

LUMBER DRIVE TO STIMULATE LOGGING WORK

WASHINGTON, March 1 (AP)—The war production board began an eight-point production program Saturday to stimulate logging lumber production, under the instructions handed by President Roosevelt to WPB Chairman Donald M. Nelson.

Key elements in the drive include the location and transportation of labor for the lumber industry, and presentation of the draft deferment needs of logging and milling operators before local selective service boards.

Full Program

The program is in addition to the actions called for in the White House statement, which included the finding of timber supplies for mills which lack adequate standing timber; aiding operators to get contracts from the government which would enable them to obtain financial assistance; and providing technical guidance to insure the best use of manpower and production facilities.

Under its full program as announced today the WPB will:

1. In cooperation with the United States employment service and the war manpower commission locate and transport labor for the industry.
2. In cooperation with the same agencies, obtain greater employment of women in the industry.

Patriotic Appeals

3. Locate stumpage for existing operations and put operators in touch with owners of merchantable forest products, utilizing as far as possible the cooperation of state foresters and state extension foresters through the aid of the forest service.
4. In cooperation with the war manpower commission, provide information and make patriotic appeals to management and labor to obtain greater production.

5. In cooperation with the selective service system help to present draft deferment needs of logging and milling operatives before local selective service boards.
6. Help present the needs of logging and milling operators before local ration boards for tires and other rationed articles.
7. Encourage increased use of so-called inferior and more available species in place of less available species, whenever justified by technical findings.
8. Present factual data and information when establishment or modification of ceiling prices is considered necessary.

GOVERNOR BANS SLASH BURNING

SALEM, March 1 (AP)—Governor Earl Snell lost no time in taking advantage of the civilian defense bill, the governor banning the burning of slashings and debris unless permits are obtained from the state forester or forest fire warden.

The governor signed the bill Saturday, and immediately made the order, which was effective yesterday. He had been powerless to issue such an order before passage of the bill.

The fire hazard in the coast range is great, and several fires already have been started by burning of slashings.

Bend Home Just Naturally Has Air Conditioning

BEND, March 1 (AP)—Louis Gibson finally found out why his home was so hard to heat. He discovered a strong, cold breeze blowing out of a crack in his basement floor.

He widened the crack and the breeze increased. He learned the fissure descended straight into the bowels of the earth. It was one of central Oregon's "wind caves," subterranean tunnels often appearing in lava formations.

The Gibsons got used to wind whistling out of the hole, and remarked it would be nice to have air-conditioning next summer.

Now they're not so sure. Lately the breeze has been reversing itself as the crack sucks in air.

Three Indicted For Price Violation

SEATTLE, March 1 (AP)—The OPA indicted three Seattle meat market operators Saturday on charges of meat price ceiling violations, and a company and three individuals on charges of "black market" operations. Five secret indictments also were returned, presumably in connection with other types of OPA regulations.

Marion Carl, Oregon's Ace Airman, Knows How To Sock It to the Japs

By WILLIAM E. PHIPPS
HUBBARD, Ore., March 1 (AP)—The United States marines could build a legend around Major Marion Carl—and maybe you think they won't!

It's already on the way. The leathernecks out Solomons way call him "the zero man" for his fabulous prowess in knocking down those Japanese fighters.

And wait until those boys get going on how he won a lovely Powers model in six weeks.

He's strictly a fast worker, this handsome young man who came off a farm to become Oregon's No. 1 air hero and one of the top American aces of World War II.

In a few months over Midway and Guadalcanal he gave the business to 17 enemy planes (the unofficial figure is bigger), then came back home, met Edna Kirvin, brunette Powers model, in New York on a slam-bang war bond sales tour. Six weeks later she was Mrs. Marion Carl—and touring with him.

He's the kind of guy who makes a leatherneck's chest swell.

This 27-year-old marine fighter pilot, five years out of Oregon State college, looks as though he'd be more at home in front of a Hollywood motion picture camera than behind the controls of a Grumman Wildcat.

But there's nothing Hollywood about him except his looks. He's quiet, soft-spoken, reluctant to talk about the exploits that twice won him the Navy Cross.

He's not a "hot" pilot, but a cool, calculating air fighter who figures out his combat tactics as scientifically as he figured his aeronautical engineering problems at college. But he learned the hard way.

