

City News Briefs

FEDERAL JOBS OPEN

Examinations for appointment as storekeeper in various federal agencies over the northwest and as 4th class apprentice in Puget Sound naval shipyard at Bremerton have been announced by the U.S. civil service commission. Applications must be filed by October 28th and 30th, respectively. Additional information may be secured from W. H. Fischer, civil services secretary at Salem post-office.

Hunters—Order double wrapped Master Bread from your grocer today. It stays fresher longer.

Johns - Manville shingles applied by Mathis Bros., 164 C. Com'l. Free estimates. Ph. 3-4642.

NEW ACCOUNTING FIRM

Establishment of a new firm of accountants and auditors, Brown, Kralicek and company, was announced Thursday by Burl Brown and Robert H. Kralicek, who until recently were branch managers of a Portland accounting firm in North Bend and Myrtle Point, respectively. Both are married and the Kraliceks have one daughter, Sandra. The families have moved to Salem. Offices are in the Steusloff building.

When Appliances Are All Flutter Call 2-4587 for John Clutter.

Spencer corsetiere. Fit guaranteed. Ph. 35072.

WASHINGTON MAN HELD

Charles Gifford O'Dell, Walla Walla, Wash., was arrested by city police at a north Salem motel Thursday on a warrant issued at Walla Walla charging grand larceny. He was held at the Marion county jail. A deputy sheriff said he had waived extradition and would be released to Washington authorities today.

CARD OF THANKS

We wish to thank our many friends for their kindness during our recent bereavement.
MR. and MRS. EVERETT OSTERBERG and FAMILY

PERMIT CASE CLOSED

Application of Mrs. Bernice Ramsdell for a package store beer license at Keizer was denied and the case declared closed Thursday by Marion county court. The application was received in August and tabled after numerous remonstrances were filed.

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RETURN FROM TRIP

Mr. and Mrs. Lloyd Beals, 545 S. 17th st., have returned from a two-week's trip to Hettinger, N.D., where they visited their son-in-law and daughter, Mr. and Mrs. Fred White. They returned via Peck and Grand Coulee dams and Glacier and Mt. Rainier national parks.

Accordion - Marimba - popular piano, classic piano, Hawaiian Guitar, Spanish Guitar. We rent accordions, Marimbas, Guitars. Private instruction. Wiltz Music Studios, 1630 N. 20th. Ph. 3-7186.

Walnut drying racks. Ph. 3-4857.

U. OF O. PARENTS DINE

University of Oregon Mothers and Dads will hold a joint dinner meeting at 6:30 tonight at Mayflower hall. An invitation is being extended through the press to all mothers and dads of new students to attend. They are asked to bring a covered dish, salad or cake.

