

REV. BROCKHAUS WILL PREACH AT THANKS SERVICE

The Rev. Karl W. Brockhaus, pastor of Zion Evangelical Lutheran church, who will close his three year ministry in Medford on Sunday, December 3, will preach the first of his final sermons in this community at the annual Union Thanksgiving Day services sponsored by the Medford Ministerial association and held this year at 10 a. m. Thursday at the First Presbyterian church.

Sunday at 11 a. m. members of Zion congregation will receive their last communion under the present pastor and a special communion sermon will be preached.

The church will be host Wednesday to Sister Mildred Winter, field secretary of the board of deaconesses of the United Lutheran church in America, who will speak at a series of meetings throughout the day at which the pastor will preside.

A farewell service will be held Sunday, December 3, at 11 a. m. when Rev. Brockhaus will preach his closing sermon to the congregation. The general public will be cordially invited to attend this as well as any other service held in the church. The pastor announced that all who find it necessary to get in touch with him after next Tuesday may do so by calling phone 2562, or contacting the Rev. George R. Turney, rector of St. Mark's Episcopal church, with whom Pastor and Mrs. Brockhaus have been invited to stay after vacating the Lutheran parsonage.

Livestock

Portland, Ore., Nov. 22 (UP)—Livestock: Cattle, 250; calves, 25. Free-holiday demand less active. Scattered sales steady to weak, but most sides lower. Load medium grass steers \$13. Short fed held higher. Medium 850-lb. heifers \$11. Canner-cutter cows \$4.50@5.50. Good beef cows quotable to \$11.50. Good-choice vealers salable \$12@14.
Hogs, 200. Active, steady to strong. Good-choice 180-240 lbs. \$13; 250 lbs. \$14.25@15. 180 lbs. \$13.50. Good choice \$13@13.25. Feeder pigs quotable \$12@13.
Sheep, 100. Demand broad, few sales steady. Good 72-lb. woolled lambs \$12.50; good-choice grades quotable \$12.75@13. Good ewes salable \$3.50@4.

Market closed Thanksgiving day.

South San Francisco, Nov. 22 (UP)—(USDA)—Cattle, 350. Active, fully steady. Good steers and heifers salable \$11@12. Load good range cows \$11.25. Odds and ends common cows \$9@9.75. Canners and cutters mostly \$8@8. Medium common cows \$9@9.75, canners and cutters medium \$10@10.75, common \$8@9.
Calves, 15. Fully steady, good to choice vealers quoted \$13@14.
Hogs, 250. Active, steady. Few loads and packages good to choice 200-270 lb. barrows and gilts \$15.25, 270-300-lb. at \$15. Odd good cows \$13.50.
Sheep, 1,375. Generally steady. Choice woolled lambs scarce, salable \$14.75@15. Good bringings \$12.50@14.25. No. 1 pelt \$13@13.75, with medium \$11.50@12.50, common \$10@10.50. Ewes quoted \$9@9.50.

Chicago, Nov. 22 (UP)—Livestock: Hogs, 10,000; bulk good and choice 150-350 lbs. \$13.25@14.10; most, \$13@13.90; good clearance.
Cattle, 7,500; calves, 1,000; active; top fed steers \$18.50; sizeable supplies and yearlings \$17.75@18.40; bulk \$14@18.25; choice 940-lb. heifers \$17.50; bulk, \$13@16; weights sausage bulls to \$11.75; canner and cutter cows \$8.25@9.75.
Sheep, 3,000; slow, bidding 25 cents lower on lambs or \$14.50 down on natives; sheep steady; part load good and choice weighty native ewes \$8.25, load good Dakota ewes \$8, odd lots common natives down to \$4.50.

Portland Produce

Portland, Nov. 22 (UP)—Wholesale market prices:
Cabbage—\$2.50@2.75.
Cauliflower—\$2.75.
Celery—Oregon \$3.50; hearts \$2.75@3.
Lettuce—California \$4.80 crate.
Radishes—75@80c.

Chicago Wheat

Chicago, Nov. 22 (UP)—Wheat:
Open High Low Close
Dec. \$1.83 1/2 \$1.66 1/2 \$1.63 1/2 \$1.60 1/2



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CENTRAL POINT

May	1.81 1/4	1.81 1/4	1.80 1/2	1.81 1/2
July	1.48 1/2	1.50	1.49 1/2	1.49 1/2
Sept.	1.48 1/2	1.48 1/2	1.48 1/2	1.48 1/2

S. F. DAIRY PRICES
San Francisco, Nov. 22 (UP)—
Dairy market:
Butter: 93 score 43, 92 score 42 1/2, 80 score 42 1/4, 89 score 41 3/4.
Cheese: Wholesale prices, loafs, 27.9; triplets 27.2.
Eggs: Large, grade A 56 1/2-57 1/2; large grade B 43 1/2-44 1/2; medium grade A 51 1/2-52 1/2; small grade A 37 1/2-38 1/4.

