



Model Model System—This model railroad of Herman Howard at Los Angeles county fair, has block system which flashes signals and gates which drop as trains approach.

Atlantic Union to Be Discussed

Formation of a Salem chapter of the Atlantic Union committee will be the objective of a public meeting called for 8 o'clock next Monday night at the Chamber of Commerce. The announced purpose of a group of interested citizens is "further acquainting the public with the Federal Union plan, and for seeking speedy congressional action on the bill already introduced for this purpose when our lawmakers reconvene in January."

Following the recent appearance in Salem of Clarence Streit, author of the Federal Union idea, a local organization committee was named to further the plan here. This committee includes Guy Hickok, Loraine Meusey, Dr. Henry Gunn, Steve Anderson, W. E. Richardson, Robert Letts Jones, Judge James T. Brand and Laura E. Kellar. Dr. Gunn, president of Oregon College of Education, Monmouth, will attend next Monday night's meeting.

Sick Children Found To Be Better Students

Boston (U.P.)—The will to learn is stronger in youngsters confined to sick beds than in most healthy children.

That opinion is shared by two former Boston school teachers, Mrs. Helen Hannan and Mrs. Margaret Kamp, after tutoring some 750 Children's Hospital patients during the past 15 years.

Seven-year-old David Spinney of Milton is a typical hospital student. Confined to an iron lung 22½ hours out of every 24, he must do all his learning orally.

Chinese Reds Open Drive To Rule People's Thoughts

Shanghai (U.P.)—The Chinese communists are trying to regiment thinking throughout the areas they have wrested from the nationalists.

They are organizing "learning groups" in factories, business offices, stores, farming centers, women's clubs, schools, the armed services, youth corps and, in fact, everywhere but the home.

The groups are formed with the aim of converting all Chinese except "capitalists, bureaucrats and reactionaries" to communism. Even the hated capitalists are called into some groups to be "educated."

The groups are dedicated to the study of Marxism and the writings and teachings of Mao Tze-tung, president of the People's Republic of China.

Office workers, especially those in government departments, are required to spend their spare time in reading and discussing communism.

In factories, workers gather during lunch or rest periods to discuss Mao's speech at the inauguration of the new People's Republic and other communist dogma.

At Tsingtao, where U. S. Vice Admiral Oscar C. Badger once based his Western Pacific fleet, communist political workers are telling factory owners:

"Comrade manager, you've got to learn the new democracy."

The underlying thought behind all the "learning groups" was stated by Mao last July. It was:

"We must be one-sided. We must be either with the people's camp or against it. There is no third route."

Four Babies Die Of Starvation

Hanford, Cal., Nov. 3 (U.P.)—Four babies have died of starvation in California's fertile San Joaquin valley during the past month, according to testimony before the Kings county board of supervisors.

The infants were children of migrant cotton pickers and farm workers, many from the Midwest.

The board called a meeting to discuss the deaths of two of the infants since Monday. They heard an appalling story of "intolerable conditions of misery in the squalid tents and shacks dotting the highways."

Officials said these conditions, reminiscent of those described in the novel, "Grapes of Wrath," prevail among the 150,000 migrant farm workers now harvesting California's cotton, vegetables and fruits in the great central valley.

District Attorney William Harp demanded that Coroner J. Larry Smith investigate the conditions under which the children died. He said he would file criminal charges against parents found guilty of negligence.

Den Assignments Given Cub Troop

Salem Heights—The Pack meeting of the Cub troop 19 met at the Salem Heights community hall. Twenty-six boys present were assigned to their Dens. Many parents attended.

Leo Olson, Cubmaster named the following Den Mothers, Mrs. Paul Harvey, Mrs. Clark Lethin, Mrs. R. V. Miller and Mrs. Harold Post of Salem Heights, and Mrs. Roland Seger of Liberty. It is thought that another Den will be started at Liberty.

Named on the Cub Scout committee were Paul Harvey, Erich Leatsch, George Gregor, Lewis Bartlett, Virgil Allen and Guy Fagg as assistant cubmaster.

Den 2, with Mrs. Paul Harvey, Den Mother, demonstrated their Den Yell. Refreshments were served later.

Fining Made Easy

Ogden, Utah, (U.P.)—Police have a new wrinkle for collecting parking violation fines. A combination meter violation-citation envelope goes on the windshield of the offender. The driver may place his 50-cent fine inside the envelope and take it to police headquarters or mail it.

Smog Worries Portland

Portland, Nov. 3 — The city smoke control commission was ordered yesterday to start working on the problem of clearing the metropolitan area atmosphere. Chairman J. Donald Kroeker said he would attend the national air pollution symposium at Pasadena, Calif., Nov. 10-11 to get ideas. Smoke plus early winter fog has created smog conditions for several weeks, slowing morning and evening traffic in the city.

TODAY'S BUSINESS MIRROR

Recapped Tires Come Back In Style Again; Sales Up

By SAM DAWSON

New York, Nov. 3 (U.P.)—The recapped tire—poor relation in the depressed thirties and about the only thing you could get in the war years—is back in style again. Sales this year are up 20 per cent over last.

Demand for retreads started to revive last year, after the early postwar tumble. The retread industry says that one reason for the new popularity is that the makers are putting salt, sawdust or nut shells in them. And at least one company punches little holes in recapped tires to increase their sales appeal.

Motorists add that a chief reason they are having tires redone is that they have to watch their personal budgets now more than in the first flush postwar years. They note that several leading tire companies have just hiked prices 3½ per cent on new tires and there is talk of further price increases before the end of the year.

But tire makers insist that a leading reason for the jump in demand for retreads is that new processes, materials, and methods have made the rebuilt tire superior to the one you bought ten years ago, or even during the wartime shortage of new tires. The postwar retread, they say, wears longer and holds the road better.

Tiremen say they stumbled upon the use of sawdust in retreads mainly by accident. During the war, when they were trying to make a little rubber go as far as possible, they mixed in a little sawdust. As the tires were driven, the sawdust fell out. The pockmarked tread held the road better. So now, B. F. Goodrich and some others put sawdust in its recap material.

U. S. Rubber, however, uses sub-rubber salt for the same purpose.

As the salt or sawdust works out of the tire, the holes that are left give the tire a better grip, the companies say. They scoff at the notion, advanced by some drivers, that the salt melts the ice on the road—it's the hole in the tire that counts.

General Tire and Rubber Co., which says it is retreading more tires these days than at any other time in its 34-year history, employs a new blend to two distinct types of rubber, to get the same porosity effect.

Goodyear plugs a tractionizing machine. This punches tiny holes in the recapped tread. The company says this gives good traction right from the start.

Goodrich has two types of retreads. The ice-snow recapping uses sawdust to provide the grip on the road. The mud-snow recapping job uses the tread itself for the traction.

Passenger cars account for about two-thirds of the total of recapping but tire men say that retreading of truck and bus tires is now increasing.

It costs about \$7.72 to recap the common-size passenger tire. The U. S. army ordinance has a tire rebuild plant at Ober-Ramstadt, Germany, that has processed a half million tires since it opened in February, 1946, at a saving to U. S. taxpayers of \$2½ million a year.

American tiremen couldn't say how the army stands on the subject of salt versus sawdust.

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