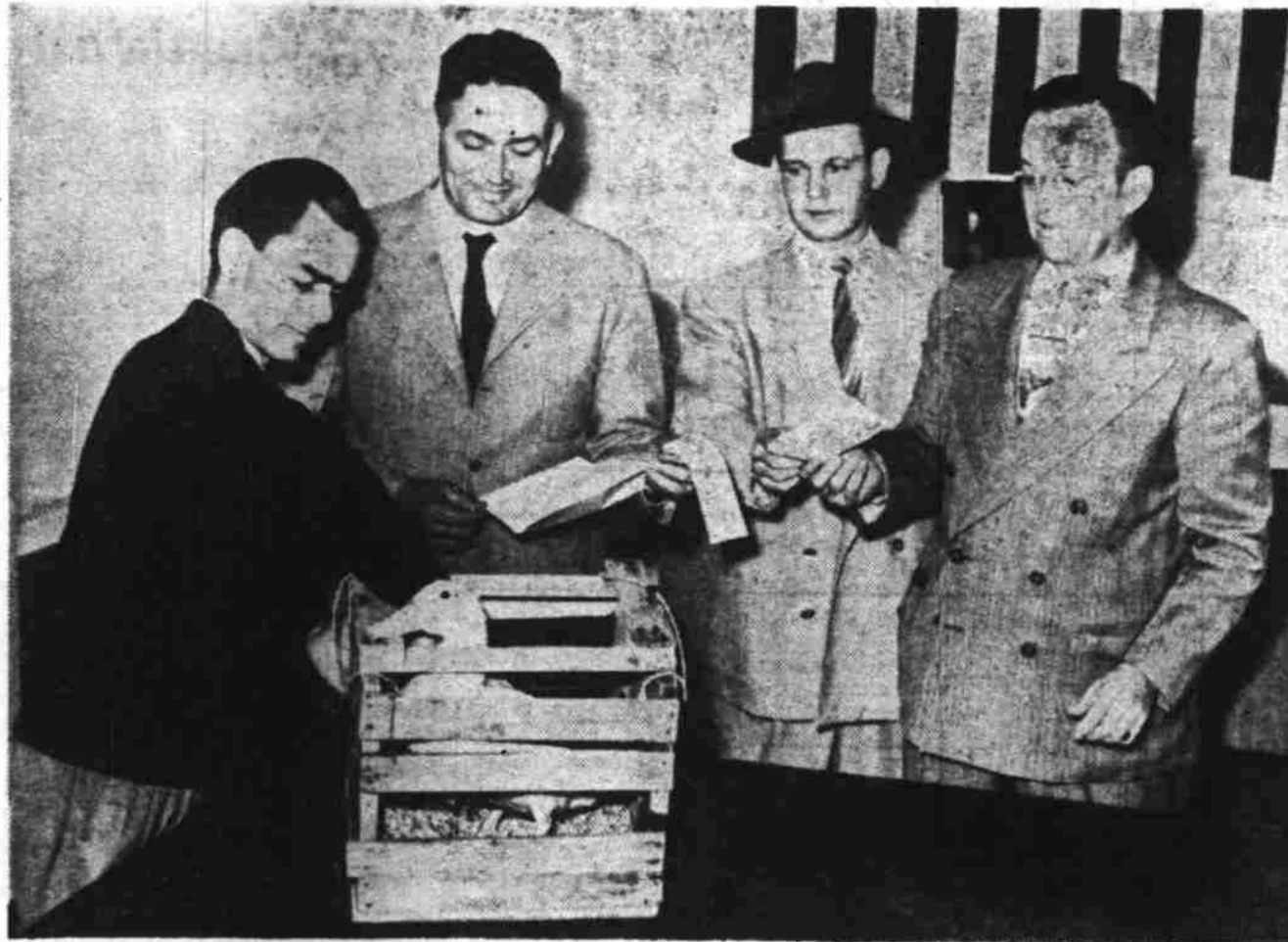
Rummage sale, Chap. G. P.E.O., Fri., Oct. 6-9-4 over Greenbaums.

We now have plenty of fresh country eggs. Farmers Public Market, 1240 E. Rural, every Sat. at 8:45 a.m.

MARINE CALLED TO DUTY

Marine Sgt. Ray B. Moor, son of Mr. and Mrs. Ray Moor, sr., 2360 Cherry ave., has left to report for active duty at Camp Pendleton, Calif. The reservist served three years in World War II and is a graduate of Salem high school.

Legionnaires Giving the Bird to Buddies



The object is to get rid of the duck by giving someone else the bird. That is the membership game being played by members of American Legion post 136 as they strive to build up their post strength. Here, District Judge Joseph B. Felton, second from left, gets the crated bird from Bert Walker, right, commander of post 136, who had just signed up new member Al Brown, far left. Getting the membership application and fees is Don Castillo, second from right, post adjutant. The post has five ducks in circulation. Each must be kept by a Legionnaire until he signs up a new member; then he passes the duck on to a fellow post member. (Statesman photo.)

SALEM FIRM BID LOW

F. B. Miller and company of Salem was low bidder on a proposal to construct a water reservoir at Dufur. The Salem firm's offer, \$22,930, was low of several bids received by the city on the project.

Cellar drainers & domestic water systems. Farm Supply Store, 324 N. Com'l. Ph. 3-3828.

BASEMENT FIRE PUT OUT

A fire in the basement of the R. C. Parrent residence, 1165 N. 13th st., was quickly extinguished by city firemen Thursday morning. Firemen said a fire in a trash burner spread to other articles in the basement.

HOSPITAL RELEASES GIRL

Shirley Hulst, daughter of Mr. and Mrs. Robert M. Hulst, 1180 Dietz ave., has returned to her home after being confined for a week with a serious illness at Salem Memorial hospital.

Fresh killed young turkeys 39c lb., baby beef for your locker 49c lb. We have a few lockers available. Orwigs Market, 3975 Silverton Rd., Ph. 2-6128.

