

LANE COUNTY BUSINESS ACTIVITIES

By BILL BUCKLEY



"Crow, the Handyman" was too busy to come down from the roof—so he posed up there with one of the tools of his wrecking trade, a crowbar. The building, or what is left of it, is the old J. M. Shelly home at 214 East Eleventh Ave. which is being torn down to make way for a service station. Crow usually buys the building to be torn down and then sells the material which he and his crew salvage. As the material is ripped from the building, all nails are removed and the wood is bundled and tied in proper lengths for prospective buyers. In many cases, building supplies salvaged from one building help to construct two or three other buildings in town.

House Wrecker Needs Good Knowledge of How to Build

In these days when everyone is concerned with the lack of housing, here is a man who makes his living by wrecking houses. However, lest he be judged harshly it might be well to explain that he tears down houses that have been condemned to make room for other structures. In fact, he is also in the business of constructing smaller houses from lumber salvaged.

"Crow, the handyman," as he is known to his friends, is Roy Crow, and lives at 2055 West Eighteenth Ave. in benign bachelorhood. In addition to wrecking buildings, he owns and runs The Fix-It Shop in Eugene.

Other buildings worked on include the Bartle Court after the fire; the old K. P. Hall which served as Eugene's first school; the home of Edgar McClure, University professor, at Tenth and High; and the Stewart Eakin property at Eighth and High.

Small Loss
Leaning on his crowbar, Crow explained that "It takes knowledge of how to build a house to properly tear one down. We take

off first what the carpenter puts on last. If a wrecker is to make money, he must do his work carefully."

Wreckers in large cities figure that 25 to 40 per cent of all material is lost to the wrecker. But, Crow estimates his loss as only five per cent of the total salvagable material.

"We start on the inside and remove all the finish work, bathroom fixtures, windows, doors and flooring," he said. "Then we follow a policy of working from the roof down. Even the plaster is used—hailed off and spread on land to sweeten it, because of the lime content."

Two-thirds of the re-claimed building material is sold on the job and the remainder is taken home by "The Handyman" to be sold later. The material usually of excellent grade, Crow pointed out, because "they used better wood in those days."

Crow usually has a crew of two helping him, but on large jobs, it goes as high as six. Actual working time consumes about six months of the year, and much of the remainder of the year is spent in building.

"Even the nails are saved from each building we tear down," Crow declared. "I save them and sell them by the ton. You know, I believe in an old Chinese saying which goes—'Waste not, want not'—and it pays dividends."

Furniture Dealers To Meet in Seattle

Many local furniture dealers are planning to attend the Northwest Furniture Market to be held in Seattle from July 19 through 23. The theme of the event is "First With the Best—the Trend's Northwest."

It is expected that more than 4,000 dealers, buyers, distributors and manufacturers from the Pacific Northwest and some of the Eastern states will be on hand for the show. The display will consist of home furnishings, with a full line of gift wares, case goods and upholstered furniture.

This will be the earliest major summer market in the West, and is one of the six summer markets in the nation. New lines and creations in furniture and home furnishings are shown for the first time and introduced to the public shortly thereafter.

Appointment of I. G. Miller as General Passenger Agent, Missouri Pacific Lines, with headquarters at San Francisco, was announced Wednesday by J. J. Kavanaugh, Western Traffic Manager.

The McKy Bros. Construction Co. has been newly organized and will be located at First and High streets in Eugene. Formed by John McKy and Jerome McKy, the firm will do excavation work, dirt moving and ready-mix concrete jobs.

Eugene Now Important Point For Direct Shipping by Rail

New recognition of Eugene's growing place in the industrial sun has come with the establishment of local headquarters of Eastern carloading associations here.

Use of this city as a target point in shipment for distribution of Eastern production is now routine for both Universal Carloading Co. and the Merchant Shippers' Association of Chicago.

Shippers associations, such as the MSA and Universal, provide a speed up in movement of less than car load lots of all types of merchandise from Eastern companies to their West Coast representatives.

Opening of the local office of the MSA pushes Eugene into the rated class of such Western centers as Phoenix, Arizona; Yakima, Washington; San Jose, California; Los Angeles and 11 other points in California, Utah, Arizona, Oregon, and Washington.

Portland and Eugene, alone in Oregon, are on the MSA list. Salem is not.

Recognition of Eugene's place as the Upstate Oregon distribution center was long overdue, according to Tom Martin, Eugene commercial agent for the MSA.

From the Eugene pivot point merchandise shipments to as far north as Salem and south as far as the California border will be coordinated by the Eugene Pool Car Co., a local concern established by Don Seelye, national brands distributor in the area.

From manufacturer's stock piles throughout the East, industrialists, big and small, will dispatch less than carload shipments to MSA receiving stations in New York, Pittsburgh, Chicago, and other leading centers.

There, cars, now tagged Eugene, will be loaded with special orders and small orders for the newly established Eugene distribution area.

Where is the benefit? Formerly, rush calls by Eugene merchants to the Eastern producers were slowed by long "stop and go" railroad LCL haul schedules.

A shipment of suiting for a local drygoods store might have been loaded at Pittsburgh, held up at Chicago, and partially unloaded, the load was shifted to drop off then moved on to St. Paul, where some glassware and make room for other freight.

