



Reunited—Berndt Volght, 8, is reunited with his mother, Mrs. Donald K. Fraser of Palo Alto, Calif., after a two-year separation. They are shown as he arrived at the San Francisco airport, concluding a 39-hour flight alone from Frankfurt, Ger. He told an airline agent in German that his mother married a former U. S. soldier and he had not seen her for two years. His father, a doctor, was killed during the war and he has been living with his grandmother at Frankfurt. (AP Wirephoto)

County Judge Murphy Tells Of 50 Years of Progress

By GRANT MURPHY, County Judge

The turn of the century in Marion county was greeted by a population of 27,913 as compared to a population of over 100,000 at the 50-year mark.

The expenditure for county government for the year 1900 was \$52,322.20. The appropriation for 1949-50 fiscal year is \$2,181,778.00. Appropriation for roads during the period has soared considerably with an expenditure of \$7,877.03 for 1900 as against an appropriation of the last fiscal year of \$585,000.

At the beginning of the century the county had no permanent improved roads. They consisted of graded dirt roads with some having gravel base. During the half century, the road program has expanded until the system has 1,300 miles of roads of which 300 miles are paved, which represents about 25 percent of the county highways.

The assessed valuation of the county 50 years ago was \$9,300,000 whereas the 1949 roll shows a valuation of \$61,000,000.

Among public buildings that have been constructed in the county during the half century are the State Capital building, the State Library, two state office buildings, penitentiary annex, Boys Training school, and many other such as additions to the Fairview home and Hillcrest school and many school buildings throughout the county.

The year 1949 was greeted early in the year by a history making freeze which lasted for 33 consecutive days and caused a frost penetration in the Willamette valley to a depth of 30 inches. As the frozen condition of the earth thawed, the road damage appeared to be the largest and heaviest caused exclusively from freeze that ever had been experienced in the county. The damage was particularly high on the surfaced roads which affected our road system severely on account of the large number of surfaced road miles in the county.

The legislature recognizing the heavy damage to roads, passed special legislation making loans available to the county for road repair. Marion county used \$100,000 of this fund. Together with all of the appropriations that were set aside for building new roads the county was able to make repair on nearly all road damage in this classification but it eliminated all new construction during the year.

Legislative matters coming before the county in 1949 involved the probability that the 1950 census would show a population in excess of 100,000.

Research shows there are some 80 measures in the state statutes applying to counties of 100,000 which were designed for all intents and purposes for Multnomah county which was the only county up to this date having reached a population in excess of 100,000. As a matter of fact, its population was in excess of 300,000, making much of this special legislation particularly adapted to counties of 800,000 or more.

In November of this year a garbage disposal plant was established near Macleay for the purpose of serving small cities and rural areas in the south eastern portion of the county.

A matter of unfinished business is plans for the proposed new courthouse which have been submitted by the architect. It will fairly well meet the needs of the county for a number of years in the future but the plans have not met final approval of the courthouse commission.

The cost of public assistance in the county raised from \$1,154,381 in 1948 to \$1,308,949 in 1949.

Year Brings Navy Facility

Salem in 1949 got another naval installation, the Salem Naval Air Facility, where men of the naval air reserve and Marine Corps Reserve pilots may fly.

Navy men came here in April to start work on renovation of the hangar on the east side of the field. Commissioning ceremonies were held September 5, and September 22 the facility received the planes to be flown by the reservists.

By the end of 1949, 41 Naval reserve pilots and four Marine Corps reserve pilots had been checked in for flying at the facility.

Planes, when the facility secured the afternoon of December 31, had been in the air a total of 545.3 hours since their arrival here. Of that time, 398.4 hours were flown by the reserves and 146.9 hours by the station keepers and other navy men. At the same time 422 flights had been made.

December figures showed 98 flights made for a total of 143.9 hours. Of the total flight time in December 117.7 hours were flown by volunteers and 26.2 hours by station keepers and other naval fliers.

The facility is used as a training center for Naval reserve pilots from three areas, Portland, Salem and Corvallis-Eugene. In charge of the Salem section of the volunteers, which has a potential of about 90 officers, is Lt. Ernest Eldridge.

