

CITY NEWS NOTES -

WHAT'S DOING Wednesday Lions club meeting, Eugene... City firemen report that no damage was caused by a rubbish fire at Seventeenth and Lawrence Monday evening... Mr. and Mrs. Jess L. Rogers of Albany were Eugene visitors Sunday... W. B. Scott was down from his home at Fall Creek Tuesday on business... Mrs. W. F. Crampton of the Lowell Bridge district was a Eugene visitor Monday and Tuesday... Mr. and Mrs. J. H. Hammer of Polk county are visiting Mr. and Mrs. G. F. Madison in Eugene... V. A. Allen of Eugene was in Albany on business Monday... Judd Stauffer was in Portland Monday on a brief business visit... Mr. and Mrs. Lyman C. Palmer are in Portland for a few days... Records DEFENSE MEETINGS Tuesday Night 8:00—All police reserves who have attended training classes under Sgt. Piltenger are asked to take their final examinations at this hour in council chambers of City Hall... Wednesday Night 8:00—Graduation ceremonies for OGD workers who have completed work and are entitled to diplomas, will be held in the Eugene armory. Diplomas will be presented to all qualified... BUSINESS NAMES Certificate of assumed business name, Parn and Industrial Equipment company, and that of Retread Tire Shop, filed... CIRCUIT COURT Alice Fawver against Raymond Fawver; suit filed for divorce. Claire M. Kankeberg against Lars J. Kankeberg; suit filed for divorce... NOTARY PUBLIC Notarial commission of Abbie L. LaVee filed... BIRTHS MERRILL—At Walker clinic, Tuesday, April 13, 1943, to Mr. and Mrs. Charles K. Merrill, 110 Hilliard lane, Eugene, a son... BUFFINGTON—At Sacred Heart general hospital, Monday, April 12, 1943, to Mr. and Mrs. John E. Buffington, 23 Eighteenth avenue west, Eugene, a daughter... HAMPTON—At Sacred Heart general hospital, Tuesday, April 13, 1943, to Mr. and Mrs. John Melvin Hampton, 2067 Lincoln, Eugene, a daughter... MORSE—At Sacred Heart general hospital, Tuesday, April 13, 1943, to Mr. and Mrs. O. W. Morse, Jasper, a daughter... CASTO—At Sacred Heart general hospital, Monday, April 12, 1943, to Mr. and Mrs. M. V. Casto, 505 East Fifth street, Springfield, a son... DUBELL—At Sacred Heart general hospital, Monday, April 12, 1943, to Mr. and Mrs. Rufus L. Dubell, 1706 Sixth avenue west, Eugene, a son... GIBBSY—At the Thompson maternity home, Monday, April 13, 1943, to Mr. and Mrs. E. G. Gibbsy, Crow Stage Rd., Eugene, a daughter... north of the old one. County Engineer P. M. Morse and a crew, Tuesday, surveyed a road leading to the site of the new span. City firemen report that no damage was caused by a rubbish fire at Seventeenth and Lawrence Monday evening. Mr. and Mrs. Jess L. Rogers of Albany were Eugene visitors Sunday. W. B. Scott was down from his home at Fall Creek Tuesday on business. Mrs. W. F. Crampton of the Lowell Bridge district was a Eugene visitor Monday and Tuesday. Mr. and Mrs. J. H. Hammer of Polk county are visiting Mr. and Mrs. G. F. Madison in Eugene. V. A. Allen of Eugene was in Albany on business Monday. Judd Stauffer was in Portland Monday on a brief business visit. Mr. and Mrs. Lyman C. Palmer are in Portland for a few days. Records DEFENSE MEETINGS Tuesday Night 8:00—All police reserves who have attended training classes under Sgt. Piltenger are asked to take their final examinations at this hour in council chambers of City Hall. Wednesday Night 8:00—Graduation ceremonies for OGD workers who have completed work and are entitled to diplomas, will be held in the Eugene armory. Diplomas will be presented to all qualified. BUSINESS NAMES Certificate of assumed business name, Parn and Industrial Equipment company, and that of Retread Tire Shop, filed. CIRCUIT COURT Alice Fawver against Raymond Fawver; suit filed for divorce. Claire M. Kankeberg against Lars J. Kankeberg; suit filed for divorce. NOTARY PUBLIC Notarial commission of Abbie L. LaVee filed. BIRTHS MERRILL—At Walker clinic, Tuesday, April 13, 1943, to Mr. and Mrs. Charles K. Merrill, 110 Hilliard lane, Eugene, a son. BUFFINGTON—At Sacred Heart general hospital, Monday, April 12, 1943, to Mr. and Mrs. John E. Buffington, 23 Eighteenth avenue west, Eugene, a daughter. HAMPTON—At Sacred Heart general hospital, Tuesday, April 13, 1943, to Mr. and Mrs. John Melvin Hampton, 2067 Lincoln, Eugene, a daughter. MORSE—At Sacred Heart general hospital, Tuesday, April 13, 1943, to Mr. and Mrs. O. W. Morse, Jasper, a daughter. CASTO—At Sacred Heart general hospital, Monday, April 12, 1943, to Mr. and Mrs. M. V. Casto, 505 East Fifth street, Springfield, a son. DUBELL—At Sacred Heart general hospital, Monday, April 12, 1943, to Mr. and Mrs. Rufus L. Dubell, 1706 Sixth avenue west, Eugene, a son. GIBBSY—At the Thompson maternity home, Monday, April 13, 1943, to Mr. and Mrs. E. G. Gibbsy, Crow Stage Rd., Eugene, a daughter.

