

City Fathers--

(Continued from Page 1)
parking space for visits at the post office and other business places during the rush hours.
A request for adding another light on Kingwood avenue was heard and upon discussion it was felt that two lights should be installed for better lighting on this street.

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Darkness Reduces Safety Margins

When it starts to get dark, it's time to drive and walk as if your life depended upon it, concludes the secretary of state's traffic safety division after a look at Oregon traffic accident records covering the first six months of last year.

The division said accidents and fatalities climbed sharply at 4 p.m. when daylight begins to fade and traffic movement approaches the day's peak.

Accidents resulted in property damage only fell off after 5 p.m. and declined steadily until the following morning. But fatal smash-ups reached the highest point of the day between 6 and 7 p.m. and remained high until after 2 in the morning.

Exactly 50 percent of all fatal accidents during the six-month period took place at night, the division pointed out, although there were not more than half as many cars on the road as in the daytime. A basic driver-error in most cases was an over-estimation of the visibility headlights can give, safety officials stressed.

Thirty-seven pedestrians were struck and killed from January through June well over half of them at night while wearing dark clothing. A pedestrian violation or unsafe action was noted in 65 percent of the fatal pedestrian mishaps.

Net Farm Income Prediction Made

Oregon farmers will have more and spend more money in '52.

That's the first of the year outlook as seen by Oregon State college agricultural economists in a new agricultural situation and outlook just off the press. Copies are available through any county extension office or directly from OSC.

It's going to be a case of "in one pocket, out the other"—with more and more emphasis on the "out," says M. D. Thomas, extension economist who sees climbing costs during the next 12 months. In view of this, net incomes may fade a little, he adds.

Farmers in Oregon as well as those in other states will write higher figures on checks to pay taxes, wages, and for personal living expenses.

The new outlook circular contains a special article which discusses farm marketings of the state's farm products during the past quarter century. The outstanding influence on farm prices generally, the circular says, has been the upward swing in employment and incomes. Doubling and trebling of consumer purchasing power during the 1940's has contributed considerably to the remarkable rise in both prices and receipts from sale of Oregon farm products.

Farm production expenses nationally, hitting a new all-time high in 1951, are expected to total about \$22,500,000. Prices paid for such commodities as interest, taxes and wages averaged 125 percent above prewar and about 10 percent more than in 1950.

The high cost of doing business, Thomas says, is a major hazard in

Material for Civil Defense Available

Marion county has a chance to procure civil defense equipment under matching provisions with the federal government.

The Oregon civil defense agency reminds local directors that the deadline for some categories is getting close.

The type of equipment made available: (1) Training and education, \$49,500, requests should be at the Oregon Civil Defense Agency by March 15; (2) Medical, \$224,000, deadline February 15; (3) Communications, \$13,887, deadline March 1; (4) Rescue, \$9256, deadline March 1; and (5) Fire fighting, \$20,734, deadline March 1.

Vehicles cannot be purchased on a matching basis for any of the categories. The figures for each group represent the federal government's share, so twice as much equipment is available if matched locally.

The cost for Marion county will be based on the matching formula, 50% federal, 25% state, and 25% local.

Linn Vital Statistics For 1951 Published

During 1951 there were 1309 births in Linn county; 684 of these were males and 625 females. The corresponding figures for 1950 were 1320, 667, and 653.

There were 400 deaths in the county, 231 were male and 169 were female. The figures for 1950 were 389, 231 and 158.

The leading cause of death was heart disease; 166 of the deaths due to this cause. Ninety per cent of these deaths occurred in people past the age of 50 years.

Cerebral hemorrhages (stroke) caused 47 deaths. All but three of these deaths were in persons over the age of 50.

Accidents were responsible for 46 deaths as compared with 42 in 1950; 70% of these deaths involved persons under the age of 50. Twelve deaths were due to motor vehicle accidents; nine were connected with the logging industry, seven were due to burns and seven were due to drowning.

Cancer took 37 persons; all but two being over 50 years of age.

There were 26 deaths due to pneumonia, and 11 due to premature births. There were five suicides and one homicide.

The number of deaths by age groups were: under one year, 26; one to nine years, 14; 10 to 19, 9; 20 to 29, 8; 30 to 39, 11; 40 to 49, 28; 50 to 59, 54; 60 to 69, 59; 70 to 79, 104; 80 to 89, 74; 90 to 99, 12; over 100, 1.

the future for farmers. Costs are certain to stay high in 1952 and will decline less rapidly than prices when they do start downhill.

