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Drivers Licenses Suspended Listed

Salem—The department of motor vehicles has released names of 408 drivers whose licenses were ordered suspended during the period beginning June 9 and ending June 13.

Length of suspension varies, depending on charges involved, recommendation of court, discretionary action by the department or requirements of Oregon law. The department said some of the licenses involving financial responsibility and court recommendations may have been reinstated after suspension was ordered.

The department warned drivers that the penalty for driving while suspended is a jail sentence of no less than two days and up to six months, and there may be imposed a fine up to $500. Under licensing procedures, this also will result in an additional year of suspension.

Those suspended in Jackson County were:

Driving While Suspended — (Includes any conviction for violation of traffic laws, involving operation of motor vehicle, while driving privileges were under suspension)

Haynes, Denzel B., 34, of 112 First st., Rogue River, driving while suspended, 1 year.

Wise, Ralph Gail, 23, of 113 McAndrews rd., Medford, driving while suspended, 1 year.

Driving While Under Influence of Intoxicating Liquor—(Mandatory suspension)

Colver, Wynonia Louise, 34, of 2800 Lake of the Woods rd., Ashland, 90 days.

Durkee, James Edward, 42, of Sterling Creek rd., Gold Hill, 90 days.

Discretionary Action of Department

LeFlore, Herman Kirt, 22, of 532 Edwards st., Medford, driving record, 90 days.

Smith, Kent Warren, 20, of 1955 Highway 66, Ashland, driving record, 30 days.

Ward, Marvin Andrew, 18, of 324 South B st., Eagle Point driving record, 30 days.

Financial Resposibility—(Failure to show proof of financial repsonsibility)

Hutchinson, R. W., 304 South Kelley st., Medford.

Lyon, Florence Z., 1211 Maple Park dr., Medford.

Mazon, Evelyn O'Neill, 43, of 1007 Whitman st., Medford.

Mazon, George Albert, 47, of 1007 ave., Medford.

Smith, Glen Noah, 57, of Route 2, box 625, Central Point.

Taylor, Herbert Irvin, 32, of route 1, box 32A, Ashland.

Air Freight Playing Big Part In Keeping Inventory Cost Down

By ELMER C. WALZER
UPI Financial Editor

New York — (UPI) — Inventory operations have been listed as one of the big problems of the business recession, and at times they still plague industry.

Elmer Walzer

For a long time the nation has been consuming far more than it produced because it was living off inventories in many lines.

Big inventories can wreck the biggest of companies if they are pinched for funds to finance them. And big inventories can be a number one headache in general when a recession occurs.

Hence, some of the economic experts hope the industrial leaders have learned among other things not to let their inventories get out of control at any time in the future. If they did this, the chances of a prolonged recession would be lessened, it is held.

Some industries are turning to air freight to combat inventory problems and also warehousing.

George T. Cussen, vice-president of Flying Tiger Line, noted this in reporting an all-time high in May air freight revenues for his company.

"We know of companies which are now relying on air freight for the first time to get a better control of inventory and warehousing costs," Cussen said.

"One company told us it was experiencing savings which would exceed $250,000 a year."

He finds also that air freight operation reduces distribution costs generally. Cussen notes that the recession forced many a management to take a closer look at all costs, including the high cost of distribution.

He said Flying Tiger Line had decided before the recession that the real future of air freight rested in the industry's ability to sell air freight as a regular distribution arm, and the recession made management more willing to discuss ways of improving distribution.

Companies which are making greater use of air freight to cut inventory operations report no difficulties in keeping their production facilities running. At the same time they save the costs of warehouse space and also the cost of financing inventories.

Flexible Operations

Then, too, these companies keep their operations flexible at all times with ability to make quick changes to meet new demands.

Operations such as these, however, presuppose that suppliers of raw materials maintain inventories in their warehouses to meet the quick demands of those who use the air to move their material.

What will happen to these firms once business gets to humming and demand rises for raw material is another thing. Many think the recession will tend to keep down future inventories for a long time and hence the future problem of industrial operations may be one of distribution rather than production.

Just now everybody is shying away from piling up inventories and many firms still are working down the ones they have.

Steel mills refuse to put more furnaces into operation even though demand just now is large. Consumers of steel, an exception to the trend, are building inventories in anticipation of a $5 a ton steel price rise on July 1. The mills are running around 64 per cent of capacity.

When the inventories are filled, some steel experts look for a lull in the industry during July and pickup again when the auto companies get into production on new models. But no one seems to be planning anything like the pre-recession inventory building.

Dag Starts Work For Lebanon Peace

Beirut, Lebanon —(UPI)— U. N. Secretary General Dag Hammarskjold arrived here today and plunged immediately into the "hard work" of restoring peace before Lebanon asks for Anglo-American intervention in its civil war.

Hammarskjold's job was to help set up a watchdog commission created last week by the U. N. Security Council to "insure" Lebanon against subversion by the United Arab Republic. But he was aware that any appeal for U. S. and British help could bring Russia into a Middle East war.

Hammarskjold ran into opposition from rebel leaders who seek to overthrow the pro-Western government of President Camille Chamoun.

Program Outlined By Safety Council

C. D. (Swede) Larson, vice-president of the Medford Safety Council, outlined a program of personal contact work by safety council members to enlist every business firm and industry as a supporting member.

The action followed a report on the return of the letters of application mailed recently. Larson said personal calls will be made to explain the work of the safety group and to sign up a minimum of 200 more firm and industry members.

Council members who will be making the calls include Irean Grigsby, Dr. William J. Thompson, Dr. Mary Jane Fowler, Dave DeArmond, Gregg Orr, Ralph Matthews, Elliott Becken, Rudy Tetreault and Herb Vallee. Don Stathos is vice chairman of the membership campaign committee.

Berry Bigham, president of the safety organization, stressed the need for citizen support of the council in order to expand the activities of the group to all areas of community safety.

Increase in Traffic Noted on Oregon Highways in May

A 1 per cent increase in Oregon highway traffic during May, 1958, over the same period a year ago has been reported by the state highway department.

The permanent traffic recorder on Main st., east of Geneva st., in Medford counted an average of 10,135 vehicles daily last month compared to the May, 1957, count of 9,951, an increase of 1.8 per cent.

However during the five-month period beginning in January this year, traffic at that point was down 0.3 per cent from the previous year.

Other check points in this area varied widely in their counts. At the Sikiyou station daily traffic count was 1,219 for May, 1958, an increase of 14.5 per cent over a year ago. The five-month period ending with May showed a 14.1 per cent increase at that point over the previous year.

Shady Cove Station

The Shady Cove station on State Highway 62, four miles south of Shady Cove, reported a daily average of 1,800 vehicles during the past month, a 9.8 per cent decrease from May, 1957. The recent five-month average at that point was down 5.4 per cent from a year ago.

A 553 vehicle daily average was recorded during the past month at the Ruch station on State Highway 238, one mile west of Ruch. No record was made at that point last year.

The Talent station Highway 99, two miles south of Talent reported a daily average of 7,356 vehicles in May, 1958. There was no permanent recorder installed there during the same period last year.