Little Effect Expected From Kilday Draft Bill WASHINGTON, April 13.—(AP) Legislative experts said today that enactment of the Kilday bill, designed to postpone induction of fathers, would have little, if any, effect on plans to draft all but 3,200,000 able-bodied men between 18 and 38 this year. War Manpower Commission Chairman Paul V. McNutt, has notified all draft-age, able-bodied men to expect to be in uniform by Dec. 31 unless they are engaged in agricultural work, the ministry or an irreplaceable job in an essential industry. There will be about 3,200,000 men deferred in those categories, he said. That statement came shortly after announcement of new selective service regulations which virtually abolish dependency deferments, except that pre-Pearl Harbor fathers will retain their 3-A classifications until the pool of childless men is exhausted. Soon after the McNutt press conference yesterday however, the house passed by a 143 to 7 vote the Kilday bill which would put fathers in the last category of men to be called for induction. But it was pointed out that actually the bill does not bar induction of fathers or do anything which selective service is not already doing by regulation, with one exception. It contains a clause specifically drawn to ban orders for induction of occupational groups, such as McNutt's order requiring draft-age men to get out of certain non-essential occupations or face immediate induction. Sub Crewman Gets Silver Star Award Thaddeus Thorpe, 36, whose wife, Ann, lived with her sister in Eugene for some time, was awarded the silver star medal for heroism along with six other enlisted men who were under fire for five months at Corregidor, the navy announced today. Thorpe enlisted in the navy nearly 15 years ago and is classed as a torpedo expert. In 1938 he was sent to the Orient in this capacity, and his wife, sister of Mrs. E. J. Fulton of 265 Bethel Drive, Eugene, accompanied him. She returned to the United States and Eugene in 1940 when the navy wives were ordered home from the Philippines. Mrs. Thorpe is living in San Diego at present and Mrs. Fulton was unable to say where Thorpe is now. "He gets his mail addressed to Sydney, Australia. That's all we know," she said. Thorpe was a member of the crew of the famous Canopus, U. S. navy ship which was patched up and used again having 300 holes shot in its hull. It was sunk finally by American forces when Corregidor fell. Apple Syrup Takes Place Of Glycerine WASHINGTON, April 13.—(AP) Apple syrup developed by the agriculture department's eastern research laboratory "has found a definite place in the tobacco industry as a replacement for glycerine," congress was told today. As a result of the department's research, officials told the house agriculture appropriations subcommittee in testimony made public today, the syrup is in commercial production to the extent of 2,000,000 pounds this season. "Cigarette people tell us that if it were available they could use 10,000,000 pounds of this syrup this year," said Dr. C. G. Spohn, assistant chief of the bureau of agricultural chemistry and engineering. "I think that will be definitely reflected by an increase next year." Spohn predicted development of the syrup as a glycerine substitute might absorb the entire cull market, which committee members said would be "a god-send to the apple producer, if you could do it." Spohn estimated that a ton of apples would yield 21 gallons of the syrup. CHEMICAL LAB BURNS PORTLAND, Ore., April 13.—(AP)—A vat of chemicals ignited by a gas furnace was the cause of a fire that destroyed the Paulsen-Roles chemical laboratories here last night, the Multnomah county sheriff's office said today. SCHOOL FOUNDER Timothy Alden, who founded and was first president of Allegheny college, in Pennsylvania, founded six other schools in his lifetime.

