

Wise or Otherwise

By Ethan Grant

This is a story whose authenticity you have my consent to boot from behind. It was related by Mr. P of Pecos. Mr. P of Pecos is a fancier of greyhounds, the species of canine whose supreme ambition is to catch the mechanical rabbit, put dog racing out of business and spend the remainder of his life posing for the artist who paints greyhounds on the sides of stages.

Pecos, the metropolis which Mr. P is of, is approximately the size of a sailor's flat hat, on the West Texas desert between Wink and Kent. West Texas is immense, and you must always identify its metropolises by telling what they are between. West Texas is immense and everything in West Texas is immense than everything everywhere else. Immense and better and faster. Even the turtles and hounds and potato trees. And Mr. P of Pecos, maybe.

At the metropolis of Ahilene, between Sweetwater and Crisco, Mr. P of Pecos purchased a rangy runner reputed to be the swiftest canine on earth. Swifter even than any other Texas mutt. Mr. P of Pecos was justifiably provoked when, as he was about to board the train, the conductor asked him if the dog could run.

"You ask me can he run?" Mr. P of Pecos snorted. "Mister, this is a West Texas dog! He can outrun anything outside Texas. He can outrun this train. What do you think of that?"

"I think I've got ten bucks that says he can't," said the conductor—which proved, to Mr. P of Pecos, that he wasn't a Texan. A Texan wouldn't bet against anything that was Texan.

Mr. P of Pecos spoke to the greyhound, affectionately called Pascal the Rascal. "Pascal," he said, militarily, "go bring up the rear."

Without a word, not being a talking dog, the obedient namesake of a bus trotted to the rear of the train. As Mr. P of Pecos got aboard, he observed that the conductor was conferring with the engineer. Mr. P of Pecos parked his luggage and strolled to the rear observation platform. The train pulled out and the conductor joined him there.

Pascal the Rascal loped easily down the track behind. The train picked up speed. Pascal lengthened his stride apparently without effort. At 50 miles an hour he came on smoothly, cooling his nose against the dangling air hose connection. The conductor gripped the signal cord and touched the signal cord.

The engineer answered with a foot of the whistle, and set the throttle up another notch. Pascal ran a hundred yards or so on three legs while scratching where a flea had been sitting too hard on his ear, then came on up. Mr. P of Pecos smiled at the conductor.

Again the conductor touched the signal cord, and again the engineer answered and added another notch to the throttle. The train crossed a trestle and Pascal

switched to a dogtrot and maintained the pace.

"We're doing 75 an hour!" the conductor said incredulously.

"And he's not even panting," said Mr. P of Pecos calmly.

"Not yet," the conductor said pointedly, and again signaled the engineer.

As the train picked up still more speed, Pascal left the track and went diagonally out across the desert. This caused the conductor to relax, but he observed that Mr. P himself wasn't at all perturbed, not even when Pascal the Rascal disappeared over the sandy horizon. All of which was proof enough that he really knew his dog, for presently, when the train rounded a curve, there was Pascal again, loping close behind, with a jackrabbit between his jaws.

This exhibition of disregard for the speed of his train provoked the conductor. His nose turned blue and his neck became red with anger. He hissed unkindly at Mr. P of Pecos.

Mr. P of Pecos hissed back, and said, "Mister, tell your friend up there on the front end of this 1938 model to really let 'er out and give us a race."

The conductor did. The engineer hung onto the whistle and pulled the throttle wide open. Mr. P of Pecos says even the conductor admitted they were doing better than 100 miles an hour. And with Pascal still so close you could count his ribs. Mr. P of Pecos then leaned over and spoke to Pascal. The rangy runner leaped the rail and moved rapidly up along the side of the speeding train. Mr. P of Pecos and the conductor moved up through the train till they reached the engine.

"And where," asked Mr. P of Pecos, relating the story, "do you think that rascal was?"

"Naturally, we couldn't even guess. He was way out there on the tracks, ahead of the train," Mr. P of Pecos replied, "chasing one of those big west Texas turtles!"

