Naval Air Facilities Program Told Portland

Tuesday night.

The meeting attended by both members of the AVUA and the VAU of the Navy's Air Reservs.

VAU of the Navy's Air Reservs, was called for the purpose of informing the men in that area of the need to immediately get the program into operation if Oregon is to continue to have a naval air facility.

Down from Seattle to explain the program were the executive officer for the Naval Air Reserve training Unit, Cmdr. D. A. Method of the Naval Air Reserve training Unit, Cmdr. D. A. Method of the Naval Air Reserve training Unit, Cmdr. D. A. Method of the Naval Air Reserve training Unit, Cmdr. D. A. Method of the Naval Reserves. Lt. Cmdr. P. Herrald, type training officer, and Cmdr. W. W. Jones from the office of the commander of the Naval Reserves. 13th Naval district.

w. W. Jones from the office of the commander of the Naval Reserves, 13th Naval district.

Lt. Cmdr. Wallace Hug, officer in charge of the Salem facility, attended the meeting and explained the program and facilities offered at the Salem facilities offered at the Salem facility. He was accompanied to the meeting by the excutive officer from the facility Lt. Stanley Fallander, Lt. Ernest Eldridge, Lt. Ed. Schiess and Chief Schies an meeting by the excutive officer from the facility Lt. Stanley Fal-lander, Lt. Ernest Eldridge, Lt. Ed Schless and Chief J. Brown, one of the station keepers at the facility.

During the meeting arrange-ments were made for flights to be made to Portland by Beech-crafts at the facility this Saturday and Sunday to pick up reservists wanting to come to Sa-lem to take their physicals or put in flying time. Similar ar-rangements for picking up the men are being made with the Corvallis and Eugene air reserve

Grains Higher For Wednesday

edged upward in late dealings on the board of trade today, soy-beans paced the mild rally, lar-gely because of hedge lifting against sales of cash beans to

Even March wheat, which had been down around a cent at one time, came ahead toward the close. It still was somewhat easier than the rest of the mar-

Wheat closed % lower to % higher, March \$2.16½-%, corn was unchanged to ¼ lower, March \$1.26%, oats were ½-% higher, March 72%, rye was unchanged to ½ higher, May \$1.27½, soybeans were ½-1½ higher, March \$2.30½-%, and lard was 8 to 13 cents a hundred pounds higher, March \$10.40. pounds higher, March \$10.40.

In 1949, more than 11,000 U.S.

SUN VALLEY BREAD, baked with no shortening whatever, satisfies "reducing starvation" with no added calories. It's a new taste thrill for "bread hungry diets."

And Sun Valley toasted M-M-M- good, and good for you.



AT YOUR FAVORITE FOOD STORE

Stocks Advance Following Slump

Prices presented a ragged ap-pearance with gains and losses thoroughly mixed with a movement of around a point either

The buying flare followed the announcement that talks would be resumed between workers and management in the coal strike and in the Chrysler Corp. shut down.

Trading picked up consider-ably on the rise with the vol-ume of business at the rate of 1,400,000 shares for the entire

Along with advancing prices a pick up in activity, with buy-ing centered on Studebaker, Chrysler, General Motors, U.S. Steel and Bethlehem Steel.

Elsewhere there were scattered gains, and a number of extreme losses were cut back. Aircraft issues were in the

Barkley Opens 1950 Campaign

The Truman administration countered the republican campaign slogan of "Liberty Against Socialism" with a demand GOP leaders tell the voters sepcific-

leaders tell the voters sepcifically what democratic-sponsored laws they want repealed.

Vice President Alben W. Barkley sounded the keynote for the administration's strategy in a fighting Jefferson-Jackson day speech last night before 1,600 Masschusetts democrats who and \$50 a plate to hear him and paid \$50 a plate to hear him and get a glimpse of his pretty bride.

or above. Few medium strades paid \$50 a plate to hear him and gas salable 200. Market alow. Scattered 2 alies ateady. Most bids 50 cents or lower. Part load and one choice tole, around 210-220 pounds sold at ... Most bids 19.00 down with some into bidding 18.00 on sood and choice 125 pound averages. Sows fully steady: 120 to 550 bid.13-15.50. Good and conce cept 28.150 bid. 10.00 bid.13-15.50. Good and conce cept 28.150 bid. 10.00 bid.13-15.50. Good and conce cept 28.150 bid. 10.00 bid. 10.

TRADE

YOUR OLD WATCH

as long as A YEAR

TO PAY!

Bulovas from ... 24.75

Gruens from ... 29.75

Your old watch for your

down payment during the

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Complete Assortment of Watches

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Elgins from 29.75 Hamiltons from 49.50

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YOUR OLD WATCH

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MARKET QUOTATIONS

ountry-Killed Meats
Veal — Top quality, 40-42c lb.; other
rades according to weight and quality
ith lighter or heavier, 28-36c.
Hogs — Light blockers, 25-36; sows,

mutton 18-18c.
Beef—Good cows, 20-32c ib.; cannerscutters, 29-30c.
Fresh Dressed Masis
(Wholesalers to retailers per cwt.);
Beef steers: Good 500-800 iba., 339-41;
commercial, 338-30; utility, 338-37.
Gows: Commercial, 338-30; utility, 338-31.
decammers etc.

gutters from fire hydrants helps keep dwontown streets clean in Salt Lake City

DEATHS OBITUARY

STOCKS (By the Associated Press) erican Can Pow & Lt Tel & Tel Bendix Aviation

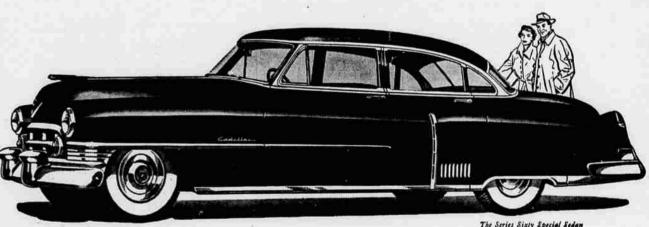
Capital Journal, Salem, Oregon, Wednesday, Feb. 8, 1950-17





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They are the new Cadillacs for 1950-and we want you to come and see them.

We not only want you to see them-but we think you should see them. For to see and inspect these wonderful creations will make you a sharper judge of all cars-and increase your motor-car wisdom in every respect.

There are four entirely new series of carsall with wholly new bodies, and all completely restyled. We think you'll agree that nothing so sleek and dynamic and beautiful has ever been seen on the world's streets and highways. They are arrestingly and breath-takingly gorgeousand all are distinctively Cadillac.

And not only are they advanced in beautybut their performance is finer in every way.

Cadillac's great new high-compression engine is even smoother; it is actually quicker in acceleration; and it runs so quietly that only the indicators reveal when it is in action. It is simply wonderful to drive.

And-difficult as this will be for owners of 1949 Cadillacs to believe-the 1950 cars are even more economical to operate. Gasoline mileage really approaches that of the smaller, lowestpriced cars. It is no less than amazing that cars so big and luxurious should run so far on a gallon of gasoline.

Comfort and handling ease are also remarkably advanced. There is far finer road balance and over-all steadiness at all driving speeds. Steering is softer and more positive. Brakes are more efficient and longer-lived. The over-all satisfaction of driving-from every standpoint -is simply "out of this world."

Truly, here are cars so fine and beautiful that they deserve your personal consideration. Make your plans now to come in and see

them. You will be cordially welcome at any time.



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