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ARTHUR EDWARD POWELL
Editor and Proprietor

EDITORIALS

THE SLUMP IN MOTOR PRODUCTION

J. E. Jones

Washington, D.C., August—Before the labor chiefs started turning the automobile industry upside down there was a tremendous unfilled market that indicated between 4,500,000 and 5 million cars would be made in 1946. That volume of production would keep the wheels rolling throughout the country. Then came a terrific wave of strikes. When the automobile strikers began to ease up there were steel strikes, coal strikes, and other styles of strikes that stopped the flow of raw materials. The automobile manufacturers and other industrial groups were unable to resume operations. As one commentator put it: "The whole production scheme went to the devil."

Instead of the automobile industry getting back into full production the probabilities are that not more than 3 million cars and trucks will come off the line in 1946. The rate of present production will likely increase and thereby take up some of the slack of the first half of the year. Nevertheless, the National News Week says that the automobile industry "figures that it will be lucky to produce 1,300,000 passenger cars and 700,000 trucks in the last half of this year." And, looking ahead, the same publication observes: "Instead of 6 million cars and trucks for 1947, the industry is talking in terms of less than 5 million."

Post-war reconversion didn't get under way till months after the defeat of the Axis and the Japanese. Strangely enough, very few people believed there would be such a short-

of key materials. If you want to look for still more trouble you'll find it in the unfair price-base imposed on the automobile industry at the same time when wage rates shot up higher than ever before in history. That's still a problem that calls for readjustment.

1946 IN HIGH GEAR

Reports from all sections of the country indicate that State gasoline tax collections are running higher than ever before—higher, even, than 1941, previous peak year. Nebraska, for instance, reports a million and a quarter dollars gain for the first six months of the current year over the same period of 1941. Indiana's collections have jumped a half million dollars during the same period, and for the fiscal year just ended, Iowa's receipts were a million dollars greater than her previous record year of 1941-42.

Add to these record collections a billion and a half dollars being made available to the States under the Federal aid highway act of 1944 and we find highway departments all over the country with more money to finance roads than ever before in the history of the nation.

This amazing record is being chalked up despite fewer and older cars, and is due largely to a release of the pent-up desires of motorists who for four war-wary years have waited for the chance to once again "fill 'er up" to service station attendants throughout the land. But more gratifying than the information that funds are now available to provide for the highway user all the roads he can conceivably use is the fact that these soaring collections demonstrate perhaps more than any other single factor in our transition to a peacetime economy the tremendous and dauntless "bounce" of the Nation's citizenry. A country at war has become a country

at peace. Nothing can possibly bring this closer home for us than the millions of motor vehicles that are back in motion over our highways and streets. Once again motorists are taking to the thousands of miles of little traveled highways, rediscovered scenic America through the by-ways that lead to our parks and natural wonders. Truly, this is sound evidence of the energy, initiative and verve of the people that have made America what it is.

Migrants Flock To Oregon For High Farm Wages

As Oregon farmers ready themselves for the final lap of the 1946 harvest J. R. Beck, state supervisor of the O.S.C. Extension service emergency farm labor program, reports that labor has not been a limiting factor in the harvest thus far although a good deal of shifting has been necessary by harvest followers, to relieve temporary labor shortages.

The fact that the Pacific coast states pay the best farm wages in the United States has been a major factor in relieving the wartime shortage of harvest workers, Beck indicates. Figures released by California check stations recently indicated that approximately three times the number of persons were arriving in that state now as compared with the war years when the defense plants were recruiting workers from eastern states.

Washington and Oregon are also getting an unprecedented influx of out-of-state workers this year. Many of these new arrivals are working on farm harvest jobs, Beck states.

The August harvest slate in Oregon includes the harvesting of snap beans in the Willamette valley counties which will last the entire month. Peas will be ready at Hood River and Medford shortly before mid-August. Hops, a heavy labor user, are scheduled to be picked about August 20, although an early variety, Bohemian, in Washington county will be ready for picking about August 5, according to the farm labor assistant in that county. In Columbia county the manager of a pickle factory is looking for 60 family groups to pick cucumbers on a contract basis. This work will start by August 1. However, housing is not available.

Housing is still a major attraction for harvest followers. In this re-

spect, Beck says, the migrant camps located in some of the high labor requirement areas are proving valuable in attracting farm help.

NOTICE OF FINAL HEARING IN THE COUNTY COURT OF THE STATE OF OREGON FOR JACKSON COUNTY

In the Matter of the Estate of JOHN BARTHOLOMEW, Deceased. NOTICE IS HEREBY GIVEN that the undersigned has filed his Final Report and Account in the above entitled matter, and the above entitled court has fixed the 26th day of August, 1946, at 10:00 o'clock A.M. in the court room of said court, in the Court House at Medford, Oregon, as the time and place for hear-

ing objections to said Final Account, if any there be, and the settlement thereof.

DATED and first published this 1st day of August, 1946.
George W. Nelson,
Administrator of the Estate of JOHN BARTHOLOMEW, Deceased.

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You'll Have to Wait for New Electric Service to Your Home, Farm or Factory —

Here is a brief report on some of the more important materials needed to bring electric service to our Home, Farm or Factory—

● **High Tension Porcelain Insulators**

All stocks critically short—factories' production filled into late 1947. Orders being accepted on basis shipment 12 to 15 months and upon availability of associated steel forgings which are brought out.

● **Distribution Insulators**

Very limited stocks available—some sub-standard materials and war surplus available.

● **Copper Wire**

Due to strikes which have just been concluded, the industry is far behind consumer demands. Orders are presently being taken on basis of 6 to 7 months shipment.

● **Transformer**

No improvement—small sized distribution transformers are almost completely unobtainable. Manufacturers are not even quoting delivery time, but anticipate upwards from 18 to 20 months. Larger distribution and high tension equipment is being quoted 12 to 15 months. Such used equipment as is available is usually found to be 30 to 35 years old and is being held at impossible prices.

● **Poles**

standard butt treated cedar pole production nationally is running several millions below demands. Improvement in labor, prices and development of new access facilities to the more remote interior stands are required before any relief can be expected. Nominal quantities of sub-standard substitutes are available for deliveries in 2 or 3

months, or even longer, but in their desire to apportion that which is available producers are reticent to accept substantial orders to any one consumer. Native species are obtainable; however, inability to secure proportionate quantities of treated stubs on which to mount them precludes their popular acceptance.

● **Pole Line Hardware**

Following settlement of the steel and soft coal strikes, straight steel items have eased off materially; however, due to porcelain shortage, any item made up in combination is very difficult to secure, with many specialty items completely unobtainable.

● **Crossarms**

Inability of Pacific Northwest crossarm mills to cope with demands has forced the development of new sources. A satisfactory local arrangement has been worked out, assuring adequate quantities in the immediate future.

● **Fuse Switches, Cutouts, Disconnecting Switches**

All are largely combination copper-porcelain products and are directly affected by the acute porcelain shortage. We are not always able, despite our best efforts, to provide sufficient to meet current demand.

● **Pipe & Pipe Fittings**

Unprecedented demands for small steel pipes have exhausted stocks; mill deliveries are on allocated basis with sporadic deliveries. Cast iron pipe is likewise slow, deliveries often running 5 to 7 months, depending on size. Most C. I. fittings are reasonably available from independent foundries in the metropolitan areas.

We hope that production will soon hit its stride—that you won't have to wait too long for the convenience of electric service. We assure you that service will be provided just as soon as materials are available.

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