

100 Silverton Youths Ready For Labor

One hundred youngsters in the Silverton area are ready and willing to turn out for platoon agricultural labor this summer, Joseph Wilson of the US employment service learned Tuesday when the first returns on the platoon labor questionnaires arrived from City School Superintendent H. W. Adams at Silverton.

Enough have signed up to make two platoons, but leaders have not yet been selected, Wilson indicated. The platoons probably will not be called into action until mid-June when the strawberry harvest gets into full swing in that area.

While the 100 who indicated willingness to work under the platoon system represented a fair portion of those questioned, a large percentage revealed plans to join in a family unit or to seek jobs independently. The heaviest percentage expressed a desire against working with large groups.

Returns for Salem are expected today while those from Dallas probably will arrive this week. At any rate, the questionnaires point to an enthusiastic turnout among the youth of this area when harvesting starts this year.

Oregon Youths Assigned Jobs In Fire Watch

Between 700 and 800 Oregon high school boys, ranging from 16 to 17 years in age, will assume their duties in the forest fire protective division of the state forestry department on June 1, Nels Rogers, state forester, announced Tuesday.

Rogers said most of the boys have been in training during the past winter. They will be used largely in protecting the forests from fire but also will construct trails, build and repair telephone lines and erect and repair look-out stations.

The boys will be divided into groups of five, ten and twenty, with an experienced forestry department field operative in charge of each. They will be housed in portable barracks, tents and structures previously used by the CCC.

River Gravel Used on Road

Not the most desirable rock for road, but best available under current conditions, is the river gravel from a bar in the Santiam which has been used to form the Talbot stockpile, County Judge Grant Murphy said Tuesday. Between 3000 and 4000 square yards of the rock have gone into the pile, he said.

To what extent the big crusher will operate on Jackson hill this summer is still an open question, Murphy said, although it is planned to open the work there.

Without a small, easily moved crusher, the county must depend on the river gravel largely for its road jobs, he indicated.

State High Court Affirms \$5000 Damage Judgement

The state supreme court Tuesday affirmed a decree of Circuit Judge Martin W. Hawkins, Multnomah county, in a personal injury suit brought by M. E. Stonebrink against the Highland Motors, Inc., appellant, and General Motor Sales corporation, defendant.

The lower court returned a judgment of \$5000 in favor of the plaintiff.

Stonebrink alleged that he suffered injuries while using a faulty jack sold to him by the Highland Motors, Inc., in connection with his purchase of a second-hand automobile. The accident occurred when Stonebrink jacked up the rear of his car.

The opinion was written by Justice Harry Belt.

In another opinion the court affirmed Circuit Court Judge L. H. McMahan, Marion county in a proceeding filed by Alice Hiller, involving a claim of \$4000 for personal services against the Joseph Hiller estate. Alice Hiller was a niece of Joseph Hiller.

The claim was rejected by Frank G. Smith, administrator of the Joseph Hiller estate. The supreme court held that she has a right to file suit covering the claim under the Oregon laws. The opinion was

Public Records

CIRCUIT COURT

Walter H. Evans, jr., vs. Everett D. Cline; order, based on motion of plaintiff, dismissing case without prejudice and without costs. State vs. Raymond Harding Kenton; sentence of 15 months in the penitentiary for unlawful use of an automobile, following waiver of grand jury indictment and plea of guilty.

Lester A. Cole vs. Arloene A. Cole; answer denying that defendant treated plaintiff in cruel and inhuman treatment and that the amounts suggested in plaintiff's complaint are reasonable or sufficient for her support and that of minor children; asks judgment against plaintiff for permanent support and maintenance in sum of \$40 a week and for the further sum of \$1000 for payment of cost of medical treatment and costs and expenses incident to her coming confinement, and for payment of monthly installments on mortgage lien covering her home; notice that defendant will appear in court June 7 at 10 a.m. to make oral motion for an order requiring plaintiff to deposit with clerk of court sum of \$150 as attorney's fees for defendant.

