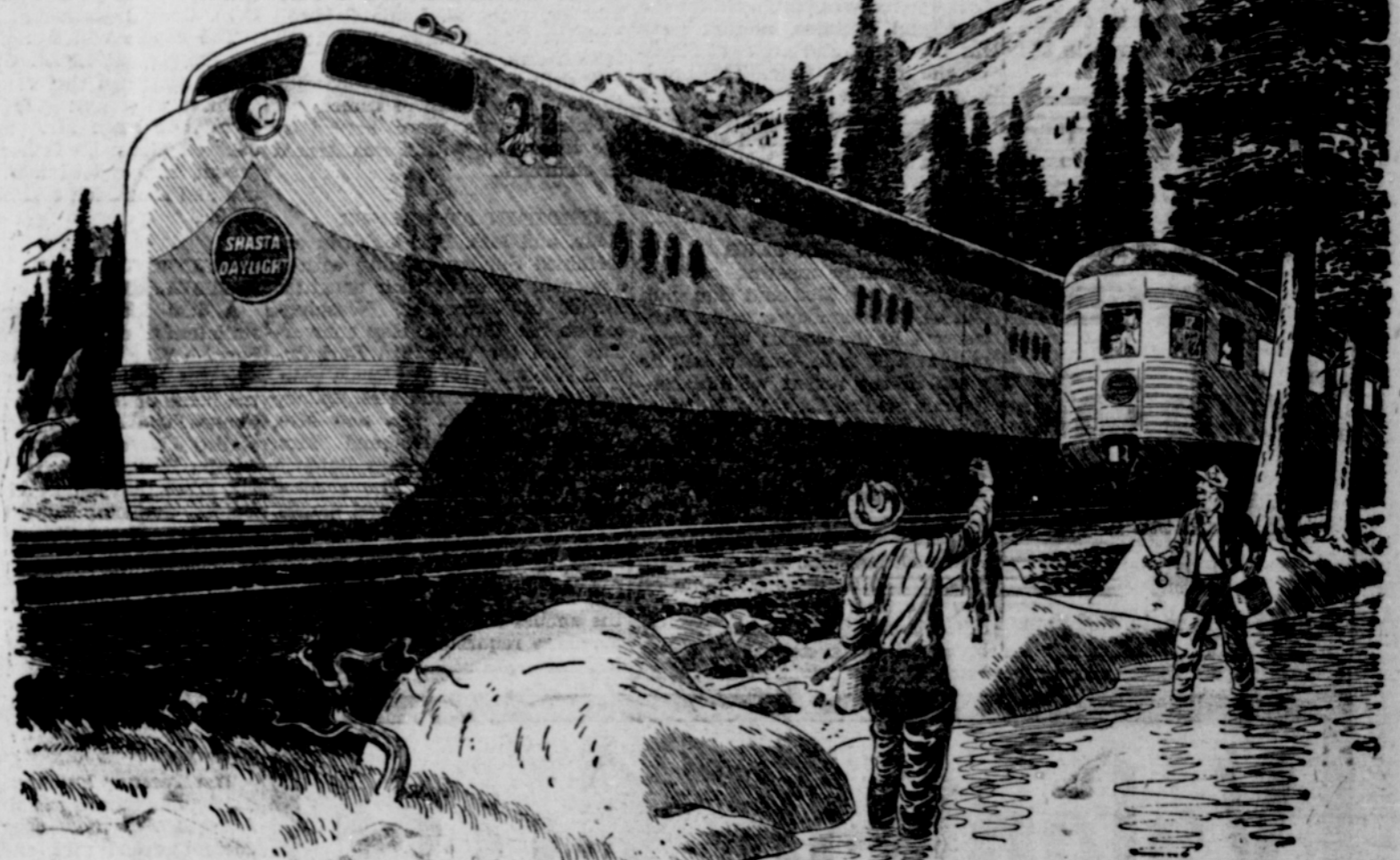
EVERYBODY WELCOME



Southern Pacific is happy to announce that plans are under way for the

SHASTA DAYLIGHTS

between Portland and San Francisco



Two brand new custom-built streamlined trains for daily daylight service; CASCADE will be streamlined!

THIS IS IT! This is the announcement we had to postpone through four long years of war.

We are happy to tell our friends in Oregon that plans are under way for the first streamliners in Southern Pacific's postwar program—the *Shasta Daylights*. We promise you that we will spare no expense to make these the finest and most luxurious streamlined coach trains ever constructed—Oregon's Own Trains!

Leaving Portland and San Francisco in the morning and arriving in the late evening, the *Shasta Daylights* will speed daily in each direction over Southern Pacific's Cascade Line.

Bus service from Roseburg will connect at Eugene with the *Shasta Daylights* to and from San Francisco and Portland. Overnight train service between Roseburg and Portland will be continued.

Each seat on the *Shasta Daylights* will have its own individual window, and these windows will be of unique design—much taller than the windows on any other train.

Aboard the *Shasta Daylights*, travelers from all over the world will enjoy a close-up grandstand view of the wonders of Oregon. The trains will, we think, be a fine advertisement for the state.

With our companion *Daylights* between San Francisco and Los Angeles, the *Shasta Daylights* will enable tourists to see almost the entire Pacific Coast in the traditional comfort and luxury of these famous streamliners created by Southern Pacific.

Fast, powerful diesel-electric locomotives will smoothly pull the *Shasta Daylights*. The exteriors will

be brilliantly streamlined in red, orange and black. The interior color schemes will be inspired by the soft blues, greens and browns of Oregon's lakes, rivers and forests. The *Shasta Daylights* will have every modern refinement in comfort and service that we and the builders can conceive. Above all, they will be safe, solidly built and dependable.

We have given our ideas to the designers of the car building companies, who are now working out the details and technical specifications. As soon as bids are received, we will place orders for actual construction of the *Shasta Daylights* for delivery, we expect, before the end of the year.

A faster streamlined CASCADE

Our plans include streamlining the *Cascade*, making it a de luxe overnight sleeping car train between Portland and San Francisco. Based on designs now being worked out, orders will be placed for triple unit articulated cars for the *Cascade*—each unit consisting of a lounge car, a dining car and a kitchen car. (If you have ridden our famous *Lark* between San Francisco and Los Angeles you know how stunningly beautiful these three-car units are. The dining car and lounge are one continuous room 131 feet long, with no partition between the cars. They are the only cars of this kind in America.)

As fast as the manufacturers can deliver new streamlined sleeping cars they will be placed in service on the *Cascade*. This, we hope, will be early in 1947. The *Cascade*, as well as other trains, will be speeded up as soon as the present heavy traffic load eases, and before we receive the new equipment.

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with a

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Guaranteed to Write 2 Years Without Refilling

Doesn't leak anywhere at any time Will write under water

\$12.50

Buy them at KEM'S of course.

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Hundreds of them, for all ages. The largest assortment we've ever shown, and they are beauties 1c to 50c

Valentine Gift Box of Gales Chocolates for that special Valentine ... \$1.10 to \$3.75

KEM'S for DRUGS

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