

UNITED PRESS TO CUT WIRE SERVICE TO STATE OFFICE

Discontinuance Of Service
Feb. 16 Part Of Policy for
Free Flow Of News.

New York, Jan. 29.—(U.P.)—United Press News Services which were delivered as a war measure to the office of war information, the office of inter-American affairs and the state department, will be discontinued February 16, Hugh Baillie, U. P. president, announced today. United Press on January 16 made known its intent to discontinue, but action was suspended at the request of William Benton, assistant secretary of state, to allow time for further discussion. Baillie said it was the U. P. program to terminate all arrangements for use of its news which may have been made as a matter of wartime cooperation with any government. If upon scrutiny they are found to be serving government propaganda purposes.

War-time Measure
In making the announcement, Baillie said, "Of course we desire to be completely dissociated from the state department's propaganda program. Permission to government agencies for use of our dispatches abroad was a war-time measure. The United Press has pioneered in the worldwide distribution of news since 1907. We have campaigned all over the world for a free flow of news among nations. We still are very actively engaged in this endeavor."

"During all this time the United Press has competed against government-subsidized and official news agencies in every part of the world. We have seen it demonstrated that no government, no matter how scrupulously careful it may be, can distribute news and not be suspected of spreading propaganda."

Press Vital Asset
"The great strength of the American Press associations always has been that they were not identified, even indirectly, with government propaganda. Thus, the American Press associations have developed into vital national assets. If the state department wants to open an official American agency to distribute news abroad, that will be the concern of the congress and the American people. But our participation in any such program would be an historic step—backward. The foreign service of the United Press has grown consistently for nearly 40 years. During this time, we have seen many government news agencies come and go."

Nearly 1,000 Clients
"We now serve almost a thousand clients abroad, in 60 countries and territories. Our service is available to any newspaper in any country where the newspaper has the freedom to buy the service it wants. Also, our service is available to the commercial shortwave broadcasting systems of this country for broadcasting to listeners abroad. We understand that other American agencies, too, especially since the war, have expanded their services abroad, so that the distribution of American news overseas is now at an absolute peak."

"This is a most important contribution to the cause of international understanding and peace. In my judgment, it would be adversely affected, to a most definite and positive degree, if the news of these American agencies were to be identified abroad with propaganda activities of the government."

NEW YORK EYED FOR UNO INTERIM SITE

New York, Jan. 29.—(U.P.)—A subcommittee of the United Nations headquarters inspection group toured New York City today, looking over possible sites for an interim headquarters. The tour was conducted by Grover Whalen. Another subcommittee left for Kingston and Hyde Park, N. Y., to confer further with local authorities.

Closing time for Sunday Too Late to Classify 4:30 Saturday afternoon. Please remember.

VALLEY SOLDIERS GET DISCHARGES

Among those recently discharged from the armed services are S/Sgt. Ora Golsinger, route 1, Gold Hill; Pfc. Ray Fountain, box 65, Talent; Cpl. Raymond Childress, route 1, box 438, and T/3 Lorenzo Johnson, box 186, both of Central Point; Pfc. Manford Richman, Butte Falls; T/5 Harry Chaplin, star route, box 61, Eagle Point; Pfc. Walter Smith, 43 1/2 Church street; T/5 Lester Myers, 356 Vista street; William Miller FC 3/c, 160 California street; William Flagg, metalsmith 2/c, box 571; Rodney Merriman, MoMM 1/c, 384 Helman street; and Roscoe Talbot, F 1/c, route 2, box 353, all of Ashland; Wilbur Whaley, box 10, Phoenix; and Pvt. Donald Dimick, route 1, box 97, Rogue River. Harold E. Flynn, Pfc. 3/c, 748 West Fourth street, Merritt Hill, SK 1/c, 112 South Grape street; T/5 Andrew Florey, 439 North Front street; Pfc. Jess Cummings, route 3, box 263; S/Sgt. George McCormick, 1318 Reddy avenue; T/5 Cecil Bishop, 824 Beekman street; Sgt. Donald Kendle, 520 Dakota avenue; Pfc. Larry Marsh, route 1, box 575; M/Sgt. Roger Westerfield, route 1, box 576A; T/4 Myron Meehan, route 1, box 182; Sgt. Orville Hill, route 4, box 368; Lt. Frederick Meyers, 305 East Jackson street; Ensign McDonald Devaney, 1012 East Jackson street; Lt. (j.g.) Richard Schuch-

ard, 108 Geneva; T/5 L. Deberry, 522 Crater Lake avenue; T/4 Gerald Dontgan, 407 King street; Sgt. Ernest Cox, 336 Mae street; and Darrell Keener, cox, 711 West Second street, all of Medford.