Wall Street

New York, Nov. 22 (UP)—Stocks ran forward fractions more than a point today, but settled back from the highs on late pre-holiday evening up operation.

The New York stock exchange and other leading security and commodity exchanges will be closed tomorrow, Thanksgiving Day. Trading will be resumed Friday.

Wall Street quarters attributed the better undertone largely to the inflationary aspects of any possible upward revision of the "Little Steel" wage formula, as well as to the recent heavy volume of good dividend actions.

In the main list of stocks rails were a strong spot. Union Pacific rose a point to a new high of 115, largely on the dividend. Southern Pacific was up a major fraction to a new high. Liquors scored gains ranging to more than 2 points at the high in Hiram Walker.

Today's closing prices on selected stocks:

American ephone	27 1/2	rahh
Anaconda	27 1/2	
Chrysler	89 1/4	
Curtiss Wright	63 1/4	
General Electric	39 3/4	
General Motors	62	
Montgomery Ward	52 1/2	
Penn. R. R.	29 3/4	
Phillips Petroleum	43	
J. C. Penney	110 1/4	
Southern Pacific	10 1/4	
Standard Oil of California	34 3/4	
Texas Gulf Sulphur	35 3/4	
Transamerica	9 1/2	
United Aircrafts	32	
U. S. Rubber	47 3/4	
U. S. Steel	57	

FIREMAN'S BALL THURSDAY NIGHT

Chief Roy Elliott of the Medford fire department today reminded citizens of the city of the annual Fireman's Ball which will be given tomorrow night at Merrick's hall. The Thanksgiving dance is a long-standing tradition with the department.

Since the war has cut off the department's toy making and repairing project, for which the money has been used in past years, it is stated that the funds will be used to buy campships for underprivileged boys and for other projects of that nature. Citizens buying tickets which they do not plan to use may sign their names on them and turn them back to firemen or into the USO and the tickets will be given to servicemen, Elliott stated. Anyone wishing information on the dance may call 3790. Dancing to music furnished by a seven-piece orchestra will be from 9 p. m. to 1 a. m.

GRID OFFICIALS ARE ANNOUNCED

Officials for the Medford-Gresham semi-final state championship football game, to be played at Medford stadium tomorrow afternoon at 2 o'clock, were announced today. Hugh Hartman, Junction City, has been named referee, Bob Robins, Junction City, umpire, and Tom Ireland, Myrtle Creek, head linesman. Official time keepers will be Mel Johnson and Frank Thomas, both of Grants Pass. A radio broadcast of the game, jointly sponsored by KMED and Medford Mail Tribune, will go on the air at 2 o'clock.

**JOE RAVES
ABOUT HIS LUNCHBOX
SANDWICHES SINCE
I STARTED USING...**



**BEST FOODS
MUSTARD**
with HORSERADISH

Millions of Freight Cars Kept Rolling Over Nation

By Charlotte G. Moulton
United Press Staff Correspondent

Washington (UP)—Did you ever watch the red ribbon of a freight train wind along a green hillside, each of its scores of cars bearing the name of a different railroad, and wonder how they all got back to their home roads? How does a railroad keep account of its wandering freight cars?

Union Pacific—Boston and Maine—Atchison, Topeka & Santa Fe—Atlantic Coast Line—Chicago, Milwaukee & St. Paul—the cars go clicking by long after the chuffing of the engine has died away in the distance. They are returned to their place of origin, either empty or loaded, under the direction of the Association of American Railroads.

Each Has "Individuality"
Big, jovial Warren C. Kendall, chairman of A. A. R.'s car servicing division, can tell you all about it, in terms that are understandable to persons other than 25-year railroad veterans, although he himself falls within that classification. Every one of the 2,000,000 freight cars in the country is in the A. A. R.'s equipment register, listed by size, shape, number and other characteristics. Each freight car "has its own individuality," Kendall says.