AUTO IGNITES

Fire in the ignition of a new Nash auto sent firemen to Hunt and North Capitol streets Thursday afternoon. They reported minor damage to the car, registered to R. C. VanLiew, Spokane.

SEAMSTER TO BUILD

Earl Seamster obtained a city building permit Thursday to erect a dwelling and garage at 1150 N. 25th st., at an estimated cost of \$12,000. Permit to make \$500 alterations to a house at 450 N. 24th st. went to William Kallander.

MOUSE CAUGHT

LONDON -(INS)- The London Evening News reported the case of an Englishwoman irritated by a persistent squeaking in her wooden leg. She removed the shoe, and found nothing. Then she took off the leg. Out jumped a mouse, which was caught immediately by a cat.

Births

JONES—To Mr. and Mrs. Lloyd Jones, Salem route 3, box 568, a son, Thursday, October 5, at Salem General hospital.

SHERWOOD—To Mr. and Mrs. C. H. Sherwood, 985 Saginaw st., a daughter, Thursday, October 5, at Salem General hospital.

NIESWANDER—To Mr. and Mrs. Lee Nieswander, 2178 D st., a daughter, Thursday, October 5, at Salem General hospital.

HUGHES—To Mr. and Mrs. William J. Hughes, 1149 Saginaw st., a son, Thursday, October 5, at Salem General hospital.

WAGNER—To Mr. and Mrs. Harold Wagner, 3190 Moody ave., a daughter, Thursday, October 5, at Salem General hospital.

JARROTT—To Mr. and Mrs. Kenneth Jarrott, Dallas route 1, a son, Thursday, October 5, at Salem General hospital.

ANDERSON—To Mr. and Mrs. Raymond Anderson, 1480 Dawes st., a son, Wednesday, October 4, at Salem General hospital.

VALDEZ—To Mr. and Mrs. Ben Valdez, 1344 Edgewater st., a son, Wednesday, October 4, at Salem General hospital.

KLINGLER—To Mr. and Mrs. Charles Klingler, Salem route 4, box 60, a son, Thursday, October 5, at Salem Memorial hospital.

Heavy Crops Trims Market for Turkeys

The turkey market developed further weakness Thursday under

FOR

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Savings

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Current Dividend 2 1/2%

1st Federal Savings and Loan Ass'n.

142 So. Liberty

weight of increasing marketings of birds from the large 1950 crop. The heavy kill of the year is now underway. This season, too, a numerous of housewives put younger turkeys

five to seven pounds, in their lockers for later use. Others are buying the larger birds and having them cut up and wrapped, other meat, cold storage plant owners are reporting.

FOUND

THE WAY TO TAKE THE TWIST AND SHIFT OUT OF BRIDAL RING SETS!

Feature Lock

RING MOUNTINGS

SET WITH FINE QUALITY DIAMONDS

She may choose to wear these elegant wedding rings separately on occasion. But when she wants them together, they won't twist, shift or separate. Bring her in to try them on — and learn the secret of this beautiful ring... wonder value.

Can be worn together — or separately.

★ Fed. Tax Included

The Jewel Box

"Credit Jewelers"

443 State St.
SALEM, OREGON

TERMS GLADLY

You may charge your purchases or make a small down payment with terms to suit your convenience!

Why there is a Freight Car Shortage in Oregon

Oregon, as well as the country at large, is suffering from a freight car shortage.

The shortage inconveniences and annoys lumber shippers, and affects their pocketbooks.

The shortage inconveniences and annoys us — and it hurts our pocketbook, too.

What are the facts of the situation?

A Nationwide Problem

The car shortage is not peculiar to the state of Oregon, or to the West. It is nationwide in scope.

In spite of this shortage of freight cars — the most severe in many years — Southern Pacific achieved an all-time high in the first eight months of 1950 for the movement of freight shipments to and from Oregon.

Up to September 1, the tremendous total of 150,915 loaded cars have been shipped from Oregon points on our Portland Division. Yet during this period less than 50,000 loaded cars were hauled into this area.

Because of the great disparity between Oregon's inbound and outbound freight traffic, it is necessary for Southern Pacific to haul thousands of empty cars hundreds of miles in order to have cars available for loading with lumber and other Oregon products. In the first eight months of 1950 Southern Pacific moved nearly 100,000 empty freight cars to the Portland Division in order to give Oregon shippers their full share of cars available.

