

# Council Hears 20-30 Club Request For Permission To Move Air Scout Building

The 20-30 club arose last night at the city council's regular meeting to drop its troubles in the laps of the city fathers. William Morrow, representing the club, explained to the council that the club had undertaken to sponsor the Klamath Falls troop of Air Scouts, and in so doing had contracted to purchase from the county a piece of land, block 126 lot 428, on the corner of Washburn way and Garden, on which they intended to move a building which had been given them by the war assets administration from the Jap camp.

He explained that the building would be used as a club house for the Scouts. The problem is the building has to be moved next Saturday, and could the club get the council's permission to move the building on the lot?

After much thought, it was pointed out that the only way that the building could legally, under the building code, be used on the lot was for the club to obtain approval signatures of all property owners within 200 feet. This requires, according to the code, at least 10 days. Morrow stated that the club did not have time, that the equipment which was to be used to haul the building from Lake here could only be used on Saturday, March 22. Morrow then asked the council if there would be any objection to the use of the lot just for storing the building while the local option was obtained. City Attorney Henry Perkins gave his opinion that the building could be moved on the lot if the building were not used until after the option was obtained. He said that there might be a technical violation, but that under the circumstances he thought it would be allowable.

Morrow then broached the second problem. It seems that in contracting to buy the lot from the county it was found that the city holds a sewage lien against the lot, and the title could not be cleared unless the city was willing to waive the lien. Morrow suggested that as the county had parted with certain lots for the

acting in the mayor's chair in his absence, explained that Mayor Otendorf was incapacitated due to injuries received in a fall at the airport Sunday. Councilman Condry added that the mayor had been well enough that afternoon to drive down the street in front of him, forcing him to slow down to second gear and hold up traffic.

A petition was received at the meeting from property owners along Applegate street, containing 18 signatures, requesting that the street be improved. The petition was referred to the city engineer for an estimate of the cost of improvement.

Passed for a third and final reading last night was an ordinance providing for the manner in which air conditioning may be installed in buildings and providing punishment for violation.

Conger school baseball park, perhaps the city would be willing to dismiss the lien. The council decided to "think about it."

C. M. Hamstreet was the next person to take his troubles before the council. He represented the Eagles men's drill team and wanted to know whether the Eagles would have to take out a license to open a teenage club in their building for the use of the children of members and their friends. Council President Paul O. Landry explained that a request from the Eagles last week on the same subject had been sent to the recreation committee for investigation, and the council would not know what to do until after the committee made its report.

Councilman Angus Newton then asked "what business the city had in the affairs of any private organization?" He answered his own question by saying that he didn't think that the Eagles needed any permit, license or anything else from the city.

He added, "If I were the commander of an organization I wouldn't submit my program to any city or outside organization." Councilman A. F. Condry agreed, arguing that the Eagles' affairs were none of the council's business and that they needed no license. Council President Landry,

# W. C. Durant Dies At 85

NEW YORK, March 18 (AP)—William C. Durant, 85, shrewd "bull market" operator who twice held and twice lost control of General Motors, died today in the quiet Gramercy park apartment where he spent his last years after a declaration of bankruptcy.

Only his wife and a nurse were present when he died at 2:15 a. m. He had been ill since October, 1942. A super-salesman of ideas, a daring plunger in investments, Durant was also an able judge of the automotive industry, knowing the trade from its earliest transition from wagon manufacturing.

It and in reduced circumstances, though far from impoverished. Durant retained an active interest in American business. On his 85th birthday last Dec. 8 he said he saw a big future for American industry at home and abroad, declaring, "quality is more important today than ever before."

# Murder, Suicide Follow Divorce Try

PORTLAND, March 18 (AP)—A few hours after Mrs. Carl W. Wills, 42, filed suit for divorce here yesterday she was slain by her husband, who then committed suicide. Detective Chief James Purcell said.

He said Wills, 52, used a French rifle from World War I to kill both the wife and himself. The couple had been married six years.

