

MOST POPULAR "WESTERN" AND PRICES IN TOWN

DEL MONTE ROUND-UP

DEL MONTE PINK **SALMON** No. 1 tins **65¢**

OLIVES
Hilltop Ripe Pitted No. 1 Tall Tins **5 FOR \$1.00**

OYSTERS
Spruce Tiny Whole 8-oz. Tins **4 FOR \$1.00**

APRICOTS
Blue Sky Whole No. 2 1/2 Tins **5 FOR \$1.00**

Margarine
Tastewell 1-lb. Packages **6 FOR \$1.00**

MIX or MATCH THESE DEL MONTE SPECIALS!!!

DEL MONTE APRICOTS Halves—No. 303	4/1.00	DEL MONTE GREEN BEANS Cut No. 303	5/1.00
DEL MONTE FRUIT COCKTAIL No. 303	5/1.00	DEL MONTE CORN Cream or Whole Kernel No. 303	5/1.00
DEL MONTE GRAPEFRUIT No. 303	4/1.00	DEL MONTE PEAS Early Garden No. 303	5/1.00
DEL MONTE MANDARIN ORANGES 11 Oz.	4/1.00	DEL MONTE NEW POTATOES Mission By Del Monte, No. 303	9/1.00
DEL MONTE PEACHES Y C Halves or sliced; No. 303	5/1.00	DEL MONTE SAUERKRAUT No. 303	6/1.00
DEL MONTE PEACHES Y C Halves or sliced; No. 2 1/2	4/1.00	DEL MONTE SPINACH No. 303	7/1.00
DEL MONTE PEARS Sliced or halves No. 303	4/1.00	DEL MONTE TOMATOES No. 303	5/1.00
DEL MONTE PINEAPPLE Sliced No. 2	3/1.00	DEL MONTE STEWED TOMATOES No. 303	5/1.00
DEL MONTE PINEAPPLE Chunk Tidbits, crushed; No. 211	5/1.00	DEL MONTE VEGETABLE SALAD No. 303	5/1.00
DEL MONTE PINEAPPLE Crushed or Sliced No. 1F	6/1.00	DEL MONTE ZUCCHINI ITALIENE No. 303	4/1.00
Sliced PINEAPPLE Summer Isles 1/2—No. 1 1/4 by D.M.	5/1.00	DEL MONTE TOMATO JUICE No. 300	8/1.00
ARGO FIGS By Del Monte No. 303	5/1.00	DEL MONTE CATSUP 14-oz.	5/1.00
DEL MONTE PRUNE JUICE Quarts	2/ .89	DEL MONTE CATSUP 20-oz.	3/ .89
DEL MONTE PINK SALMON No. 1 Tins	.65	DEL MONTE TOMATO SAUCE 8-oz.	12/1.00
DEL MONTE Pineapple-Grapefruit Drink 46-oz.	4/1.00	DEL MONTE TOMATO SAUCE No. 300	7/1.00
DEL MONTE ASPARAGUS Early Garden No. 300	3/1.00	DEL MONTE CHUNK TUNA 1/2s	4/1.00
		DEL MONTE SARDINES Tomato or Must Oval	4/1.00

Soran's Fresh, Cut-Up, Pan-Ready **FRYERS** 2-lb. Average **77¢** each

Pure, Ground Fresh Daily **GROUND BEEF** 49c lb. **3 FOR \$1.39**

U.S.D.A. Good and Choice **T-BONES** All Excess Bone and Fat Removed **98¢** lb

WIENERS Skinless Caveman Brand 10 in a Pkg. **3 Pkgs. \$1**

USDA Good & Choice **LOCKER BEEF** Eastern Oregon **HALF 49¢ lb. FRONT 43¢ lb. HIND 59¢ lb.** CUT, WRAPPED AND QUICK FROZEN—FREE OF COURSE

STRAWBERRY PRESERVES "PRIDE" 3 1/2 lb. Jar **\$1.09**

PRESTO LOGS 12 FOR **\$1.00**

CAKE MIX Betty Crocker All 41c Varieties **19¢**
COFFEE ALTA Drip or Regular 1-lb. Jar **55¢**

EGGS Large AA Farm Fresh **55¢** DOZ.

TANG ORANGE DRINK 21-oz. Jar **89¢**

SLIPPER SOX Men's, Children's **77¢** pair
Women's

MEN'S SOCKS Old Ironsides **4 Pair 89¢**

DISH RAGS Hanson Brand **10/69¢**

SALAD BOWLS Wooden **4/89¢**

COFFEE MUGS Ceramic **5/89¢**

ROLLING PINS Ball Bearing **98¢** Each

COFFEE MUGS & CEREAL BOWLS and White **5/49¢**

DISH PANS Plastic Square or Round **79¢**

BATTERIES Ray-O-Vac **2/29¢**

MAKE-UP MIRRORS **77¢** Each

SUGAR **SPRECKELS** 10-lb. Bag **89¢**

MEDFORD'S FINEST PRODUCE

POTATOES U. S. No. 1 Klamath Sandlands **10-lb. Bag 49¢**

RED RADISHES & ONIONS Bunch **5¢**
GREEN

AVOCADOS Large Size Fuertes each **10¢**

Red Ripe **TOMATOES** 4-Pak **19¢** ea. Tube
Crisp Crunchy **CARROTS** 1-lb. bags **3 25¢**

DEMONSTRATION IN ASHLAND STORE
SALTESEA **MINCED CLAMS** 7 1/2-oz. Tin **5 FOR \$1.00**
AND **CLAM CHOWDER** 15-oz. Tin

CORNED BEEF HASH Regal Pak 1-lb. Tins **3 FOR \$1.00**

Pork & Beans Draws No. 2 1/2 Tins **5 FOR \$1.00**

BABY FOOD Gerber's Strained Except Meat **10 tins 79¢**

MIX OR MATCH 'EM AND SAVE!