We Set a Record

Forest products, the great bulk of Oregon's outbound shipments, have accounted for 78 per cent of all freight movements on Southern Pacific rails from this state. In the first eight months of 1950 we hauled 118,175 carloads of lumber and other forest products from Oregon mills — more than ever before in any comparable period.

As the center of the lumber industry, and possessor of the nation's greatest remaining stand of timber, Oregon has seen its forestry output skyrocket in the last few years, greatly benefiting the lumber industry and the whole economy of the state. The number of mills on Southern Pacific's lines in this state has increased from 358 in 1941 to more than 700 in 1950.

Unprecedented Lumber Boom

The unprecedented increase in demand for forest products this year was unforeseen even by the lumber industry itself. A decline was

expected from 1949's high level of building. Even so, Southern Pacific maintained a surplus supply of freight cars on the Portland Division throughout the earlier months of 1950.

In the face of the national shortage of cars, Southern Pacific has concentrated on making the best possible use and distribution of all available cars. With the fine cooperation of many shippers we have greatly stepped up our miles-a-day movement of freight cars, bettering the national average by 50 percent.

This was done notwithstanding the fact that Southern Pacific is a terminal road, with all the time-consuming assembling, loading and unloading and distribution operations incident to the gathering and delivery of freight.

Our railroad's widespread and currently expanding use of diesel locomotives has been a major factor in speeding up shipments and obtaining maximum use of equipment.

The distribution of freight cars on a national basis is supervised by the Car Service Division of the Association of American Railroads. Because of the nationwide shortage of cars this is a very difficult job, but every effort is made to distribute the cars available on an equitable basis. Shippers in every area served by our lines are feeling the unfavorable effects of the car shortage. Every area thinks it is getting the short end of the deal.

28,630 New Cars

It is pertinent to point out that in the last five years we have ordered \$316,000,000 worth of rolling stock. Since the end of World War II we have purchased 28,630 freight cars, along with 350 diesel locomotives. More than 21,000 of the new freight cars are now in service, and of those remaining on order, about 500 are being delivered each month.

In addition to these large purchases, we have stepped up car repair work so that equipment needing reconditioning will be out of service as short a time as possible. In this connection, while the national ratio of freight cars undergoing or awaiting repairs is over seven percent, the ratio on SP is only four percent.

Many different factors have combined to cause and aggravate the present car shortage.

(1) An almost universal rush by both consumers and suppliers to buy or stock up against the uncertainties of the future. This has been especially true of lumber because of the record-breaking volume of building construction.

(2) The tremendous increase in new industries on the West Coast, and shift of the center of lumber production from western Washington to western Oregon.

(3) Increased production for national defense, and increased military movements due to the Korean situation.

(4) Labor controversies, both on the railroads and in other industries, which have disrupted the normal pattern of distribution and return of cars.

(5) The prevalence in industry generally of the five-day week, which results in two days a week when shippers, generally, neither load nor unload, thus reducing car movements.

(6) The effect, in some regions, of having to move the old and new grain crops at the same time.

We Suffer, too

We would like to remind our Oregon shipper friends that we have only service to sell. Thus we suffer, too, in a period of car shortages. We want to handle as many cars as we can, for we need the revenue. The shortage is not of our making, nor that of any other railroad. We are all doing our best to combat the shortage by every means within our power.

We would also like to point out that for years we have given very good freight service to Coos Bay, to the Rogue River area and to Oregon as a whole. We value the traffic and the good will of Oregon shippers. When a shipper has lumber to move and a waiting market, it is easy to understand his exasperation when he can't get enough cars. But it doesn't make sense that Southern Pacific should suddenly desire to discriminate against Oregon shippers and deprive them of cars that they need.

When transportation problems do arise, whole-hearted cooperation between shippers and railroads is the real way to solution — rather than efforts to fix the blame. Heavier loading of all kinds of freight by shippers would have the immediate effect of making more cars available. The same benefit would flow from quicker loading and unloading of cars. In great measure, it was this kind of cooperation that enabled the railroads to handle their gigantic World War II traffic load. It is this kind of teamwork that will do the most to relieve the present car shortage.

W. W. HALE, Vice President
System Freight Traffic

Southern Pacific