PROBATE COURT

William Brown estate; report to state treasurer by Chandler P. Brown, executor, shows net value of taxable estate to be \$36,835.80; order fixing net general estate tax at \$311.16.

Ben Kantelberg estate; final account by Laura A. Kantelberg, administratrix, shows receipts totaling \$3673.97 and disbursements of \$2183.46.

Antone Tuess estate; order appointing Mary Tuess administratrix of estate tentatively valued at \$1500.

Otto J. Wilson estate; appraised by N. C. Clement, W. L. Phillips and J. Irvine Caplinger at \$34,823.35.

John G. Harrington estate; order confirming sale of real estate, two lots in Bradley's addition to Woodburn, to Joseph Goldade for \$115.

Mitchell James Lucier estate; order directing that the name "Mitchell" be interlined in all instruments of estate now on file and to so appear in all instruments hereafter made and filed in the estate.

Ada S. Hull estate; order approving final account and directing distribution.

JUSTICE COURT
Beatrice Johnson; contributing to the delinquency of a minor; dismissed at request of private prosecutor and on motion of district attorney.

John A. Allen; preliminary hearing on forgery charge set for 10 a.m., Thursday; continued in jail in lieu of bail.

Russell Olson; charge of vagrancy continued indefinitely on motion of district attorney; released on own recognizance.

Richard F. Cordell; no license on trailer; \$1 and costs.

Glenn M. Fisk; no license on trailer; \$1 and costs.

Gelson Ford; paid \$5, total of fine and costs billed against him in Silverton justice court April 23, and released.

Raymond Harding Kenton; sentenced to 15 months in state penitentiary, sentence to run concurrently with that of one year meted out to same defendant Monday, committed.

MUNICIPAL COURT

Clarence J. Rosenau, route two, Turner; failure to stop; \$2.50 fine. Eleanor Staab; disorderly conduct; \$50 fine and 10 days in jail. sentence to be suspended on payment of fine.

Clyde Glenrie Bailey; violation of basic rule; \$7.50 bail.

Stuart Ben Brown; violation of basic rule; \$5 fine.

William Geoffrey Rivkin, Corvallis; violation of basic rule; \$10 bail.

Otto H. Watzig, Myrtle Creek; failure to stop; \$2.50 bail.

Roy Wilson Sparks; reckless driving; \$25 fine.

MARRIAGE APPLICATIONS
James E. Montgomery, 21, US army, North St. Paul, Minn., and Alice E. Smith, 16, waitress, Brooks.

Paul M. Whitley, 23, Fort Lewis, US army, and Lynn Rosemary Smith, 18, domestic, Salem.

Henry James Beutler, 22, farmer, and Elsie Mae Roth, 18, both of route six, Salem.

Wallace Hulst, 21, Sawyer, 1403 North Commercial street, and Veronica Brown, 19, cook, both of Salem.

Call Issued for Berry Pickers to Work Thursday

Strawberry pickers are needed in the Hazel Green area, the US employment service announced Tuesday. About 20 pickers will be met at the employment office Thursday morning at 7 a. m. for transportation to the fields.

The picking from now on in this area is expected to develop daily, with the peak to be reached early in June while peak season in the Silverton Hills area will probably hit about mid-June.

Growers are paying 3½¢ per hallock with a ½¢ bonus for pickers completing the season.

Fryer Recovers
DETROIT—Tom Fryer, who has been confined at the Deaconess hospital with pneumonia, is recovering satisfactorily. He underwent a major operation Saturday and is expected to be released from the hospital within a few days.

Page Orders Kenton Terms Concurrent

Because he declared, he wanted to fight rather than to aid in equipping men for battle, Pvt. Raymond Harding Kenton, entered upon a series of activities which took him Tuesday afternoon to the Oregon state penitentiary to serve a maximum of 15 months.

A one-year sentence for burglary meted out to him earlier this year was revoked Monday and Tuesday, Kenton waived grand jury hearing and entered a plea of guilty to a charge of taking and using a car from the Shrock used car lot here without authorization.