His first lesson came at Midway when he and two other marine fighter pilots ran into three groups of Jap planes of 25 or 30 planes each.

"I was trailing, and the other two planes attacked the first group of Jap bombers. As a group of Zeros closed in on the other planes, I jumped one of the Japs. Before I could bring effective fire on him, I looked behind and the air was black with Zeros closing in, so I headed away. I learned a lot in that fight but didn't do much damage."

After that it was a different story.

He was a veteran by the time his fighter squadron, commanded by Major John L. Smith, Lexington, Okla., went to Guadalcanal.

"The Japs would come in with twin-engined bombers that were just as good and fast as our planes," Carl, who flew No. 13 in that battle-scarred, out-numbered squadron, said.

"We learned to make one or

two passes at the bombers before the Zeros closed in and then head for the clouds."

Carl's hunting was somewhat tougher than shooting fish in a rain barrel. Soon he ran into tough luck but he came out with nothing more serious than the loss of his squadron supremacy. It was Sept. 9, 1942, "I made two passes and got two bombers. I attempted a third pass instead of heading for the clouds."

"A Zero hit me with a 20

millimeter cannon. How many times I do not know. It was at 22,000 feet when my plane burst into flames. I lost no time bailing out and landed in the water several miles from Guadalcanal and some 30 miles down the coast from Henderson field.

"Because of the tide, I was unable to reach shore and had about given up hope when some native picked me up. It took him about four hours to paddle 200 feet to get me."

By the time Carl returned to headquarters several days later—Major Smith was the top man in the squadron with 15 Japs to his credit and Carl kidded him about "taking advantage of a guy when he's down."

Always read the classified ads.

Oregon News Notes

By The Associated Press

All scrap metal heaps remaining in Oregon cities will be collected within six months, Hamilton Wright, WPB salvage director, said in Portland, urging increased scrap donations this year. . . . Shipyard train service between Portland and Vancouver was inaugurated today.

The Oregonian, Portland daily newspaper, reported that wartime space restrictions resulted in a number of classified ads being denied publication Sunday, the first time in history. . . . H. E. Louisbury, Portland traffic manager for the Union Pacific,

retired after 55 years of rail-roading. . . . Major Ruth C. Streeter, marine corps women's reserve director, said in Portland 19,000 women are wanted for enlistment.

OPA officials predicted 461,000 ration books No. 2 would be issued in growing Multnomah county, compared to 367,388 books No. 1 last May. . . . Sidney C. Fredericksen, 48, Willamette river tugboat engineer, was killed at Portland when a towing cable snapped.

Always read the classified ads.

BANKING PROBLEM

ATLANTA, (AP)—Atlanta bank which had advertised 20 checks for one dollar in a special checking account, received a post card addressed to "Twenty-chicks, 58 Marietta St., Atlanta, Ga."

The card said: "I read in the paper where you advertised twenty chicks for a dollar. I'd like to buy some chicks but would like to know what kind they are. Please write me giving a description as I want to know what kind they are before placing my order."

The card came from a woman at Cordele, Ga.

It may be common this summer for the stockingless woman to meet the shoeless man.

Cracked Tanker Patched; Another Launched at Yard

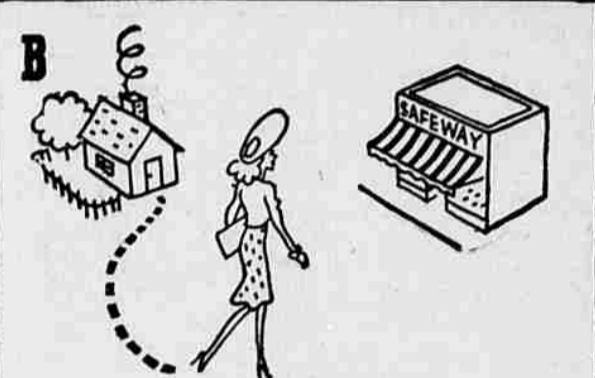
PORTLAND, March 1 (AP)—The huge tanker Schenectady, its cracked hull patched, left drydock yesterday as Henry Kaiser's Swan Island shipyards launched another in the tanker series, the New London.

The Schenectady split apart while at the outfitting dock January 16. The halves were towed to drydock for rejoining. R. K. Willis, war shipping administration representative, said a few minor repairs would be made, then the ship would be ready for sea.