TAMALES Peter Pan No. 1	4/1.00
PINEAPPLE Typhoon Sliced No. 2	4/1.00
PINEAPPLE Silks Crushed No. 2	4/1.00
DOG FOOD Chubby No. 1	13/1.00
APPLESAUCE Appletime No. 303	8/1.00
MACKEREL Fortune No. 1	5/1.00
LUNCHEON LOAF Pik Nik, 12-oz.	3/1.00
VIENNA SAUSAGE Star Pak 1/2s	10/1.00
TOMATOES Blue Sky No. 2 1/2	5/1.00
GREEN BEANS Silver Cut	8/1.00
BLACKEYE PEAS Draws No. 300	8/1.00

BISKIT MIX Plus Thrifty Green Stamps **29¢**
FISHER'S Large 2 1/2 lb. Pkg.

OREGON FOOD STORES
★ MEDFORD 13th and Central ★
★ ASHLAND 475 Siskiyou Blvd. ★

Rail Mergers To Continue Upward Trend This Year

New York—The railroad merger fever is expected to reach near epidemic proportions in the new year as the carriers seek to reweave the wasteful crazy-quilt rail pattern and to reverse the drain on income that threatens the continued private ownership of the industry.

The matchmaker is the industry's critical economic plight brought on by the failure of freight traffic to keep pace with the expanding economy in the post-war years and a drastic decline in passenger volume.

Despite a new record Gross National Product, net operating income of the nation's 113 Class 1 roads in 1959 was 20 per cent below the disappointing 1959 level and the lowest since 1947. Hardest hit of all were the eastern carriers whose net was almost 50 per cent below the 1959 figure and even worse than in the darkest days of the Great Depression.

Since railroad operations are tied closely to the level of the economy, the predicted low-level of industrial operations in the first half of the new year casts doubt on any significant improvement in the industry's 1961 earnings.

However, the growing trend toward rail consolidations promises a long-term improvement by the elimination of uneconomical duplication of facilities and service and high plant investment.

The officiating agency at the altar of rail mergers—the Interstate Commerce Commission—has repeatedly bestowed its blessing on these unions.

"The climate is certainly right for (rail) mergers," an ICC commissioner said recently.

But most rail officials are convinced it will take more than streamlining mergers to pull the industry into the 20th Century.

New transportation legislation is needed to permit the industry to compete more effectively with truck, air and sea carriers, these officials say. Dismal rail statistics apparently have put Congress in a receptive mood.

The industry is hopeful that President-elect John F. Kennedy's campaign pledge to advance "more realistic" rail legislation will bear fruit.

Although some legislative gains have been achieved—particularly in regard to greater freedom to abandon unprofitable service and government emergency guarantees for loans—rail mergers at present are the industry's biggest ace in the hole.

Two mergers were consummated last year and a handful of others are in the works or pending before the ICC. But the acid test is slipping up in the efforts of the Pennsylvania and the New York Central to form two massive competing systems in the East.

The Pennsylvania already has taken a giant step toward assembling its own super-system through the proposed three-way merger of the Norfolk & Western, Nickel Plate and the Wabash. The Pennsylvania owns one-third of the N&W and all of the Wabash. Meanwhile, the Central bogged down in a costly stock battle with the Chesapeake & Ohio for merger with the Baltimore & Ohio. The fight ended in a stand-off with neither side garnering enough B&O shares to effect a consolidation.

The only recourse for the Central is to persuade the C&O to agree to a three-way merger. Thus far the C&O has spurned this offer contending that the money-losing Central would be too great a burden for such a merged line to carry.

Time is running out for these roads. Should the Pennsylvania succeed in getting the jump on them they would find themselves surrounded by the nation's biggest road and its controlled lines, tipping the eastern rail power balance perhaps unalterably in favor of the Pennsylvania.

Store Clerk Is Too Busy to Notice Fire

Memphis, Tenn. (AP)—A man walked into a cleaning establishment and told Mrs. Edna Holden, behind the counter, that "You're on fire here."

Sure enough, unknown to the busy Mrs. Holden, the ceiling was full of smoke from the fluorescent light. She hadn't noticed it, Mrs. Holden turned off the switch to the light and summoned firemen.

Life of A Cat Isn't So Bad in Memphis

Memphis, Tenn. (AP)—Mrs. O. M. Gowar's cats live in a "penthouse."

The cats loved to scamper about on top of the roof so much that Mrs. Gowar's husband finally built them a "trash can" house there.