

SP Officials Transferred

Appointment of B. S. Quayle as general passenger agent for the Southern Pacific at Portland, effective October 1, was announced here today by D. J. Russell, president of the railroad.

Quayle is to succeed J. H. Pruet Jr., who will advance to the position of passenger traffic manager for Southern Pacific at Los Angeles, Russell said.

With Southern Pacific since 1926, Quayle is now special assistant to C. E. Peterson, vice president in charge of system passenger traffic, at the railroad's San Francisco headquarters. In this position he is in charge of passenger train service matters, a post he has held since 1949.

Starting with the railroad in a clerical position in the company's executive department at San Francisco, Quayle transferred to the passenger traffic department after two years. He advanced through various positions first at Oakland, California, and then at the general passenger department in San Francisco.

Pruett has been the railroad's top passenger officer at Portland since 1949. He joined Southern Pacific in 1927 as a clerk at El Paso on the railroad's lines in Texas and Louisiana. Later he was ticket clerk at San Antonio and Houston, city passenger agent at St. Louis and district passenger agent at Boston.

In 1943 Pruet was appointed district passenger agent to assist in handling military traffic on the Monterey Peninsula in California, and the following year took the July, 1947, until his appointment to same position at Palo Alto. From Portland, he was special assistant to Vice President Peterson.

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A STOUT BUILDING of pumice brick now houses the Bonanza Fire Department's equipment. There is still a good deal of gear to be added, but the volunteer unit is rapidly filling its needs and can give excellent protection for their area.

Burma, Japanese Discuss Damages

TOKYO (AP)—The top Burma-Japan reparations negotiators met in their second session today and reportedly began point by point discussions of proposals made by both nations.

Neither side would reveal the amount of war damage to be paid by Japan in the two proposals.

An informed source said the total in the Japanese offer is close to 100 million dollars—mostly in goods and services. The source said, however, that Japan is so anxious to settle the Burma reparations question she may go higher, if the increase is held to technical aid.

The same source said Burma is asking about \$200,000,000.

Steelhead Access Told

Access for steelhead angling at the lower end of the Deschutes River, although limited, is possible again this year according to the Oregon State Game Commission.

Through the cooperation of land-

owners and leasees, access is again assured in the Kloan area and also at the mouth of the river on the Sherman County side.

Silts on the Miller property will reduce damage by anglers crossing fences.

Steelhead anglers are warned that parking area at the mouth of the river may be more limited than last year because of highway and railroad relocation.

Steelhead fishing on the Deschutes is growing in importance; the game commission is making every effort to improve and provide access for anglers.

Women Of Moose Plan Sale

Wilma Starbuck, social service chairman, Women of the Moose, Chapter 467, asks all co-workers to save rummage for the Women of the Moose rummage sale.

Date of the sale has not been set definitely but it is planned to hold it some time in October.

SP To Build Freight Cars

PORTLAND — Authorization for acquisition of another 1,500 large size railroad box cars was announced in Portland today by President D. J. Russell of Southern Pacific Company, following a meeting here of the Company's board of directors. The cars will be built in the railroad's own shops, he said.

Announcement of this large new authorization for freight equipment comes just as the first cars on a

previous order for 1,250 box cars are starting to roll off Southern Pacific's shop assembly line.

Addition of these 2,750 cars now authorized or under construction will raise to 23,400 the number of new box cars acquired by Southern Pacific since the end of World War II, Russell said, and will bring the total number of all types of new freight train cars to almost 43,000.

Most of the box cars now being built, or authorized, will have doors that are 15 feet wide. They are especially in demand for the easy loading of lumber.

Southern Pacific's postwar expenditures for equipment purchase, including today's authorization, have now risen to more than \$524-

000,000, it was stated. This improvement program has included refrigerator cars for the jointly owned Pacific Fruit Express Company, diesel locomotives and SP's

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Baptist Group Plans Meeting

The annual meeting of the Klamath Baptist WMU Association will be held at the First Baptist Church, Dorris, Tuesday, August 24, beginning at 10:30 a.m. Officers for the new year will be elected, reports of the past year will be given.

Rev. Fred Tedrick, pastor of the host church, will give the devotional message. Mrs. Sylvia Wilson, president of the State WMU of Oregon-Washington, and Mrs. Roland P. Hood, executive secretary of the Oregon-Washington WMU, will be present to lead conferences and give reports on the WMU Conference recently held at Glorietta, New Mexico.

Potluck lunch will be served at noon. It is hoped that a great number of the women and young people of the churches of the Klamath Association will be present.

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And think this over: Those fires last year cost the nation over one billion dollars. And that, of course, means money out of your pocket.

Can forest fires be stopped? You bet they can. Nine out of ten are started by people . . . people like you and your neighbors.

So be careful . . . extra careful with matches, smokes, campfires, rubbish fires, any fire. Be sure that every flame, every spark is dead out. Help stop Oregon's most shameful waste. Please! Keep Oregon Green!

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—Keep Oregon Green banquet place cards, cigarette snuffers, key chains, metal car bumper tags and display posters. Just telephone any of these members of the Klamath County Keep Oregon Green Committee: Hal Ogle, Klamath Forest Protective Association, 3282; Bob Cooper, U.S. District Forest Ranger, 3801; or Joe LaClair, 7292. Use them—help keep Oregon green!

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