

Over 1700 Freight Car Delivered To Southern Pacific Railway In August

No Equipment Manufactured During War, Will Help Company Move its Freight

More than 1700 new freight cars were delivered to Southern Pacific in August, an important boost toward relieving the nationwide car shortage, A. T. Mercier, Pres. of the railroad, reported today.

Virtually all rail car construction was banned by the Government during the war, it was pointed out, and since V-J Day building of new equipment has been further delayed by material shortages and reconversion difficulties of manufacturers.

Deliveries of new freight cars to Southern Pacific in August were the heaviest to date, comparing with only 425 new cars delivered in July, Mr. Mercier said. Prior to July the railroad had received only 150 of the more than 4,000 new cars it had ordered a year or more earlier.

Since December, 1944, the railroad has ordered or authorized purchase of more than 10,000 new cars for freight service, including 5,000 new refrigerator cars for Pacific Fruit Express Company, of which Southern Pacific is half owner.

A total of 4,050 new freight train cars are scheduled to be in service by the end of this year, Mr. Mercier said, and deliveries of the other 6,000 are expected in substantial quantities earlier next year.

The shortage of railroad cars is nationwide, part of the general postwar picture includes automobiles, refrigerators, nylons and practically all other manufactured items, it was pointed out each class of shipper has felt the pinch—farmers, lumbermen, manufacturers—and it has not been confined to any one part of the country. In western territory the demand for peacetime transportation has been greatly increased by the tremendous war-born growth of industry, the bumper crops and a gain of almost three millions in a population in five years.

A variety of factors have combined, it was stated, to cause the freight car shortage:

1. Many cars wore out under the war traffic and could not be replaced at that time, nor has it been possible to replace them since the war ended.

2. Shippers have relaxed in many cases from their wartime effort to load cars to capacity.

3. Most industries have returned to a five-day week, which means that many freight cars stand idle over the weekends on shippers' sidings.

Manpower shortages have further aggravated the freight car shortage according to Mr. Mercier.

"For example," he said, "because of an insufficient force of skilled mechanics in our shops, a higher percentage of locomotives are now out of service for repair than during the war. There is also a shortage of men to repair freight cars."

Contributing to the transportation problem in the west, Mr. Mercier emphasized, is the fact that this part of the country has developed faster than any other section in recent years.

"Population has mushroomed," he said. "New industries have come. Farm crops, this year especially, are setting all-time records, and the biggest job of western rail lines is hauling crops to distant markets."

"Then, too, the traffic flow has again become predominantly east-bound, whereas during the war it was greater westbound. At present, westbound traffic received from connecting lines is 30 to 40 per cent less than a year ago, substantially reducing cars available for eastbound shipments, which are now as great or greater than the war-time volume."

"As with industry generally, the railroads during the war concentrated on military business which, car for car, could be handled with less work because whole trainloads went to government installations. Cars handled now are divided among many industries."

"Reconversion problems," he continued, are common to all industry, and the change from wartime operations to peacetime has affected the entire national economy and production machinery. This is also true of transportation, and until it is possible to get more new freight cars and sufficient manpower to keep present rolling stock in constant repair, the purchaser of railroad service may be confronted with the same shortages that he encounters in all other lines of goods and services."

Fertilizer Tips

By Robert Sloan

SUBSOILING

There has been so much emphasis on shallow soil treatment, the folly of deep plowing, the wisdom of mere harrowing and discing, that the wider public may imagine that an evolution has taken place. This is not so. The majority, the overwhelming majority of farmers plow because they need to plow. Under certain conditions of summer dryness it has often happened in the past that year in and year out the plow went over the land in the same direction at the same depth. What water seeps down comes to a temporary halt at the plow sole, the foot of the furrows. There the water deposits some minerals from the top soil and gradually seeps further. Over a period of years, the plow sole becomes cemented by the fine particles washed down to it, and the connection between top soil and sub soil is broken.

Such a formation is called a plow pan or a hard pan. Naturally, it keeps the water and roots from penetrating to lower levels. If there be a plow pan, the nu-

trients below the plow sole are lost to crops because their roots cannot get down. As a result, the plants are weaker and, should a drought hit, become very hard hit. When there is a rain, the small amount of top soil, after all just about 8 or 9 inches of plowed ground, becomes soaked and water stands there. Much of the water is washed off and takes soil along.

