

For What It's Worth

By K. D. P.

Ray Watkins has come back to the valley as expected. I was somewhat surprised that he has stayed so long down in California. He is still the same as of old, because he asked me if I knew where he could get hold of feed eggs for fishing. Now no longer can we go out and hide at a certain rifle that we like for Ray nearly always gets there first with messy eggs and feeds the fish so full that we flyfishermen can not catch them on fly.

He bragged last Saturday that he would show me how to catch fish with eggs and went out to Kelly's Island. Well, for all his bragging, he got only three measly fish to show that he still has his uncanny lack of skill in catching them.

I was mighty sick man last Saturday night when I came home from Hardy's riffle. After fishing about half an hour with out any luck, I decided to check my supply of steelhead flies and see what I can use. Looking them over, I decided to use a bucktail coachman with peacock body that I bought from Ross & Ross last year and which I had never used. Well, imagine my surprise when I hooked my first steelhead on that fly. That fish gave a terrific fight and soon after jumping clear out of the water, he got away.

I got excited and went on fishing. In the next five minutes, I got 5 good hard strikes but could not figure it out. So I decided to reel in and check the fly. Well, I discovered that the barb on the hook has been snapped off cleanly probably during the first tussle with the fish. Boy, I was sick all right because I had hoped to bring in the catch and show the fish to Ray and prove who is a better fisherman.

Ray is all excited about going buck hunting next fall. So just as a warning to all who plan to go hunting, stay away from the district where Ray plans to hunt. I just want to give them a friendly warning because he is pretty reckless when he sees a buck and proceeds to close his eyes and wham at the buck at least 10 times and usually misses completely, like he did out in Lake Creek district. Of course you may say how did Ray get mule deer buck and doe last fall. That poor buck probably knew what

a rotten shot Ray is and though it safe to walk right in front of Ray's nose. Nobody can miss that kind of shooting.

Discharged Men to Travel for Half Fare

Because of an order authorized today by Public Utilities Commissioner George H. Flagg, Oregon personnel now being discharged from the United States Army, the Navy, the Marines or the Coast Guard will be able to reach their homes with more of their discharge pay in their pockets. Flagg approved a plan that will allow discharged personnel to travel at half fare on all railroads. The rate takes effect September 1, with the usual privilege of completing the journey in 30 days.

His action will have the approval of the Interstate Commerce Commission. Mr. Flagg is assured, and is likely to be placed in effect by all other state commissions. The military branches are said to be discharging thousands of men at this time, as well as sending home those who have completed hospitalizations.

Round trip tickets will also be sold to furloughed men at one and one quarter cents per mile, which is a little less than one-half fare on most railroads.

Civilians will not be entitled to the special rates.

Commissioner Flagg issued the order from Klamath Falls where he was attending to official business on Thursday.

Rationing Calendar

PROCESSED FOOD:

Book 4—Blue stamps AS through F5 valid indefinitely.

MEAT, BUTTER, FATS AND CHEESE:

Book 4—Red stamps AS through D5 valid indefinitely.

SUGAR:

Book 4—Sugar stamps, 30, 31 and 32 valid indefinitely, 5 pounds each. For canning only: Sugar stamp 40 valid for 5 pounds. Apply at local OPA board for more.

SHOES: LOOSE STAMP INVALID

Book 3—Airplane stamp Nos. 1 and 2 valid indefinitely.

GASOLINE COUPONS: NOT VALID UNLESS ENDORSED

"A" No. 12 valid through September 21, 3 gallons each.

FUEL OIL:

Period 4-5 coupons valid through September 30. Fill your tanks now!

Overseas Christmas Mailing Time

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"It is not a pleasant thing to visit a postal concentration center and see the numbers of Christmas parcels which will never reach servicemen and servicewomen. Post office personnel have orders to do everything they can to effect delivery of such gifts, because we know how important they are for the happiness of the armed forces. Too frequently, nothing can be done.

"I am sorry that anyone ever mentioned that the size of a shoe box is the approximate limit for packages intended for gift mailing overseas. Unhappily many people became convinced that a shoe box is the best possible container. We must be mindful that these gifts must travel far, with shipping space crowded. If the gifts are to be protected in transit they must be packed in boxes made of metal, wood, solid fiberboard, or strong double-faced corrugated fiberboard, reinforced with strong gummed paper tape or tied with strong twine. If both tape and strong twine are used, so much the better. If the outer wrapper is crushed—and this is likely to happen—the loss of contents may be prevented if fiberboard boxes are wrapped in heavy paper.

"We were unable to deliver many parcels which families and friends sent to men and women overseas last year because they were crushed in transit and the gift and the outside wrapper became separated. We would have been able to make delivery if the address had been shown on the inside wrapper. We advise that everyone write the address of the sender and addressee inside the

package as well as outside.

