

Home Nursing Classes Given

New Red Cross home nursing classes will be offered all over the city. The first class will be held at Red Cross headquarters, 424 Broadway, on Tuesday, Jan. 7, from 7:30 to 9:30 p.m. Tuesday classes will be held on Tuesdays and Thursdays. Women may enroll by calling the Red Cross office, 4-5244, or by attending the first class session on Jan. 15.

Wagon Lacks Treated Water

WAGON, Indochina—(AP)—May 15.—A wagon carrying a large quantity of water for the troops in a tropical country, but it's a difficult task to find hot water anywhere.

Malayan 'Snowman' Perhaps Myth, but Spiders Live There

WASHINGTON—(AP)—The National Geographic Society Saturday said that these tiny spiders are the world's highest. They inhabit an icy region 10,000 feet high and more on Mount Everest. And, abominable as they are, they "eat their own kind."

Species Found

Scientists found bees, moths, butterflies, and even spiders at the highest of all were found on the snow-capped peaks of Mount Everest. The spiders are cannibalistic and live in the snow at 22,000 to 23,000 feet.

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Cancer Center To Utilize TV

BUFFALO, N.Y.—(AP)—Medical students and doctors won't have to crowd around operating tables or pathology demonstrations when the new \$8,000,000 Roswell Park Memorial Institute is completed. They will be able to watch the proceedings on a television screen. Operations and demonstrations at the cancer research institution will be televised by cameras suspended directly above the tables in two operating rooms and the autopsy room. Physicians and students will observe the procedures in an auditorium which will be equipped with a special television screen. Engineers from WBEW-TV in Buffalo have provided technical advice for Dr. Louis C. Kress, director of the institute, who is supervising plans for the TV instruction technique.

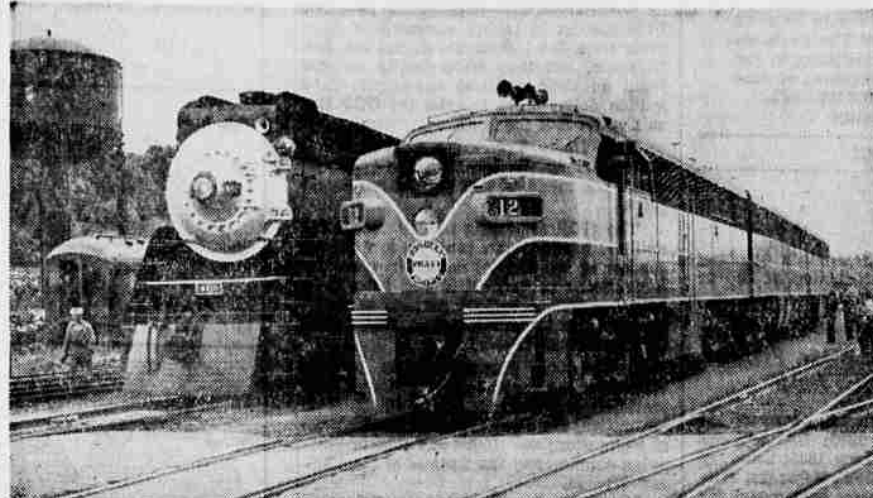
Wool Prices Rolled Back

WASHINGTON—(AP)—Price Director Michael V. DiSalle Saturday night signed an order rolling back ceiling prices on raw wool an average of slightly more than 20 per cent. It was learned that the roll-backs are not due to take effect until some future date, probably within 60 to 90 days. Office of Price Stabilization officials declined to give details of order, scheduled to be made public next Wednesday. A companion order will cut back wool futures ceilings. OPS officials, wool growers and processors and wool textile manufacturers all have emphasized that the reduction of ceilings will have no effect on consumer prices for clothing and other articles made from wool.

Soon They'll Join Clipper Ships and Carriages

Steam 'Puffies' Bowing Out

If you own a railroad and turn in an order for a steam locomotive, the manufacturer will think maybe you have holes in your head. Then he'll tell you he doesn't have any in stock and, furthermore, he isn't geared to make one for you. Little publicized even within the transportation trades, there's been a sharp point of demarcation in the history of railroads. The diesel is in and the steam engine is out. Oh, sure, there'll be some steam locomotives around for another generation. But when the present crop is worn out, the only steam engines to be seen will be in junk piles and museums.



THE DIESEL LOCOMOTIVE is slightly ahead in this photo. In actual operation it's way ahead in America's railways today. The steam engine on the left is fading out and, come fifty years from now, will rest in scrap piles and museums.