T/4 Lyle Patten, route 1, box

39, Murphy; Pvt. Earl Bliss, box 56, Prospect; and T/4 Ernest Darrow, Lake Creek.

THE GRANGE

Rogue River Grange
Grange met Jan. 21 with Mas-

ter Carl Christenson in charge. About 70 members were present. More names were presented for membership and 3rd and 4th degrees will be given candidates at the next meeting Feb. 4. All lady members are requested to bring sandwiches for refresh-

ments for this meeting. After an interesting meeting Grange closed with the committee, Mesdames Smith, Ross, Johnson and Strahan serving. A card party was held January 19, and everyone had a pleasant time. On Saturday night,

Feb. 2, the usual dance party will be held. H. E. C. met Jan. 17 at the hall with a covered dish lunch at noon. Plans were made for the new years work by the ladies. The next meeting will be Feb. 21 at 10:30 a. m. All ladies are

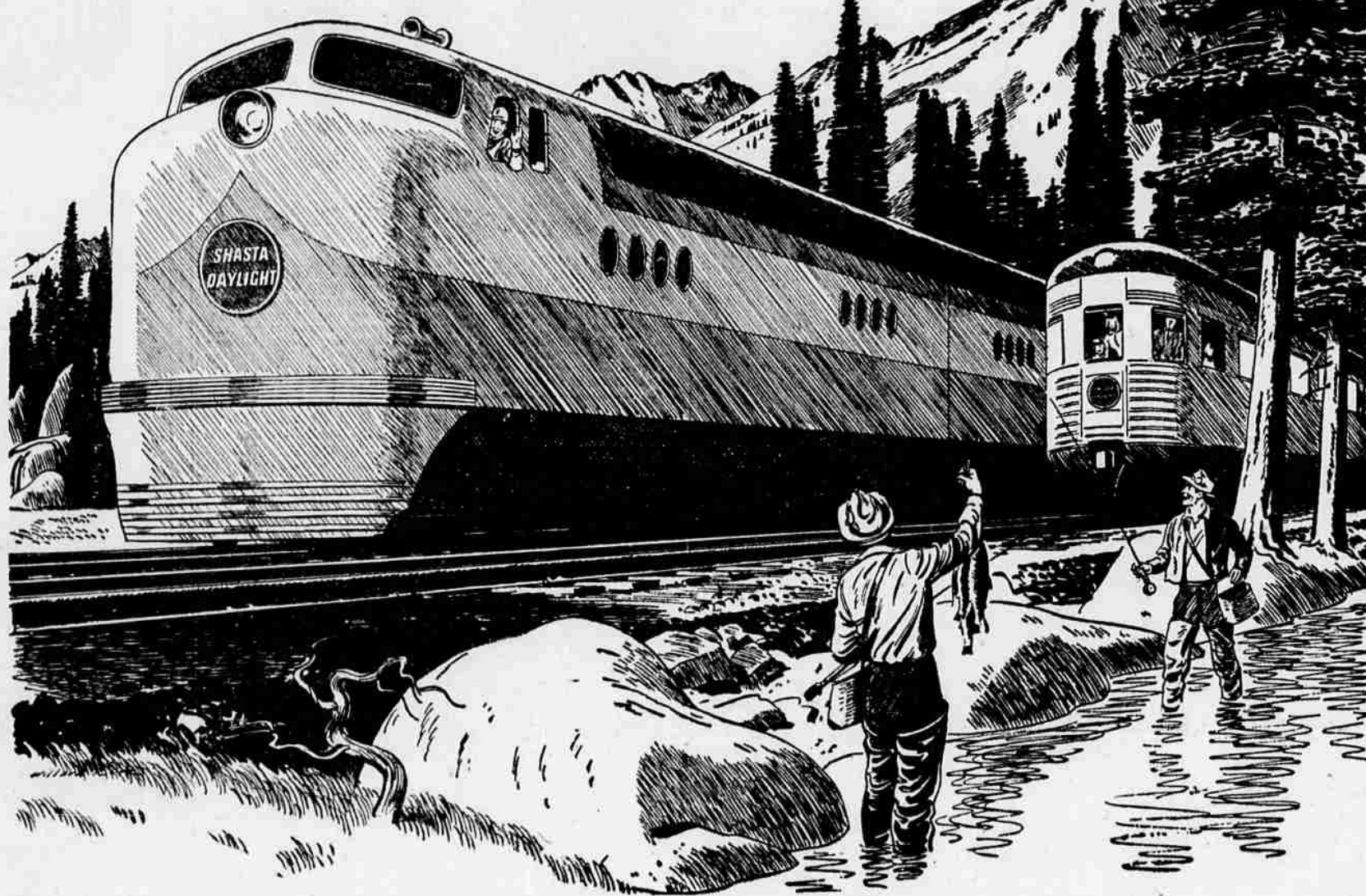
to bring a covered dish for the noon luncheon. Everyone was glad to have the master and lecturer, Brother and Sister Christenson, back again after their month's visit in Montana.

