

Sport Gags

By K. D. P.

I knew that my article of last week would bring forth a howl of wrath upon my head. Even one fellow who has always had a cheery hello for me, now nods his head glumly. They claim that they have never snagged a salmon in their lives. Their claim is enough to bring a smile to my face. They say that I do not know enough about salmon egg fishing to classify myself as an expert fisherman and claim that I have fished with salmon eggs only last fall which I can not deny at all.

But my main idea of writing any kind of article is to state fully what I believe for the best of fish conservation or wild animal life. I know all those cunning arts of using single eggs to get steelhead without having to resort to feed eggs. Ask Ray or others because they have seen me catch some while they could not get a nibble.

Naturally I know enough about egg fishing to make me realize what serious harm it can do to the fish life. On fly fishing for steelhead, the best time is from the 15th of July until possibly the last of October, making it a little over three months. But on egg fishing it is good for 6 months or more.

Long before the salmon start to spawn, the bait fishermen use lots of feed eggs and get the limit time after time. I mean especially on trout fishing. When the salmon spawning time comes around, you almost never get a trout on single eggs at all. Five years ago I used to get my limit of trout during the spawning time. (on single eggs).

After having seen so much of what I consider damage to the river life by the egg fishermen, is my biggest reason as to why I favor some kind of a law to forbid the use of salmon eggs or feed eggs.

And as to salmon snaggers, I have contempt for them but I would have a little more respect for them if they snagged salmon only for food and did not try to throw away the salmon. Now, now, boys, don't jump on me for I have seen one Central Point man hook a salmon, split the fish up for eggs and leave the salmon rotting there. I can prove it because a certain businessman was with me that day and saw the whole works. Of course he did not snag the salmon but to cut up the salmon just for the sake of a bunch of fresh eggs, is enough to nauseate any sporting man's stomach.

Safety First For

The Fourth Urged

By Earl Snell

"Put Safety First on the Fourth!"

With this slogan, Earl Snell, Secretary of State, today launched an intensive campaign to prevent traffic accidents in this state during the coming Fourth of July holidays. Last year, traffic accidents claimed a toll of five lives in this state and Snell hopes to eliminate this toll entirely during the coming celebration period.

"Chief factors in holiday accidents are crowded traffic conditions, thoughtlessness on the highways and fatigue on long trips," Snell declared. "By eliminating these factors, we can avoid virtually all accidents on our highways and streets."

The Secretary of State listed these precautions for motorists during the holiday travel:

1—When caught in long lines of cars, don't become impatient and take dangerous risks trying to pass cars. Stay in line till there is adequate room to pass safely.

2—Never pass on curves or when the white line is on your side of the center stripe.

3—At recreation areas, watch for children playing or pedestrians crossing the road.

4—On long trips, avoid driving when sleepy or drowsy; avoid driving directly after heavy meals.

5—Hold down speed on the highway, especially on curves.

"Drive thoughtfully, with due regard for all existing traffic conditions and be a member of July Fifth column of safe drivers."

BACK-FIRING CAUSE

When the motor back-fires while descending a grade it indicates a lean mixture, according to the Oregon State Motor Association's mechanical service department. If the motor operates satisfactorily on level surfaces, it is best not to change the carburetor adjustment. To avoid possibility of muffler damage the choke may be opened slightly while going down grade. This will cause a richer mixture and tend to check any back-firing.

Relatives Visit at Home of Joe Johnson

Relatives from California left Tuesday after a week's visit at the home of Mr. and Mrs. Joe Johnson. They were Mrs. Dora Borders, mother of Mrs. Johnson; Miss Edna Borders, sister; Miss Mildred Bratlin, friend, all of Sanger; and Miss Ruby Lucas, niece, of Selma. They left Sanger at 3 a.m., June 17, arriving here at 6:30 p.m. that day, coming up highway 99. They are returning by way of the Redwood highway. "Of course it was a hard day's trip," said Mrs. Borders, "but I had never seen the country before and that kept me from getting tired. I was so busy looking at the country. I tell Mabel you have the most wonderful climate here I've ever seen. I sleep so soundly and well. The Thursday before we left home, it was 104 degree."

A visit was made to Crater Lake Sunday that Mrs. Borders might see that wonder. Saturday night Mrs. Nansen was hostess to Mr. and Mrs. Johnson and Mrs. Borders.

Shipley L. Ross, 53, Passes to Reward

Shipley L. Ross passed away Sunday morning, June 22, after a prolonged illness. Formerly residing in Grants Pass he had made his home in Medford for several months. Mr. Ross was born on the Colonel John E. Ross ranch on Ross Lane, May 14, 1888, the eldest son of Anna and the late Thomas D. Ross.