Table Aid to Logging Men

A red alder volume table designed to aid all hardwood loggers and mill men in Oregon has been completed through the cooperative efforts of the Oregon state board of forestry, the Pacific northwest forest and range experiment station, British Columbia forest service, and the Weyerhaeuser Timber company, according to George Spaur, state forester.

The forester said increased logging and milling operations in alder stands created a demand for the volume table. The tables have been printed on a convenient pocket size card and indicate the board foot volumes of standing or felled and bucked alder timber.

Spaur stated that the pocket card and a five-page research bulletin containing additional information may be obtained free of charge by writing to the state forester's office in Salem.

Compilation of the alder volume table was made possible by funds obtained from the forest research and experimental tax act of 1947.

The Department of Agriculture is distributing the first 100 pounds of seed for a new onion to commercial nurseries.

What's Your Hope for '50?

By CHRIS KOWITZ, Jr.

This reporter went roving during the first 60 minutes of 1950. Between midnight and 1 a.m. Sunday, I asked several persons to name their foremost hope for the year which had then just begun. Every person contacted expressed some specific hope for the upcoming 365 days.

"The various new year's wishes were widespread in nature. Some hoped for personal improvement, others for betterment of the health and welfare of all mankind. A few hoped for a brighter national and international picture.

At the exact moment when Saturday became Sunday and 1949 became 1950, I took pad in hand and set out.

The courthouse clock had barely stopped vibrating from the last stroke of 12 when I talked with Dudley Strain, pastor of First Christian church, who had just delivered a message at a midnight worship service.

The Rev. Strain said, "My fondest prayer is that the spirit of Christ will control the lives of man and nations of man."

Edith Tripp, a high school senior living at 1547 Market street, stated her No. 1 hope for the new year was . . . to graduate from high school.

Dick Greenwald of 1935 Maple avenue, while checking the oil in a customer's car at Doolittle's service station, said he hoped for a "better position and a raise."

The first event of 1950 for Earl Butoit, 440 Larsen street, was a flat tire. Butoit was changing a wheel on his car a few minutes after midnight. He thought about his hopes awhile, then rated this one first:

"I would like my wife to stay the way she is—a Christian."

C. B. (Sonny) Bentson, proprietor of a South Commercial street tavern, hoped for "peace and prosperity for nations in 1950."

Glen Vergels, 1535 Broadway, hopes that auto manufacturers will "stop making holes in new cars."

Police Captain Stanley K. Friese, on duty at the city police desk, expressed several hopes for the new year.

"Above all," said Friese, "I would like to see progress made in the battle against cancer. Next, I hope to see a settlement of the cold war, so our children won't have to clean up the mess this generation is making. I also want to see Salem continue to grow in size and general improvements, as it did in 1949. And I want to wish everyone a happy new year."

A tough-looking fellow at the scene of an arrest told me, "If you're a bull (slang for detective) I don't know nothin'."

The year 1950 was still in its first 45 minutes when I picked up a telephone and was connected with a Pacific Telegraph operator in Portland. Asked about her hopes for the new year, she replied, "I'm always worried about war. I don't want the person I am going to marry

hour interviews, I climbed 150 feet of steps at the McNary field control tower. I found Walt Traglio of 1635 Madison street on duty at one of the loneliest jobs in Salem.

"By coincidence," Traglio said, "I was sitting here a few minutes ago thinking what I'd like to see in 1950. I'm hoping for the completion of the airport administration building this year, as well as the completion of the

instrument landing system and the lengthening of the runways." Traglio also hopes that more Salem people will become interested in flying.

Those are the hopes for the new year as gleaned from a cross-section of Salem people during the first hour of 1950.

P. S.—No one asked me about my hopes, but one of them is that my articles will be read. So if you're still here, reader, thanks a lot.

Santiam Saddle Club Names New Officers

Mill City — Santiam Saddle club met recently for the purpose of electing officers for the coming year. Fred Gnuschke was named president; Barney Royce, vice president, and Pete Peterson, re-elected secretary-treasurer. A Christmas party was held by the riders of the Saddle club and friends with about 75 persons in attendance. There was dancing and refreshments, also gift exchange.

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