"Christmas gifts mean much to our people overseas. Because strong twine, heavy paper and boxes and fiberboard will prove of real help in making delivery of gifts possible I urge those at home to begin saving these materials now. As time goes on they are going to become even more scarce than they are now."

Among the more important rules for Christmas mailings to the armed forces overseas are the following:

The parcel must not exceed five pounds, and must not be more than 15 inches in length or 36 inches in length and girth combined. It should be marked "Christmas parcel" so that it may be given special attention to assure its arrival before December 25.

Not more than one parcel may be mailed in any one week to the same member of the armed forces by or in behalf of the same mailer.

When combination packages are made up of such items as miscellaneous toilet articles, hard candies, soaps, etc., the contents

should be tightly packed so that they will not become loosened in transit and damage the contents or the cover. Hard candies, nuts, caramels (including those covered with chocolate), cookies, fruit cake, and chocolate bars individually wrapped in waxed paper should be enclosed in inner boxes of wood, metal, or cardboard.

Perishable goods, such as fruits and vegetables that may spoil, are prohibited. Intoxicants, inflammable materials such as matches or lighter fluids, poisons, and anything that may damage other mail also are prohibited. Gifts enclosed in glass should be substantially packed to avoid breakage. Sharp instruments, such as razors and knives, must have their edges and points protected so that they can not cut through the coverings and injure postal personnel or damage other packages.

Relatives and friends who know that the personnel in the armed services to whom they plan to send gifts are at far distant points should begin to mail their packages on the open-

ing day—September 15—of the mailing period. Last year late mailings, causing concentration of great numbers of packages in the final days of the mailing period, threatened to defeat the program. It is stressed that success can be assured, with the limited personnel and facilities available, only if the public gives full cooperation through prompt mailings of the overseas gift parcels from the opening of the mailing period.

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&

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CLOSES TUESDAY

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Established in your community 25 years
Dial 2675 428 W. 6th St.
Medford, Oregon

What makes a train run?

When a train such as the *Cascade*, *Overland Limited*, *Golden State Limited* or *Sunset Limited* thunders by, all you're conscious of is the thrill of a thousand tons of steel going places. You may catch a brief, friendly wave from the engineer, but he's about the only man you see.

The purpose of this advertisement is to take you behind the scenes and show you how many men and women are necessary to make a train run. The locomotives, cars and tracks are only the tools with which these people work.



2 Track Workers "manicure" every foot of Southern Pacific's 15,000 miles of line. Carpenters and Bridge and Building Men maintain the countless bridges, tunnels and trestles.



3 Signalmen, Electricians and Linemen regularly inspect and repair the thousands of miles of wire, and all the signals, motors and apparatus it takes to run trains safely and on time.



5 Lubricators, Greasemen, Boiler Inspectors and their helpers give locomotives a thorough going over at the end of every run, put them in tip-top shape.



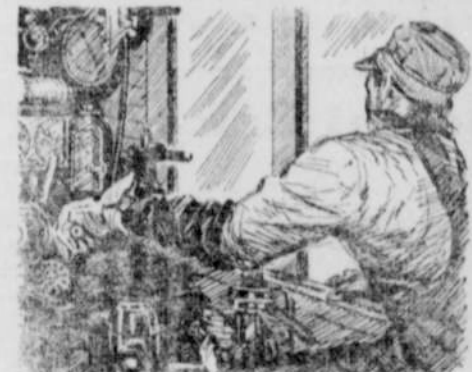
6 Machinists, Blacksmiths, Boilermakers, Carmen, Sheet Metal Workers and other craftsmen repair war-worn equipment for the busy Main Line.



8 Car Cleaners, Car Inspectors, Air Brake Inspectors and Electrical Inspectors are among the thousands of workers who help to make the railroad run.



9 Last but not least, the Call Boy—smallest cog in the railroad machine. He wakes up the train crew and makes sure they report for duty on time.



1 Besides the Engineer and Fireman, a long distance train usually carries Railroad and Pullman Conductors, Brakemen, Porters, Steward, Cooks, Waiters, Baggage men, Mail Clerk, Express Messenger. For example, our streamlined *Daylight* (San Francisco-Los Angeles), requires 62 people.



4 Dispatchers control the movements of trains, sometimes automatically by "Centralized Traffic Control" (see above). Telegraphers receive train orders and report train movements.



7 Commissary Workers make sure that only the finest food is prepared in S.P. diners. Last year Southern Pacific served more military meals than any other two railroads combined!

S-P

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Doors open at 1:45 & 6:45 P.M.
Continuous shows Sat. & Sun.

Ends Saturday Nite!

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—Plus—

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SUN.—MON.—TUES.

Wally Brown—Gordon Oliver
"Seven Days Ashore"

Plus

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STARTS WED.—4 days!

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Starring Johnny Mack Brown
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(Technicolor)

—Plus—

"Saludos Amigo's"

A Walt Disney South American
Feature

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—Plus—

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