Rea Evelyn Johnston Mrs. Rea Evelyn Johnston of Trail died in Eugene Monday night at the home of her sister, Mrs. Clarence Fisher. She was born Nov. 11, 1897 in Jackson county, Ore. She is survived by her husband, W. V. Johnston, Pooler's chapel is in charge of arrangements. JOST SERVICES Funeral services for William Sidney Jost will be held on Wednesday afternoon at 1:30 o'clock from the Branstetter-Simon chapel. Dr. B. Earle Parker will officiate and interment will be made in the IOOF cemetery No. 2. Educators (CONTINUED FROM PAGE 1) Lonesome Valley, "Heaven Shall Be My Home." Mr. McKay, who is greatly interested in the growth of American music, has made the negro rhythms and life the basis for this composition. The remainder of the band program was directed by one other well known Northwest director, Wallace Hannah, Vancouver, Washington. Of especially great interest and beauty of the opening compositions of the band, directed by Mr. Hannas, was the Gomez "Il Guarany Overture." The sessions of the 1942-43 institute were concluded with a summarizing speech by Miss Lilla Belle Pitts of New York Monday afternoon. Training for combat is the number one job of the high school victory corps, John Lund, national deputy director of the victory corps, told music teachers and supervisors Monday morning at the Northwest Music Educators wartime institute. To carry out this training job the victory corps has a threefold program of physical fitness, curriculum, and war service, Lund declared. "However, we are not concerned only with training technicians and soldiers," said Lund. "We are also preparing for peace." ROSE "TEA" Taking Vinca roses in the form of a tea, as a remedy for diabetes, is a common practice in Africa and Australia. Now science is trying the find out the actual remedial value of the plant.

W. A. Slipp W. A. Slipp, 65, former resident of Eugene, died Sunday in Tacoma, Wash. Mr. Slipp was foreman of the Domestic Laundry in Eugene for seven years until two years ago when he became ill. In January he went to Tacoma to stay with a son, Rev. William Slipp. He is survived by his widow, Mary of Eugene; four daughters, Mrs. Mary Wells of Eugene, Mrs. R. L. Whitson of Wendling, Mrs. Bertha Smith of Glendale; Edna Slipp of Eugene; two sons, Rev. William Slipp of Tacoma and Walter Slipp of Tacoma. The funeral will be Thursday afternoon in Lynn's funeral parlor at 4 o'clock. Interment will be made in Tacoma. Oil paintings are made on spider webs by Stella Campin, farm woman of Randolph, Iowa.



One of your Southern Pacific engineers, John Phillips, with 41 years service

It's a Fine Old World, after all!