Money spent for food last year reached a new high for the country, but only a small part of it reached the nation's farmers. The amount spent was 10 percent above 1950 and four times the prewar average. More than half of the money spent for food produced domestically goes to pay marketing charges.



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They Look to You for Help



Geraldine Czarnecki visits Saul Morse during recess from schoolroom classes in polio ward of New York hospital. These two young patients and tens of thousands of others in all parts of the country look to the March of Dimes for help when polio strikes. Tripled polio incidence of the past four years has taxed the March of Dimes so severely that the 1952 drive period has been doubled to include all of January.

Trained Rescue Men Need Cited Recently

Men equipped and trained for rescue work can save the lives of many persons who might otherwise die from injuries, shock and other causes following an enemy air raid, said Oscar Cutler of the State Highway Department.

Speaking about the Engineering and heavy rescue service this week on a statewide civil defense radio broadcast, Cutler said every county in Oregon, except Sherman, has received a quota for mobile rescue units.

Marion county has been asked to form 4 rescue units, which would involve 96 persons. The quotas are based on "Operations, Northwest Passage", a mock-bombing of Portland last summer, as well as a survey of local resources. Other quotas, released last August, were for police and fire reserves and three other types of mobile teams; First aid, emergency-hospital, and welfare.

Rescue units will have the job of freeing people from collapsed or shattered structures. They will be made up of specialized men found in the construction industry, such as carpenters and building workers. If quotas are met, there will be about sixty 24-man rescue units in Oregon, in addition to about 30 units which will be formed by the State Highway Department.

The Engineering and Rescue Service also has the responsibility of designating emergency routes and repairing a variety of facilities—roads, bridges, pipe lines and blocked railways.

Cutler said that during an emergency, top priority will be given to incoming vehicles, such as fire engines, utility crews and mobile teams. Evacuees will use secondary roads.

Lumber Industry Tops In Accident Field

Statistics compiled by the State Industrial Accident Commission reveal that industrial accidents claims filed with the Commission for 1951 increased approximately 13 1/2 per cent over 1950. Employment also showed an increase of nine per cent and the number of firms covered under the Workmen's Compensation Act was up nearly four percent as compared to 1950 figures.

A slight decrease was registered in the number of fatal accident claims with 150 workmen killed last year as against 155 in 1950.

The lumbering industry (logging, sawmilling and log hauling) continued to lead the industrial accident field reporting 7,067,358 "man days of employment" and contributing 22 percent of all reported accidents and 49 percent of the fatalities. Although logging accounted for 68 of the 150 fatal accidents last year, it was approximately a 25 percent decrease over the 1950 total of 90. Sixty of the 1951 fatal logging accidents were in Western Oregon logging, the remaining eight were in Eastern Oregon logging. Fourteen workmen were fatally injured in sawmilling accidents, one more than in 1950.

Contract construction produced the second largest number of fatal accidents with 28 workmen killed. This represents a marked increase over the 1950 total of 15. Five were fatally injured in building construction last year, two more than for 1950. Employment in all construction during 1951 was up approximately 17 percent. The combined construction industry produced approximately 15 percent of all claims filed with the Commission.

The remaining fatal accidents were distributed among nine other industry classifications as follows: Trade, 7; Mining, 6; Utilities, 5; Government, 5; Transportation, 3; Agriculture, 3; Manufacturing, 4; Garage, 1, and Forestry, 1.

The DEBUNKER

By John Harvey Furbay, Ph.D.



The well-known Japanese jinrikisha was unknown in Japan until the Rev. Jonathan Goble, an American missionary in Yokohama, built the first one to transport his sick wife. The jinrikisha was modeled by Goble after the American baby carriages. Later, this method of transportation became popular in Japan but it is not a Japanese invention. The jinrikisha is still used extensively not only in Japan but in many other parts of the world. (By Lee Fung, Tokio, Japan.)

For the ability to be of service to a fellow-creature, we ought to give thanks, not demand it, since in any true act of helpfulness it is the helper who is most helped.—W. J. Cameron.

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SUMMARY 65th ANNUAL REPORT 1951

INSURANCE IN FORCE (Including Deferred Annuities)	\$1,443,927,793
NEW INSURANCE (Including Deferred Annuities)	198,033,779
INCOME	82,178,559
ASSETS	449,783,836
LIABILITIES	422,044,811
CONTINGENCY RESERVE AND SURPLUS	27,739,025

Payments to Policyholders and Beneficiaries since the inception of the Company total \$462,500,167

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