'Car Doctors' Here to Offer Repair Advice

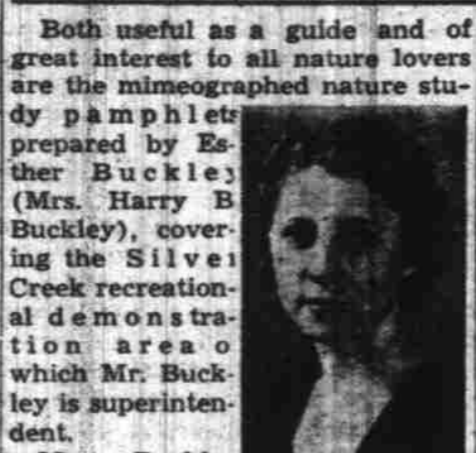
Every day, on the average, 8-500 automobiles and trucks are being retired from service on American roads and streets—worn out. To date more than three million such vehicles, approximately 10 per cent of those which were in service before Pearl Harbor, are lost to use, and motor vehicles whether directly or indirectly used in the war program, are vital to victory.

Earl Kluge and R. H. Conn, factory specialists from the Chevrolet Motor company, will be at the Douglas McKay Chevrolet company next week, Monday through Friday, to advise Salem car and truck operators on ways of keeping their cars in use for at least another year. Their consultation is free and the motorists consulting them are under no obligation to order repair work or other service.

These men from the Chevrolet factory are, in a sense, doctors who are equipped to examine and prescribe the necessary treatment that will put cars and trucks in

Gardening Today

By LILLIE MADSEN



Both useful as a guide and of great interest to all nature lovers are the mimeographed nature study pamphlets prepared by Esther Buckley (Mrs. Harry B. Buckley), covering the Silver Creek recreational demonstration area of which Mr. Buckley is superintendent.

Mrs. Buckley has done a thorough job, giving not only the standardized plant names and the common names, but also bits of folk-lore connected with the plants themselves. She names those which are edible and which the Indians and pioneers used for other purposes as well as those said to be poisonous. For instance, the beargrass or squaw grass (xerophyllum tenax) from which Oregon's natives made hats and baskets, furnished roots which when boiled in water were used as soap substitutes.

Among the plants found chiefly on House mountain and Lookout mountain, elevations of 4000 feet, Mrs. Buckley names the squawgrass, the edible mountain onion, slim solomonplume, tolmie mariposa (known to most of us as one of the cat's ears), sedum spathulifolium, phlox gracilis, vaccinium myrtilloides (one of the red huckleberries), whortleberry (mountain huckleberry), vaccinium uliginosum (western blueberry), vaccinium caespitosum, (a dark maroon-colored berry), mountain heliotrope, bush penstemon, Indian paintbrush, and two of the arnicas.

Perhaps there are others, like myself, who did not know that the California black currant (ribes braetoesum) could be found in this vicinity at all. But Mrs. Buckley lists it as one of the "finds" in the Silver Creek area. While it resembles the red currant, its flowers are white. She doesn't list the yellow flowering currant which was so plentiful in the Great Lake country and which some Oregonians have told me has been seen in the coast ranges, but which I have failed to find. I have wondered if it did not grow in the Cascades in some areas.

Oregon tea (satureja douglassie), Mrs. Buckley refers to as "one of our most-loved Pacific coast herbs for tea and sachet." The 'Yerbs Buena' of California. She tells us that the common yarrow (achella millefolium) was "in Sweden used instead of hops for making beer" and that "Indians used it for medicine, and placed it in salmon to promote quick curing in drying process."

I was especially interested in condition to last at least one more year.

These "car doctors" can only handle 20 examinations a day, according to Fred Bales, service superintendent, who said that the factory men and Douglas McKay Chevrolet company would especially welcome car owners who have been having unusually perplexing problems with their automobiles.

Mrs. Buckley's note about the yellow elder which she tells she found near House mountain in 1943. She adds that this is a rare specimen and that she knows of no other in the near vicinity. I have been wondering about this shrub since she first mentioned it to me some time ago. I can find it listed in neither Homer D. House's well-known "Wild Flowers" nor Leslie L. Haskin's "Wild Flowers of the Pacific Coast." I am wondering if perhaps she hasn't found something entirely new.