Later the family moved to Central Point where he received his education in the public schools, also attending Ashland Normal school. On November 27, 1913 he was married to Etta Williams.

They moved to Grants Pass in 1919 where Mr. Ross had been actively engaged in the hardware business until the last year when ill health forced him to dispose of his business interests.

He was preceded in death by his wife, Etta who passed away March 13, 1938. Surviving are his daughter, Janet, Grants Pass; his mother, Mrs. Anna Shipley Ross, Central Point; a

sister, Mrs. ICatous McCredie, Medford; two brothers, James C. Ross, Central Point and Floyd A. Ross, Prineville, Oregon.

A man of sterling character and principles, Mr. Ross leaves, besides his relatives, a host of friends to mourn his death.

Funeral services were held at the L. B. Hall Funeral home in Grants Pass last Monday at 2:30 p.m. with the Grants Pass Elks lodge in charge of the service. Interment took place at the Hillcrest Memorial cemetery at Grants Pass.

LOCALS

Rev. Phillips is preaching at Phoenix and Gold Hill.

Mr. and Mrs. Oscar Minnick are driving a new Plymouth sedan.

Mrs. Lettie Gregory has left for a month's trip in California. She will first visit an old schoolmate in Los Angeles. On her return trip she will visit her sister, Mary Coker in Vallejo, California and other relatives in various parts of California.

Mr. Wheeler states that he had the earliest Boysenberries on market, having sold some in Central Point June 6 and he also marketed string beans June 20.

Mr. and Mrs. Frank Homer moved into their new home last week.

Ruth Clark took a group to Lake of the Woods to the Bible Conference Monday.

Mr. and Mrs. Tex and Mr. and Mrs. Bert Peck returned home from Crescent city at three o'clock Monday morning. Mr. Tex brought home a nice salmon.

Mr. and Mrs. Stanley Parrish, Judy and Stephen, are living in the Charley Jantzer house.

James Rolfs is expected home on furlough before long.

The catfish derby was postponed till this coming Sunday. A good crowd was present last Sunday in spite of the rain. The derby will be held next Sunday at 1:30 P.M. at Bybee Bridge.

The Christian Endeavorers enjoyed a weiner roast at Bybee Bridge last Friday evening. About 35 were in the group.

The Civic club cleared about \$30.00 on the Sportsmen's Salmon feed. It was a very fine dinner and much enjoyed by all.

Mr. and Mrs. Sanford Richardson and Charlotte arrived last Thursday morning to attend the funeral services for Charles LeRoy Valentine, brother-in-law of Mr. Richardson. Mr. and Mrs. Richardson returned home Friday morning. Miss Charlotte remained for a visit with Muriel Weldman. We understand Mr. and Mrs. Richardson have been transferred to Walla Walla, Washington.

The Kelstone class enjoyed an indoor picnic at the Chet Elde home in Grants Pass Sunday afternoon. The picnic had been planned to be held in the Grants Pass park but owing to the rain the group gathered at the Elde home and roasted their weinies and marshmallows in the out-door fire place. Counting the children who attended, there were about thirty, present.

**RAILWAY
LABOR UNION DEMANDS
WOULD COST
900 Million Dollars
A YEAR**

THE labor unions have made their demands upon the railways of the United States—and through the railways upon the PUBLIC. These demands are vastly larger in proportion than any they have ever made. The economical and efficient operation of the railways is vital to the nation's defense effort. Therefore, the Western Railways present to the public the following facts:

The labor unions representing engineers, firemen, conductors, brakemen and switchmen are demanding a 30 per cent increase in wages, amounting to 190 million dollars a year—although their present rates of pay are the highest in history.

Other unions representing a greater number of railway employees are demanding wage increases ranging as high as 95 per cent—averaging 47 per cent—and amounting to 580 million dollars a year—although their present rates of pay also are the highest in history.

Thus the wage increases being demanded by the labor unions amount to 770 million dollars a year, an average increase in excess of 41 per cent.

In addition, certain of these labor unions have demanded advances in their pay not included in the above figures, and more rules for the creation of unnecessary jobs.

The situation, then, is this: The total cost of complying with all the demands made would be approximately 900 million dollars a year!

The average weekly earnings of railway employees are now 15 per cent higher than in the peak year 1929, while the cost of living is 12 per cent less.

The demands of the railway labor unions are being made when the entire nation has just been asked to make a supreme effort for National Defense.

The railways cannot meet these demands without a great increase in the cost of transportation. They exceed by more than 700 million dollars the income that the railways had left after paying their annual expenses, taxes and charges in 1940.

The railways have a vitally important job before them. They need all their resources to continue adequately to serve you and contribute effectively toward the National Defense Program.

THE WESTERN RAILWAYS

Union Station, Chicago, Ill.