# Education Meeting Slated April 9-11

SPOKANE, March 18 (AP)—Educational leaders from all parts of the Pacific northwest will gather here April 9-11 for association convention. Chairman E. R. Jinnett said today. Attendance is expected to top 4000.

Guests will include the superintendents of schools from Montana, Idaho, Oregon and Washington with Mrs. Pearl A. Wannamaker, Washington superintendent, to be a featured speaker.

# FALL FATAL

PORTLAND, March 18 (AP)—Albert J. Spitzer, 29, Hillsboro, was killed last night in a fall at the Oregon shipyard.

# Girls! Women! Who Suffer Distress Of PERIODIC FEMALE WEAKNESS

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# Youngster Drowns In Santiam River

JEFFERSON, March 17 (AP)—A playful push by a youngster led to the drowning yesterday of Jimmy Hague, 7, in the Santiam river here.

Young Hague was in a beached boat that one of four young playmates suddenly pushed. It drifted into the river. The youths ashore shouted, "Jump." Jimmy leaped, but he could not swim. The body was recovered 34 hours later. He was the son of Mr. and Mrs. James Hague, Jefferson.

# Fire Destroys Airplane Engines

MANILA, March 18 (AP)—Fire swept through dry grass surrounding the Manila air depot this afternoon, destroying a large amount of airplane engines and parts. A score of planes and a warehouse filled with oils were threatened until the wind shifted suddenly.

# Body Recovered From Oregon Surf

FLORENCE, March 18 (AP)—The body of a man, believed between 50 and 60 years old, was recovered from the surf three miles south of here yesterday.

Unidentified, the man was about six feet tall. The belt buckle carried the initial "L." He had been dead about a week.

# BLAST DEATH

OREGON CITY, March 18 (AP)—An explosion in stumping operations yesterday killed Charles R. Johnson, 67, Portland, powder man for the Clackamas Logging company, 17 miles east of Estacada.

## STORAGE BATTERIES

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# WANTED 20,466 BOXCARS

When a serious boxcar shortage last Fall blocked the full movement of new grain and other commodities to markets, Great Northern then gave shippers in its territory indisputable facts behind that deplorable situation.

Today — seven months later — Great Northern is obligated to advise shippers that there has been no improvement in the boxcar supply on its lines. Factually, the car situation now is worse than in August, and the railway proposes to again tell why.

Great Northern is not receiving its deserved, proportionate share of boxcars because other lines, principally those in the East, are using them.

This railway owns 23,789 boxcars, a very large number of them top-grade, built especially for hauling grain, forest products and other commodities requiring protection from weather.

On March 10, 1947, Great Northern had on its line only 13,737 boxcars, which represented 57.7 per cent of the railway's total ownership. The important fact in those figures is that only 3,323 of the 13,737 cars were Great Northern-owned. The other 10,414 boxcars on the railway on that date belonged to other railways, and far too many of them were unfit for transporting grain, flour and dressed lumber.

Where are 20,466 Great Northern boxcars, which are so desperately needed by shippers along the railway?

Boxcars do a lot of traveling. They roll from coast to coast and over both borders. Yet, Great Northern has strong convictions, based on observations and Association of American Railroads' statistics, that most of our truant cars are working for lines East of the Mississippi River.

The association reported on February 1 (the most recent figures available) that boxcar possession on all railroads in the Eastern and Allegheny territories, then was 110.1 and 103.1 per cent, respectively, of ownership.

The same association, of which Great Northern is a member, consistently has promised relief for shippers on the railway—and with equal consistence has failed to effect any appreciable improvement in getting our own cars back home.

Lack of materials for new car construction has, of course, contributed to the boxcar headache. Great Northern has been unable to obtain materials for building 500 new boxcars, authorized almost a year ago.

The railway industry has been told that an increasing amount of steel and lumber will be available for new car construction. It will be a year or more before enough boxcars can be built to bring the supply back to normal.

Meanwhile, Great Northern intends to continue its daily fight for an equitable supply of boxcars—its own, preferably—for shippers on the railway.