In the stress and strain of war, it is only natural to have some controversy, and some unrestrained criticism of the war effort. We run into a few examples of selfish and self-centered people. We may be inclined at times to turn sour and pessimistic—even cynical. Yet we in the railroad have seen so many examples of willingness to help the other fellow out, of the spirit of give and take, that we think it's a pretty fine old world, after all. We are now handling the biggest traffic load in our history. In spite of a great deal of mountain territory with tough operating problems, and a shortage of manpower and locomotives, we are carrying the load successfully. One of the most important factors in this achievement has been the helpful attitude of the Army and Navy people we serve, the cooperation of shippers who have helped us get the maximum use from our equipment, the understanding attitude of the public generally, and the fine spirit and loyalty of our own employees. There are exceptions, of course, just as there are railroad men who don't measure up to standard. But the majority of the people we serve have been extremely cooperative. The Government... The Office of Defense Transportation has shown a constructive and understanding attitude. It has sought to give latitude to railroad initiative and has been inclined to bind the roads with inflexible rules. The Army and Navy... They can be tough when it's necessary, and they want what they want when they want it. But those in command have shown a breadth of viewpoint, a willingness to adjust their requirements to our operating problems, and a real desire to assist us that is heart-warming. For example: Many times, when we have been short of equipment in certain areas, the Army and Navy have arranged their troop movements accordingly. This winter we had some bad washouts, and one section of our line was tied up, delaying important war freight. Army men came to our rescue and helped us repair the storm damage. In another instance, blizzards on the Shasta Route put our Centralized Traffic Control System out of operation. The Army pitched in and helped us clear the switches of snow and ice. In many instances, the Navy has taken delivery of material at points other than originally intended, and then handled the shipments in their own vessels to the destination, in order to relieve our load. They have even done this when we delivered freight to the wrong destination because of errors by inexperienced railroad personnel. The Freight Shippers... Kern County, California, potato growers, by loading cars more heavily, released 276 badly-needed freight cars for other purposes. Some manufacturers on our lines have written persuasively to their customers, plant forces and others, pointing out the urgent need for maximum use of freight cars and asking for prompt action in the loading, unloading, ordering and releasing of cars. Many shippers have unloaded cars on Sundays and holidays, though it meant increased cost to them because of time-and-a-half and double-time wage payments. This winter, many shippers loaded their canned goods in box cars, to release refrigerator cars for more perishable commodities. The density of traffic on our lines has resulted in slower freight schedules, and we have been forced to suspend our overnight merchandise services. This has resulted in inconvenience to many shippers and loss of money to some. Yet the shippers have taken it in good grace, recognizing the larger issues at stake and knowing that the situation is not due to laxity on our part. The Traveling Public... A large number of people have given up pleasure trips by train, and we hope there will be a still further decrease in travel by civilians. Thousands of travelers gave a fine example of cooperation by staying home during the Christmas season. For this we have publicly expressed our thanks. Our Competitors... We and our railroad competitors—the Santa Fe, Union Pacific and Western Pacific in California, the northern lines from the Pacific Northwest, and the lines in Texas and Louisiana — are working harmoniously together in this emergency. If one of the other railroads is in a better position than we are to handle a certain job, we turn it over to them, and they get the revenue involved. In the same way, the other roads divert traffic to us when they are hard-pressed. The main thing is to keep the war trains rolling. Everything else is secondary. So you see why we think that people generally are pretty fine, that they're willing and eager to work together, that there's many a helping hand, when you need it. We think it's a fine old world, after all.

A. T. MERCIER, President



The friendly Southern Pacific

Reading Time: One Minute...

In the interest of helping to raise that 13 billion dollars we are happy to print this message, as given at the bond rally this morning, by our Adelia Townsend who is a service man's mother.



"This war means a lot to me—personally. Like any other mother with her son in mortal danger I am praying that the war will end soon. "The people at Miller's, where I work, are doing everything they can to see that my prayer is answered. They were among the very first groups of employees to sign up 100% on the Pay Roll Deduction Plan. "Most of them are women—and women in stores don't make very much money. They never have. Yet many of them have families to support and homes to maintain. All of them have to watch their budgets very carefully. "Ten per cent of their pay is just as hard to get along without as ten per cent of your pay would be; but they go right along cheerfully doing without things they want and need. They're buying a share in speedy victory—which they want and need more. "Naturally I'm proud to work with such people. I'm proud just to know them and their quiet, steady loyalty. If you are saving ten per cent of your pay in War Bonds—then I'm proud of you, too... if you're not—well—are you proud of yourself? "You could arrange to do so quite easily. All you have to do is go to your employer and tell him you'd like to have him deduct ten per cent of your pay every month for War Bonds. "That way you'll be helping to answer the prayers of every service mother in America... and you'll be able to look our boys straight in the eye when they do come home."

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