Last Were Built in '48

Lots has been written on the demise of the glamorous huff-puff locomotive. It's been fading out for years. But now there's one great big fact: There isn't a steam engine being manufactured in America today. The Baldwin-Linn-Hamilton Corp., the largest manufacturer of railroad locomotives, last week informed the Register-Guard it has not been actively engaged in the manufacture of steam engines since 1948, when it turned out several hundred locomotives for export.

Captures More Energy

In its process of using an internal combustion engine to turn an electric generator which in turn transmits its energy to the motors which revolve the wheels, the diesel locomotive will capture an average of 27 per cent of the energy in its fuel. The steam locomotive, however, captures only about 7 per cent of the energy in its fuel. So the truth boils down to this: While the diesel fuel will cost more per gallon, the locomotive does considerably more work on a dollar's worth of fuel than does the old-fashioned steam engine.

Why? It's Cheaper

The SP reports it knows of no one in the United States building steam engines at the present time. Queries to major manufacturers have proved this right. Why all this passion for diesel power? Simple... it costs less to run a railroad with oil.

Why? It's Cheaper

Initial investment, true, is higher. A diesel costs about \$100 per horsepower. So the engines that pull the big freights "over the hill" for the SP costs more than \$600,000 each, since they're 6000 or more horsepower each. A steam engine of the same power will cost about half this.

Revolutionary is a mild word to describe what dieselization has meant to the railroad.

Because of the huge investment, the railway has had to revamp much of its system to get more work out of the diesel. In many areas, the rule is "work the diesel 20 out of every 24 hours." This means a geared-up operation, with practically no diesels setting on sidings for more than minutes.

The 'Hill' is Tough

In the Eugene area, the trip up the "hill" to Cascade Summit has always been a headache. It's 97 miles of steep grades, several of them as steep as 1.8 per cent, has been one of the toughest operations in the country. Heavy snows, slides, barriers to communications, and many other factors have given the "hill" quite a reputation with railroaders.

What has the diesel meant to the local division? Economy, of course, for the same reasons listed above. But another complication has arisen.

No matter how much power is applied, there's a limit to the ton-

Another blessing from diesel power conversion is to the passenger. If you've ridden on the Cascade or the Shasta Daylight, SP's two crack streamliners, you've noticed that easy, gliding "take-off." No chug-bang-crash any more. Just a nice whoosh and you're picking up speed while still waving to Aunt Mary on the platform.

That's due to the instant power application of the diesel. The old steam engine would jump then catch up with itself. And the passenger would jump, too. Not anymore. Yep, the new-ranged diesel locomotive is playing a more and more important part in today's transportation. It's here to stay, just like the Model T stuck around, while cynics hollered "Get a Horse."

Woman Asks \$19,506 in Suit

A total of \$19,506 in damages is being asked by a local woman who has filed suit in circuit court on behalf of herself and two minor children as the result of a highway accident on March 15, 1951.

Anne Camp is seeking to recover \$11,360 from the defendant, Robert M. Kennedy for damages she alleges she suffered in the collision. Her complaint states she suffered a fractured pelvis, a cerebral concussion, permanent face scars and other contusions and abrasions.

As guardian ad litem for a minor child, Gordon Camp, she is asking \$2650. Gordon sustained a fractured arm and cuts about the face it is alleged in the complaint.

A third complaint on behalf of Susan Ann Camp, also a minor, asks \$5,496 damages. It alleges Susan Ann suffered a severe concussion, a fractured thigh bone and other contusions and abrasions.

No date for trial has been set.

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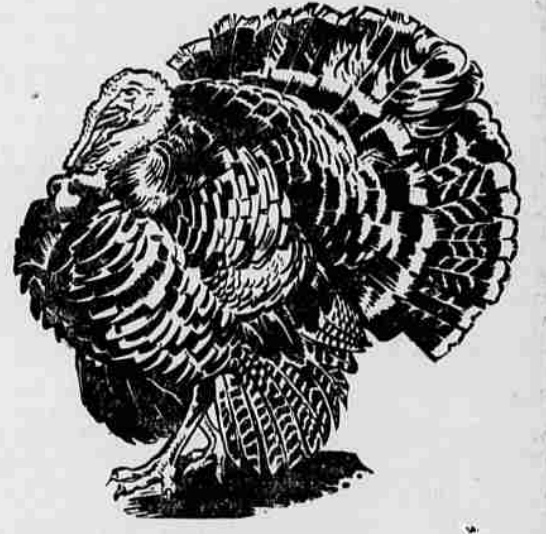
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