# GREAT NORTHERN RAILWAY

## 1,250 BUILDINGS FOR SALE

AT CAMP WHITE, NEAR MEDFORD, OREGON

## For Off-Site Use Only Surplus Government Buildings and Fixtures

The following buildings and fixtures, exclusive of personal property are now available for disposal to priority holders under the Surplus Property Act of 1944, as amended, and War Assets Administration Regulation 5 and to certifiers under the Veterans' Emergency Housing Program, and to non-priority holders for removal for Off-Site Use only. Buildings will be sold with whatever permanent fixtures are located therein. These may include plumbing, heating, electrical and refrigerator systems, consisting of such items as toilet fixtures, soil pipes, water pipes, boilers, radiators and connecting pipe, walk-in refrigerators, electrical fixtures and wiring, etc.

The buildings include 360 barracks, 157 mess halls, 144 recreation and single storehouse buildings, 32 administration buildings, 30 officers quarters, 23 wash racks, 31 oil houses, 15 storehouses, 23 grease racks, 24 motor repair shops, 13 post exchanges, 25 warehouses, and miscellaneous structures such as fire stations, theaters, post offices, service clubs, green house, bakery, sheds, stables, and so on.

### THESE ARE MATERIALS YOU CAN GET FROM ARMY STRUCTURES:

- PLYWOOD
- LIGHTING FIXTURES
- TIMBERS
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- ROOFING
- HEATING EQUIPMENT
- AND MANY OTHER HARD-TO-GET MATERIALS

PRIORITY HOLDERS: These will be available to the following priority holders, in the order listed, for ten (10) days beginning March 19 and ending March 28. (1) Government Agencies. (2) Reconstruction Finance Corporation (for resale to small business). (3) State and local Governments. (4) Non-profit institutions.

Certifiers under the Veterans Emergency Housing Program and Non-Priority Holders: Any buildings and fixtures not claimed by the above priority holders within the ten (10) day period will be available as follows:

(a) For sale to persons certifying that the buildings and fixtures or resulting materials will be used for the construction, maintenance, or service of housing accommodations or in production under the Veterans' Emergency Housing Program.

(b) For sale to non-priority holders, for a period of twenty (20) days beginning March 19 and ending April 7, on the understanding that bids for specific buildings and fixtures of these non-priority holders may be subject to rejection in the event that a priority holder establishes a claim therefor during the ten (10) day period during which availability is first made to priority holders.

Information as to buildings claimed by priority holders can be obtained at the address shown below. Non-priority holders shall have the right to submit new bids during the ten (10) days following the expiration of the period reserved for the priority holders ending March 28, in the event that the buildings on which they made original bids have been claimed by priority holders.

Disposal of these buildings and fixtures individually, or in such groups as War Assets Administration may determine, will be to the highest responsible bidder, who submits an acceptable sealed bid, accompanied by cashier's check, certified check, or United States Post Office Money Order, in an amount representing ten (10) per cent of the total amount of such bid.

SUBMISSION OF BIDS: All bids must be submitted on forms and in accordance with instructions and conditions now available at the War Assets Administration at the address given at the bottom of this advertisement. Bids not submitted on these specific forms will be rejected.

Bids will be publicly opened at 9 A.M., April 11, 1947, at the office of the Deputy Regional Director of Real Property Disposal, War Assets Administration, Swan Island, Portland 8, Oregon, and no bid received after that time will be considered. War Assets Administration reserves the right to reject any or all bids.

RETURN COUPON

WAR ASSETS ADMINISTRATION  
Office of Real Property Disposal, Swan Island, P. O. Box 4062, Portland 8, Oregon

Gentlemen:

Please send me information with complete descriptions of the buildings for sale at Camp White and "Bid Form".

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

W-ORE-36 CAMP WHITE, near Medford, Oregon KPHN

ADDRESS ALL SPECIFIC INQUIRIES AND PROPOSALS TO:

## WAR ASSETS ADMINISTRATION

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