A stop at Denver to unload from the car would mean more shifting and repitition at Portland

would not tend to guarantee timely or safe arrival at Eugene.

Consolidation of a carload for Eugene by MSA planning insures, according to Martin, quicker and safer arrival.

Long term breakage on arrival cost estimates, he says, should have to be revised downward providing a potential future cost drop to the buying public besides the immediate improvement in service.

Greater efficiency, speed and care in handling by funneling shipments through MSA carloading centers in the East and dispatching immediately to Western distribution points for reverse funneling to the marketing warehouses here is Martin's claim for his concern; and others that are beginning to recognize Eugene.

Lane County Farmers Are Conserving Soil and Water

The 1400 farmers of Lane County who are participating in the Agricultural Conservation Program are cooperating with farmers in all of the agricultural counties of the United States, says Ernest E. Schrenk, chairman of the county ACA committee.

Farmers through their ACA committees are carrying out farming practices to conserve soil and water in every county in the United States, except the 23 counties which are non-agricultural.

In Lane County the main conservation practices being carried out by farmers are: green manure crops on cropland and orchard; construction of open-ditch drain lines and tile drainage systems; seeding and reseeded of approved permanent pasture mixtures; application of nitrogen to new pasture seedings and green manure crops to insure stands; application of lime to acid soils; control and eradication of perennial noxious weeds; and construction of erosion control dams.

Under the Agricultural Conservation Program, farmers are encouraged and helped in carrying out the various approved conservation practices. Assistance is in the form of materials, services and financial aid. Technical committees made up of specialists from Experiment Stations, Extension Service, State Departments of Agriculture and others review and help write the specifications for approved practices.

Farmer-elected committees administer the program in all the communities and counties where the program is in operation.

Mr. Schrenk cites three reasons for the program:

First, the need for soil and water conservation is urgent. Food producing land is limited, population is increasing and soil must be saved now. Assistance under the Agricultural Conservation Program has proved the most effective way of getting the needed conservation.

Second, responsibility for conserving our soil and water resources is national. Everyone depends on the products of the soil and everyone should have a

share in the responsibility of protecting the present and future food supplies. Through the ACP consumers and producers share the cost of the conservation practices. This year that cost is about \$1.00 per person. The farmer matches that—and then contributes the necessary work.

Third, it's the most economical way of getting the needed conservation work done. Erosion, if let go, becomes more expensive to correct with each passing year. Not only is there a bigger job to do but the soil lost cannot be restored.

Business Shows Rise

Figures on bank debits and building permits for the first half of 1948 in Eugene point towards an increase in business activity as compared with the same period last year.

Bank debits, showing a total of \$250,840,000 for January through May, have registered a 12 per cent gain over the 1947 figure of \$223,735,000. June totals are not yet available, but should be ready about July 15.

Figures released last week by The First National Bank of Eugene and the Eugene branch of the U. S. National indicated that bank clearings for the first six months of this year had increased about ten per cent over 1947. Clearings thus far in 1948 total \$51,876,615.

Building permits in total dollar value give evidence that construction during the first six

months has increased at a phenomenal rate over last year. In fact, the value of permits issued thus far this year exceeds last year by more than 150 per cent. From January to July, in 1948, a total of \$3,618,306 were issued, as compared to \$1,468,967. Of course, it must be remembered that \$1,049,000 involved one permit—taken out in March for construction of the new dormitory on the campus. Permits were not required for campus construction last year. Springfield building permits reached a total of \$815,560 in the first six months of 1948 in comparison with \$408,500 for the same period last year.

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Prices Near Record High

A high government official in Washington, D. C., predicted that prices will soar to new records in the next few months, according to the United Press.

He said last week that the latest report by the Bureau of Labor statistics shows clearly that the rise in prices is continuing steadily.

The Bureau reported that its index of wholesale prices for 900 commodities rose 0.8 per cent last week to 166.7 per cent of the 1926 average. It said this was a new postwar peak and "only 2.3 per cent below the high point of May 1920."

No official would predict for the record whether the figure for this week would pass the all-time high of 1920. But privately they thought it would.

The 1920 peak was followed by one of the biggest commodity price breaks on record. The wholesale index was 167.2 in May, 1920, but skidded to 120.7 by December.

FOOD PRICES

Wholesale food prices, as reflected by the Dun & Bradstreet index, in the week ended Tuesday dropped slightly for the third consecutive week, the agency announced Wednesday.

Representing the sum total of the price per pound for 31 foods, the index declined to \$7.12 from \$7.14 last week. The price was \$6.41 a year ago.

Foods declining included flour, wheat, corn, rye, oats, barley, beef, hams, lard, cottonseed oil and potatoes.

Prices for bellies, cheese, coconut, steers and hogs advanced, while sugar, coffee, tea, beans, peas, peanuts, eggs, rice, molasses, currants, prunes, milk, lamb, butter and raisins were unchanged.

Ira C. Richards of Eugene has been awarded a gold pin for his 25 years of continuous service with Standard of California, the Company announced Thursday. Richards was among the 112 employees receiving pins during the month of July.

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