

Jack Grenz, 16, (lefty and James Ammon, 18, (right) both of

 Champlonsher awact for Grenz and $\$ 500$ for Anmmon as 1945 na-
tional junior vegetalte growing champion among entries in 46 states.

Pacific Power, Santa Claus Light Company To Get 'Shot' Purchase Due $\qquad$

 Chmpany electric utitty proper- Capt. L. E. Crist, jr, in charge
Cies in WWashinton oud Oregon, of persnel on the ship on which
Chartes Baker of Watls Wall



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 Baker added that "turancing.

- cquisition is assured by bank Boy Cleared of Darlan Death


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Woman Falls

## From Airplane




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hight school.
Sheritt John
Sherite Sohn H. Horstman
Lapage county said CCarress W.
Mitter, of La Grange, pilot of the


 Crawfords Visit Southwest States Writing. from Scottsdale, Ariz,
Henry R. Crawtord, former Sa
Sa lem postmasere, femarks: ${ }^{\text {Sa }}$ "W
are down here in the land
" sunstine but ot seems to frecz
most every night and the froat passed under the Wicher goveen an pulled the youlths conet martial
puviction of premethated homi

Mrs. Green's Ritea

## Set for Wednesday

SILvxazon, Bec. 23 -(Specia)


 inent is to be be in Milltar cemeter.
 viter than we seem to have in
oregon." Mr. and Mrs. Crawford left Sa-
M Deember 2, ran into stoime em December 2, ran into stoims after visiting three days in Lo
 Phoenix and is the milese out Who found accommodations for
hem in a comfortable motel. The
Crawtords plan to Crawfords plan to spend a fee
nonths viewing the southwest.

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 Reds Arm on Iran Border

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up, a nation al government
Iranian Azen al


## Christmas Special

 . Exceptional Values for the GolierGOLF CLUBS
Irons seral $\mathbf{3 4 : 9 5}$ Irons Woods $21: 95$

These Clabs Are Our Metal Shatt "Long Flite" Clubs.

Montgomery Ward \# Une our montity pey ment plen to buy oly prectiandio:

## We're getting 'em home

 even over the Holidays!
## THANKS FOR YOUR HELP



THE railroads are happy to be able to bring se many of our service men home for the holidays. This would be impossible without the cooperation of the public. Many of you, we know, realize that in traveling now you deprive some uniformed man of a chance to get home. It is a typical American act-giving the boys a break.

But even greater numbers of service men must still be moved. Hundreds of thousands from the Atlantic Coast - even more from the Pacific Coast. Their thoughts are on home, and it is up to all of us, the railroads particularly, to see that they get home.

That's why 75 per cent of all sleeping car space is still assigned to movements of our fighting men;
-why so many passenger coaches are still working full time for Uncle Sam.

Civilians are accepting the tight travel situation cheerfully. Most of you realize that this unexpected rush of uniformed men back to American shores demands passenger cars and still more passenger cars-troop trains and still more troop trains.
The situation, however, is temporary. Within a few months we will be able to announce that the rush is over and that passenger service has returned to normal. Well, hardly normal. For the plans now well under way include many innovations that will make train travel more pleasurable than ever before:

But getting the boys home is still our No. 1 job. Again, thanks for the help you are giving us.
The Progressive
UNION PACIFIC RAILROAD
Roxd of the Streamliners ano twe Challemgers