All the country's class I railroads has signed a car service agreement with the A. A. R. setting up rules for handling of freight cars on "foreign" roads. A car belonging to an adjacent road must be sent home when it is unloaded, whether there is a return load available or not, and if empty it has to go by the nearest junction. If the car belongs to a distant road, it should be loaded in the general direction of "home." A road may not send its own cars to "foreign" duty if other cars are available. An incentive to comply with these provisions is the charge of a dollar per car a railroad has to pay for every day railroad-owned equipment is on its tracks, in use or idle.

Pay Private Owners
Cars not owned by railroads rate different treatment. Fifty private concerns such as the Pacific Fruit Express, Fruit Growers Express, Merchants Dispatch, Inc., and packers like Cudahy and Armour, own some 139,000 refrigerator cars. Oil companies and oil car lines own about 144,000 tank cars. The railroads pay for the use of these cars on a mileage basis and they are routed in accordance with the owners' instructions.

How do railroads know the location of their straying freight cars?
After cars are switched through a junction, they go out over a different railroad from that which brought them in. As the new train is being made up the yardmaster analyzes it, listing each car by number, destination, the road it has just left and the one on which it will continue its journey. Gondola cars, stock cars, flat cars, refrigerator, tank and box cars—all are listed on a form which is sent to the accountant's office of the outgoing road. If the train will move on the tracks of the New York Central, for example, the list

is sent to that line's clearing office in Buffalo.

Peg for Each Line
In that office is a set of wall pegs, one for every railroad in the country. The long list of freight cars is cut into strips, one car to a strip, and these are hooked to the proper pegs. Then a clerk takes down the strips and copies the notations into a book. A new volume is started for each road every month.

Thus does the New York Central know exactly how many freight cars are on its tracks, where they are, and where they are going. Owners of all the "foreign" cars are appraised of the location of their property by carbon copies of the slips. The records of short roads are usually correct up to 36 hours of actual movement, Kendall says. On the longer lines, the period ranges from three to four days. Kendall thinks freight car movements are one of the most fascinating things about railroad operation. According to A. A. R. estimates, he says, if the roads co-operate 83 per cent with car service division rules, the needs of the country's shippers will be met satisfactorily.

To Hold Sale—Townsend club will hold a food and rummage sale Saturday, Nov. 25, in the building at the corner of Main and Holly streets.

YANK TANKS WIN FOUR-DAY BATTLE WITH KING TIGERS

With U. S. 9th Army, Germany, Nov. 22 (UP)—Lt. Gen. William H. Simpson's armor decisively defeated the most formidable German tank force engaged since D-Day, knocking out 67 of about 100 enemy tanks—including 42 of the new 70-ton "King Tigers"—in a four day battle northeast of Aachen.

The roaring tank battle played back and forth on the plain west of the Roer river for four days, and today Simpson's armor was in firm position on high ground controlling the approaches within sight of the river.

Kings Thrown In
The Germans threw into it their first substantial commitment of the "King Tiger" tanks, which carry seven to 10 inches of armor and improved 88-millimeter guns effective at a range exceeding 2000 yards.

Simpson's tank losses were proportionate to those of the Germans, but a staff officer pointed out that our replacement ability was much higher than that of the Nazis.

The German tanks led a persistent series of counterattacks in the last four days, but the

Shermans opposing them refused to be stopped despite the murky weather which held down air support to a minimum.

Of the 67 German tanks knocked out, 14 were Mark IV's and the remainder Panthers and Tigers. The "King Tigers" are faster than the previous Tiger model. Some of them which were destroyed had less than 60 miles on their speedometers.

U. S. tanks, artillery and new 90-millimeter tank destroyers have beaten off every Panzer thrust in this area, with the highly maneuverable Sherman's sometimes closing to 400 to 800 yards in flanking sweeps around the enemy in order to get in shots at the thinner side plates.

ST. MARK'S CHURCH TO OBSERVE THANKSGIVING

A choral Eucharist with procession and special Litany service will be held at St. Mark's Episcopal church tomorrow in observance of Thanksgiving day it was announced today by the

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Wednesday, Nov. 22, 1944 MEDFORD MAIL TRIBUNE—THREE

rector, the Rev. George A. Turney. The service will be at 10 a. m.

Family Here—T. Sgt. and Mrs. R. O. Hayley and small son, Kirk, of the Presidio, San Francisco, arrived here Tuesday evening for a week's visit with Mr. and Mrs. J. W. Kirkpatrick, 713 East Jackson boulevard. Mrs.

Hayley is the former Blanche Kirkpatrick.
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