The soil should be enriched organically so that it can hold and absorb more water with out becoming a muddy mass or a concrete slab when baked by the sun.

In addition, if a plow pan exists, there is a need for connecting the subsoil and top soil in order to allow free circulation. Then start anew.

Subsoil attachments vary according to conditions and depths required. You go two inches deeper and you need not double the power that one inch require, but four times the power. Thus subsoiling must be well planned according to power equipment.

Critical Days Face Forest, Says Nance

"Special care with fire should be exercised," said Marion Nance, district ranger to the Pilot this week, while authorizing the ad-

vertisement paid for by the Chetco Rod & Gun Club and E. E. Hanscam placed in this issue of the Pilot, "by any one going into the mountains from now until the fall rains actually begin."

"Due to extremely dry fuels, more highly inflammable than ever after the first light September rains, late summer and early fall are most hazardous periods of our fire season."

"This is the time of the year when special fire weather forecasts are sent out (only, however, when conditions become quite critical). These predict increasing east winds and humidities below 25%. Woods operations are required to shut down when the relative humidity is 30% or lower, and everyone should be exceedingly careful when smoking or building a campfire—or when starting a fire for any purpose. So, when we combine summer's accumulated dryness and the effect of the late summer and early fall light rains with a special weather forecast, we really have an extremely dangerous period ahead," Nance concluded.

In the last several issues of the Pilot, advertisements have been placed by various concerns to draw attention to the forest.

New Mexico Couple Leased Metler Bulb Farm

Mr. and Mrs. Peder Sandbeck of Santa Fe, New Mexico, were in the area last week, looking for a location, have leased Larry Metler bulb farm in Harbor district and will take immediate possession, Larry Metler told the Pilot, Monday.

The Sandbecks, for some time residents of the Santa Fe area, were in the real estate business before coming to Oregon.

Larry Metler and his wife, Ward Metler, will leave for Medford where they will operate a wholesale lumber company, sell exclusively sash and stocks.

Moad Bigham, while working on the Hogan water tower, fell to the ground. Besides having a bad shaking up, he is reported to have severely sprained his

YARD GOODS!

Lovely 100% wool coating—you'll want it for your dressier coats and flattering dressmakers suits. Also ideal for shirts alone—colors, green, melon, Royal Blue and Black—56 inches wide. PER YARD

REMNANTS

Beautiful materials in various lengths—at

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Bulb Growers

A Message For You

Now is the time to take every possible step in the preparation of your soil for planting. Remember, one whole year of hard work and toil lies ahead—not to mention the investment. A very large part of the success or failure of your year's work depends upon what you do or don't do within the next few weeks, before planting. These are a few questions and answers about the work done by 5-foot SEAMAN TILLER:

Q. What is the advantage of having soil tilled?

A. Complete tillage means finer pulverization. Finely pulverized soil holds more moisture and holds it longer. Not to say that soil tilled would have a tendency to drain poorly because pulverized soil rid itself of excess moisture but retains the most beneficial percentage for crop growth.

Q. What about AERATION?

A. It is an established fact that the most potent factor governing nitrification of soil is the supply of air. The revolving tines of the Seaman tiller dig and throw the soil against the machine, bringing air with the finely pulverized soil to the tillage. This increases the activity of the soil bacteria and consequently the efficiency of the fertilizer.

It also helps maintain higher soil temperature.

Q. Does it help in the control of weeds and other pests?

A. Yes! Those who have had their soil tilled in previous years say that the loose soil cuts their time in weeding over one-half makes hoeing and cultivating much easier. Field mice, moles and gopher runways that are within the depth of the tillage (10 to 12 inches) are destroyed. Often the pests themselves are destroyed while in the runways.

Q. Is this tiller service expensive?

A. It is expensive not to take advantage of this service. For this tremendous improvement in soil preparation costs by the hour approximate \$15.00 per acre.

How much improvement in the growth of an acre of your lilies would it take to repay you the \$15.00? Not much, would it?

DROP ME A CARD NOW AND SPECIFY THESE THINGS—

1. When you prefer having your soil tilled (allowing several days).

2. How many acres?

3. Your locality?

I will promptly write or contact you, reserving the nearest available time to your request

Dean R. Cline

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BROOKINGS-HARBOR PILOT,
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(\$2.50 per year)