

Conductor Recalls Early Days Of SP In This Area

A. A. Myers, an SP conductor, comes an old account of the early days of Southern Pacific in this area. The account is brought to his attention by J. Palmer, an SP engineer who came upon it looking through old records belonging to his grandfather, one of the first engineers on the early railroad.

The account states that the planning for the new railroad took form at a meeting in November, 1863. The line was completed in 1867, and the road were I. R. Moores, president, and A. M. Loyer, vice president.

Before its completion, the Oregon road was merged into the California stock of \$20,000,000. The line was completed in December, 1867, and was merged into the Southern Pacific system. Its total mileage in Oregon was 475 miles, with 96 miles of the total on the west side of the Cascade between Portland and Corvallis.

The total number of passengers carried over the new road that year was 360,000. Income from that source amounted over \$618,000 and total freight earnings totaled more than \$400,000.

Southern Pacific will establish coast-to-coast Pullman sleeping car service through Chicago, effective June 2. The schedules of the Overland and Golden State Limiteds operating without extra fare will be cut to approximately 48 hours on June 2 to enable SP to provide through coast-to-coast Pullman service on a basis convenient to the public.

F. E. Watson, SP general passenger agent, explained: "The proposition of through sleeping car service has been a subject for discussion between the railroads for many years. Prior to the war, when earnings on regularly established services were thin, we did not feel able to make the experiment because of the small proportion of the traveling public liable to use the service according to our traffic studies. Due to the heavy military load it was, of course, impossible to do anything about it during the war period."

Watson added that SP is still carrying a large volume of military business, but it anticipates that by June the schedules of the Golden State and Overland

route can be re-arranged for convenient connection with eastern trains out of Chicago.

R. R. Taylor, local general agent for Western Pacific, will be among the 50 railroad men to attend the first meeting of the company's traffic officials since before the war, slated for San Francisco beginning March 25. Discussion will stress WP's postwar plans, particularly the increased industrialization of freight and passenger movements in the Pacific coast states, improvement in handling freight and passenger traffic, ways and means of taking care of the shipping and traveling public, and plans for the inauguration and operation of the daily streamlined California Zephyrs between San Francisco and Chicago.

Taylor will spend the week in San Francisco.

Improving—The condition of Sharon Parazoo, 10, daughter of Mrs. Delphine Parazoo of Chiloquin, was reported improved today at Hillside hospital. The little girl has had pneumonia.

CARD OF THANKS
We wish to thank the boys at Moeller's greenhouse and our many friends for their sympathy and kindness during the recent illness and loss of our beloved son and brother, Mr. and Mrs. Carleton O. Brown and son William, Miss Virginia Brown, Cpl. Owen C. Brown, Mr. and Mrs. Carl A. Lyon and family, Mr. and Mrs. M. H. McCrea and son.

Pneumonia—Gerald Stoner, 13-month-old son of Mrs. Mary Stoner of Tulelake, is recovering at Hillside hospital from an attack of pneumonia.

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46	35	
45	34	

SOUTHERN CALIFORNIA—Mostly cloudy and tonight, becoming cloudy with rain extreme north portion over most of north portion evening. Slightly colder tonight, light frosts in valleys. Gentle variable off coast, except moderate gusty south coast today.

Why Don't We Have Lumber FOR HOME BUILDING?

There are plenty of trees, plenty of lumber mills, but very little lumber for Home Building. WHY?

Here are the simple facts behind the lumber shortage—these facts are stopping Home Building:

- Over 50% of our lumber was once cut by small mills. Thousands of these mills were put out of business during the war by OPA ceiling prices. OPA still clings to wartime policies and these mills are still out of business.
- OPA's blind "hold the line" policies, plus lack of enforcement, have led to the development of a huge Black Market in lumber. "Black Market" lumber is lumber that costs the people more money than they would pay if lumber were flowing to them through the normal channels of distribution—the retail lumber dealer.
- Wartime ceiling prices made it profitable for the lumber manufacturer to cut sizes of lumber suitable for war uses, but not suitable for home construction. As OPA continues this unrealistic policy, manufacturers continue to cut lumber sizes which are unsuitable for home construction. In some cases premium prices granted by OPA encouraged production of lumber not usable for Home Building. Proper peacetime adjustments have not yet been made to encourage production of home construction lumber such as flooring, ceiling, siding, millwork, plywood—all essential items in home construction. This situation affects all lumber production.
- The manufacturers of lumber have been provided with a hidden premium on export lumber. The OPA has made it more profitable to produce lumber for export to foreign countries than to produce lumber for home construction.

These are merely examples from the lumber field which indicate the type of OPA action that is blocking the production of home building materials in many fields.

The fact remains that homes cannot be built by any industry or Government agency without materials.

Homes cannot be built without lumber—whether that home be wood frame, brick, concrete, or stone.

The lumber and building material dealers, and the contractors of the nation can build all the homes needed—if they have the materials. But the flow of materials must be unblocked. Only increased production of building materials can solve the so-called housing problem and the unrealistic pricing policy of OPA is the biggest present block to increased production!

Any government program that does not FIRST remove the obstacles blocking production of materials will simply add additional difficulties to the problem facing the building industry.

Courthouse Records
Decree Granted
Winkelman Sr. vs. Novie Lou Winkelman.
Berne W. Benham vs. Herbert E. Benham.
Justice Court
Bertha Jones, no operator's license. Fine, \$5.50.
Franklin Arnett, improper warning. Fine, \$5.50.
Hensley Knipfel, overloading trailer. Fine, \$45. Fine was \$100 pounds overload over wartime.

Our Home Town

The Critic

By EARL WHITLOCK
The easiest thing in the world to criticize the other fellow. The slow toasting of friends and acquaintances, of strangers and business rivals, seems to be a favorite pastime with a great many people. A lot of the world's most considerable and pleasant people if they could drop just one of their faults take the greatest recreation in extending endless words about faults some one else has. I am reminded of a story of a painter's on that subject. He told of an artist he knew, while he could paint prettily, was always first in to tell what was the matter with other men's pictures. Kind permanent self-appointed, permanent jury of critics, and this artist had a dream one night. He was on a very high road and struggling under a tremendous load that bore down on his shoulders. He didn't see what it was and groaned, "What is this load? Why is it on MY back?"

Some angelic voice answered, "These are the faults discovered in other men. They are yours by right of discovery and you alone have them."

You might think that over time you're tempted to some brother or sister in rights and let 'em have barrels of your critical remarks.

Next Monday Mr. Whitlock will comment on "An Changing Policy."

If you agree that present conditions should be corrected, mail this ad with your comments to your congressman. (You can get reprints by phoning any of the firms below). Address to:

Rep. Lowell Stockman, Ore. Rep. Clair Engle, Cal. House Office Bldg., Washington, D. C.	Sen. Guy Cordon, Ore. Sen. Wayne Morse, Ore. Senate Office Bldg., Washington, D. C.	Sen. J. R. Knowland, Cal. Sen. Sheridan Downey, Cal. Senate Office Bldg., Washington, D. C.
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(My comments)

(Signed)

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