Kenton, who had been stationed with a quartermaster's training group here, said he had trained once for duty in ordnance and had wanted to be with an organization assigned to combat duty. However, he was recently indicted by the grand jury in his home county in Kentucky for alleged law violation prior to his entry into the army.

Judge E. M. Page, explaining that he understood the youth's anxiety to get into action but that the quartermaster's job was as essential to the army as any other and that obedience was a part of his duty, declared, however, that he would extend lenience and request that the two terms run concurrently.

Steelhammer Heads Group Of Draftees

Tuesday's draft of inductees left Salem for Fort Lewis in the charge of John F. Steelhammer, state representative, who was acting as temporary corporal.

Inductees were: Augustine B. Bello, H. Vernon Irey, Dale A. Woodruff, Hubert G. Gallion, John F. Steelhammer, Fred M. Olson, Lawrence W. Bloom, William R. Schaefer, Cyril R. Suing, Raymond W. Warren, and Henry W. Thielsen. Harlan G. Crawford was accepted for limited service. Frank Schweigert, another inductee, will leave for Fort Lewis Wednesday.

Receive Lieutenant Bars At Camp Adair



Gold second lieutenant bars, signifying regular army commissions in the dietetics corps, were awarded Lt. Helen Johnson (center) and Lt. Lydia Kuchler (right) at Camp Adair recently. Capt. G. A. Wallie, post adjutant, affixes a bar to the collar of Lt. Johnson who is from Corvallis. Lt. Kuchler came to Camp Adair after 11 years in a government hospital at Denver.—AP photo.

Crain Funeral Set Thursday

Graveside services for Mrs. N. J. Crain, who died in Chico, Calif., Sunday will be held at Bellcrest cemetery here Thursday at 2 p.m. She was the mother of Harry N. Crain, managing editor of the Salem Capital Journal.

Mrs. Crain lived in Salem, Portland and other Oregon cities before locating in California.

To Review Parade

WEST SALEM—Mayor Guy Newgent of West Salem and Mayor I. M. Doughton of Salem have been invited by Major Brennan of the selective service to review the Memorial Day parade with the army officers from the grand stand.

Pay Changes Occupy State Budget Heads

Salary adjustments, resulting from increased appropriations for various state departments and institutions by the 1943 legislature, now dominate the activities of the state budget department, George Aiken, state budget director announced Tuesday.

The new appropriations become operative July 1 and carry through for two years. Aiken said the labor situation at state institutions continues serious because of high wages paid in the war industries. Virtually all state institutions are operating with short crews. Nurses and attendants at the

state hospital particularly are in demand, Aiken said. The 1943 legislature authorized appropriations increasing wages of some employes in excess of 30 per cent.

Junior Chamber Hears Music

Music by Parrish junior high school pupils, presented by Principal Carl Aschenbrenner, was the program for Tuesday noon's meeting of the Salem junior chamber of commerce at the Golden Pheasant.

A mixed chorus, instrumental quintet, trumpet trio, violin soloist and the girls' triple trio presented numbers. New officers will be installed at next Tuesday's meeting of the organization.

Explosive Rules Okehed

Regulations covering the storage and transportation of explosives in Oregon, approved by army officials and Governor Earl Snell, were released at the executive department here Tuesday.

The regulations were drafted at a conference attended by Jerrold Owen state civilian defense coordinator, Charles P. Pray, state police superintendent; Seth Thompson, state fire marshal; Nels Rogers, state forester, and Lieutenant-Colonel O. F. Kolick, northwestern sector, western defense command.

The new regulations make it unlawful to manufacture, sell, distribute or use explosives in Oregon except under license by the federal bureau of mines. Transportation of explosives interstate is prohibited except under rules of the interstate commerce commission while transportation of explosives interstate is banned except under public utilities department rules. Storage of explosives must be in compliance with regulations of the state fire marshal.



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A word before you board the Train



This isn't exactly our idea of being hospitable. But we think it only fair to warn you that train travel is different in wartime.