LET US HELP YOU WITH YOUR FIRST SHOPPING UNDER POINT RATIONING



Point ration shopping won't be easy the first time you try it. But your Safeway has done a lot of things to help you learn how it is done. Just slip on a coat



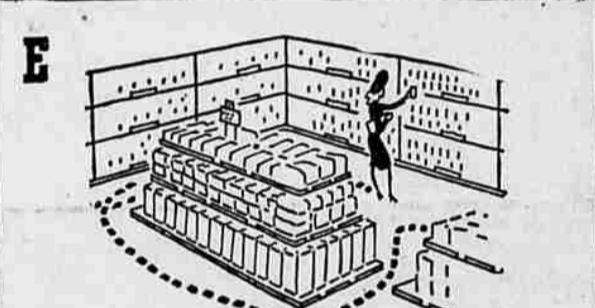
... take a stroll to your Safeway. Start early because point ration shopping will take more time... you have to figure point values as well as cash values



You'll notice—Government signs showing point values for all ration items—how clearly we have identified the point value of rationed items... by red shelf markers and by marking the point value in red crayon on every rationed item. But best of all there's a clerk wearing a big badge... it reads "point ration information."



That's our "piece de resistance"... a clerk who's qualified to answer your questions. He knows the "whys and wherefores" of point rationing and will answer you cheerfully and in detail.



Next, browse around a bit and note the large variety of items stocked, the low ceiling prices, and how clearly we've marked the point value as well as the price value of all items rationed so it's easier for you to compare value.



Don't hesitate to go back to the point ration information clerk and ask any other questions which may occur to you. Be sure you know how to get the best value for your points.



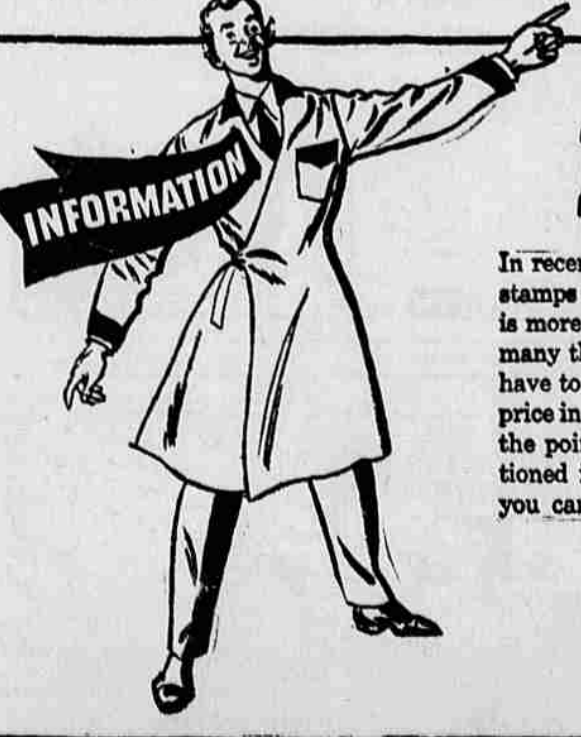
When you are ready to buy your groceries, make a mental note of the points required for each rationed item selected. If the point cost totals more than you plan... exchange items until you have the best value possible for your points... take as much time as you like.



When you arrive at the check-out counter... the clerk will call the point value of every rationed item and he will total the point values as well as cash values on the register. Thus, your sales slip becomes an accurate record of the point value and the cash value of your purchases.



On your way home... if you want to tell your neighbors that Safeway is doing everything possible to make "point ration" shopping easier for their customers... we won't object.



YOUR SAFEGWAY CAN MAKE YOUR POINT RATION SHOPPING EASIER!

In recent months you've learned how to handle ration stamps for sugar and for coffee. Shopping with points is more complicated, but your Safeway Store has done many things to help you. Under point rationing you'll have to think about the price in points as well as the price in money. To make this easy Safeway has marked the point value on the shelf directly below each rationed item and also on the item itself. At Safeway you can make comparisons of values leisurely and

select the items best suited to the amount of points and money you want to spend. But remember point ration shopping will take more time... it's doubly important to shop early in the day and early in the week. You'll get the "hang" of it quickly, but at the start you'll probably have some questions. So at Safeway you'll find a "point ration information" clerk—who is qualified to answer your questions—and will do it cheerfully and in full detail.

SAFEGWAY