Use Mail Tribune Want Ads.

Southern Pacific is happy to announce that plans are under way for the

SHASTA DAYLIGHTS

between Portland and San Francisco



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Two brand new custom-built streamlined trains for
daily daylight service; CASCADE will be streamlined!

THIS IS IT! This is the announcement we had to postpone through four long years of war.

We are happy to tell our friends in Oregon that plans are under way for the first streamliners in Southern Pacific's post-war program—the *Shasta Daylights*. We promise you that we will spare no expense to make these the finest and most luxurious streamlined coach trains ever constructed—*Oregon's Own Trains!*

Leaving Portland and San Francisco in the morning and arriving in the late evening, the *Shasta Daylights* will speed daily in each direction over Southern Pacific's Cascade Line.

Bus service from Grants Pass, Medford and Ashland will connect at Dunsuir with the *Shasta Daylight* to and from San Francisco. (Overnight train service between Ashland and Portland and between Grants Pass and San Francisco will be continued.)

Each seat on the *Shasta Daylights* will have its own individual window, and these windows will be of unique design—much taller than the windows on any other train.

Aboard the *Shasta Daylights*, travelers from all over the world will enjoy a close-up grandstand view of the wonders of Oregon. The trains will, we think, be a fine advertisement for the state.

With our companion *Daylights* between San Francisco and Los Angeles, the *Shasta Daylights* will enable tourists to see almost the entire Pacific Coast in the traditional comfort and luxury of these famous streamliners created by Southern Pacific.

Fast, powerful diesel-electric locomotives will smoothly pull the *Shasta Daylights*. The exteriors will be brilliantly

streamlined in red, orange and black. The interior color schemes will be inspired by the soft blues, greens and browns of Oregon's lakes, rivers and forests. The *Shasta Daylights* will have every modern refinement in comfort and service that we and the builders can conceive. Above all, they will be safe, solidly built and dependable.

We have given our ideas to the designers of the car building companies, who are now working out the details and technical specifications. As soon as bids are received, we will place orders for actual construction of the *Shasta Daylights* for delivery, we expect, before the end of the year.

A faster streamlined CASCADE

Our plans include streamlining the *Cascade*, making it a deluxe overnight sleeping car train between Portland and San Francisco. Based on designs now being worked out, orders will be placed for triple unit articulated cars for the *Cascade*—each unit consisting of a lounge car, a dining car and a kitchen car. (If you have ridden our famous *Lark* between San Francisco and Los Angeles you know how stunningly beautiful these three-car units are. The dining car and lounge are one continuous room 131 feet long, with no partition between the cars. They are the only cars of this kind in America.)

As fast as the manufacturer can deliver new streamlined sleeping cars they will be placed in service on the *Cascade*. This, we hope, will be early in 1947. The *Cascade*, as well as other trains, will be speeded up as soon as the present heavy traffic load eases, and before we receive the new equipment.

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