Nowadays our trains are generally crowded, often late. Some cars aren't bright and shiny like they used to be. You may have to wait quite a while to get into the dining car on some trains.

Most people now riding S. P. trains are patient and understanding about these travel difficulties. We're grateful for this cooperation and for our part we're trying not to use the war as an alibi. But, frankly, here's our situation...

S. P. operates a most strategic sector of the transcontinental railway system. Our traffic load is now the heaviest in history. We serve the principal ports of embarkation on the West Coast, also more military and naval establishments than any other railroad.

During this war period, our chief responsibility is to keep the war trains rolling. Everything else must be secondary!

Crowding can't be helped



Many of our cars usually available for civilian travel must be diverted constantly for military use. We're short of cars, and we can't buy new ones now. We're also short of locomotives. Consequently we can't run additional trains.

Ever since the war began we've been making up thousands of special trains for troop and war freight movements. We've had to take popular passenger trains off regular runs to clear our tracks, and to use the equipment thus released for troops—or to fill out remaining trains to absolute capacity.

You can't count on perfect timing



The more trains we crowd onto a stretch of track the more difficult it is to maintain fast, regular schedules. A railroad, like a highway, has its space limitations.

Many of the troop trains and war freights move over our lines on emergency schedules to which regular service must

be adapted, sometimes on short notice. So if your train arrives late—or fails to leave exactly on time—we hope you'll understand: We're pushing the war trains through!

Our dining car dilemma



Before the war we used to add extra diners on crowded trains. Now we haven't got the extra diners (many are in military use, and we can't buy new ones). With several hundred passengers on a train and only one 36-seat dining car, it takes a long time to serve everyone. Compared with pre-war 1940, we're now serving nearly three times as many dining car meals (a million more than any other railroad!) with no additional dining cars.

We have rationing on the railroad much as you have it at home—only our situation is more acute because of the increasing number of passengers. And because of the food shortages we can't always get supplies permitted by our ration coupons.

In our dining cars on regular trains men of the armed forces traveling in groups are served first, ahead of civilians. When your turn comes in the diner, please remember other people are probably waiting for your seat.

Less time for our "housekeeping" chores



S. P. cars are on the rails almost constantly these days, with lengthened schedules and shorter pauses in terminals between runs. This allows less time for thorough cleaning. If the car you ride in is not quite spic-and-span we hope you'll recognize it's not because we don't know better.

In our efforts to remedy one problem we sometimes create others. For example, we provide box lunches to relieve dining car crowding—and then we find the boxes, paper and napkins littering up our cars (particularly in coaches). Any aid you can give us in disposal of such litter will be much appreciated. We are hiring new help every day (over 11,000 S. P. "regulars" have gone to war, you know) but we're still short-handed and many employees are inexperienced.

★ WARTIME ★ TRAVELER'S GUIDE

After the war is won, S. P. hopes to make up to you for today's uncomfortable train travel. Meantime, here are some suggestions to help you make the best of things as they are:

1. Unless your train trip is really essential please don't make it.
2. If you must travel, do so on Tuesdays or Wednesdays or Thursdays. Avoid week-ends—that's when our trains are most crowded.
3. Cancel space reservations promptly if your plans change. Train space is too precious nowadays to go unused.
4. Travel light—take with you on the train only baggage you'll need on the train. Check other baggage at least a day in advance.
5. Help stretch available train accommodations by buying just the space you really need—no more, no less. Share your bedroom, compartment or drawing room.
6. Eat before you board the train if possible. For many trains it may be well to bring your lunch or buy a box lunch (for lunch or any meal).
7. If you eat in the dining car, please remember other folks are waiting. No need to bolt your meal—but please don't linger over it.

S.P.

The friendly Southern Pacific

Warning to Drivers
Don't lose your right to own or drive a car in Oregon after June 9th.
THE SUREST WAY:
Obtain a standard auto insurance policy now, before the law goes into effect. It costs so little.
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