Mrs. Buckley has also named the deciduous and the evergreen trees found in her section, and lists seven edible mushrooms and two poisonous ones. She gives native materials which may be used for basket weaving, for bows and arrows, for mallet heads, wedges and

dyes. Other pages lists the birds and mammals found in the area.

In a second pamphlet just completed this month she gives suggestions for nature in arts and handicrafts, and illustrates these with line-drawings.

Questions: Mrs. S. I. wants to know if the Oregon Ghost flower or Indian Pipe can be transplanted successfully.

I do not know. I do know, however, of a number of times it has been attempted without success. I imagine there would be some way of doing it with success, but the method is unknown to me.

Mrs. S. S. T. asks if it is too early to start her vegetable gardening. The only start she had best make on it now is to plan it and order the seeds. Most of the garden seeds put in now would simply spoil. If the soil is worked when it is too wet it will pack.

Mrs. D. C. reports that the branches and leaves on her flow-

Honor Birthdays At Dinner Party

MT. ANGEL — Mr. and Mrs. Joseph Faulhaber were hosts at a dinner at their home Thursday night on the birthday anniversary of their daughter, Mary Louise Faulhaber, and her cousin, Miss Roselyn Kronberg.

Guests included Mrs. Christine Kronberg, Miss Helen Kronberg, Mr. and Mrs. Michael Hopfer and Bertha and Anna, and Mary Jeanne, Willard and Walter Faulhaber.

ering almonds have been dying back each spring and wants to know what to do to control this disease.

Bordeaux spray will help. Spray thoroughly just before the foliage begins to come out. Then spray again after the leaves have appeared. Some growers advise spraying for a third time just as the blossoms fade.

Special Cheese Making Cut

WASHINGTON, Jan. 29 (AP)—The war food administration has ordered a reduction of about 15,000,000 pounds, or roughly 12 per cent, in the 1944 production of specialty types of cheese—such as brick, limburger, cream, Roquefort and Italian types—for civilian distribution.

The order is designed, officials said, to divert a larger share of a limited milk supply to the production of dairy products deemed more important from the war standpoint, such as American cheddar cheese, butter, evaporated and dried milk.

Beginning February 1, production of all except the cheddar, cottage, pot and bakers' types will be limited to the 1942 output.

Victory Queen Contest Held

JEFFERSON — The Jefferson high and grade school have been busy this week buying bonds and stamps. High school students purchased \$306.65 worth of bonds and stamps, grade school purchased \$108.45; a total for both schools of \$415.10.

High school students receive one ballot for each ten cents invested in stamps or bonds toward electing a king and queen for a Victory party to be held at the end of the contest, February 18.

The results of the voting to date is as follows: Betty Baxter and Clarol Hayes, 10; sophomores, Helen Schuld and Thomas Pilcher, 187; juniors, Theresa Bowen and Jack Skeiton, 2125; seniors, Gaynell Cole and Mopie Weddle, 563.

WE BOUGHT EXTRA WAR BONDS



WAR LOAN





Every patriotic home in America will want to display this emblem. Paste it on your front door or on a window to show that you have done your part in the 4th War Loan.

Display your colors

THIS emblem is a symbol of your patriotism. It tells the world that you have done your full share in the 4th War Loan. Every true American will be proud to display it at home.

Our valiant fighting men... soldiers, sailors and marines... on every far-flung battlefield are on the attack... forging ahead steadily, relentlessly. Nothing on earth can stop them... IF WE BACK THEM UP!

That's the purpose of this 4th War Loan Drive. To earn the right to display the 4th War Loan Emblem you must invest in at least one EXTRA hundred dollar Bond. Investment must be over and above your regular War Bond subscription. But don't stop with one! Invest in all the extra

Bonds you think you can afford... then invest in some more! Every dollar you put into War Bonds helps to win the war... and insures your financial security.

Here, too, is a chance to help your company meet its quota in this 4th War Loan.

Maybe this will mean sacrifice on your part. Maybe it will mean doing without something you want. But don't forget... while you are only lending a few spare dollars... thousands of our gallant fighting men are giving their lives for you! Show that you're backing them up 100%. Invest in extra War Bonds to the limit of your ability. And display the 4th War Loan Emblem at home!



Build Your Future With The World's Safest Investment

• All over the country men and women look to the future with confidence. They are the ones who have put part of their extra wartime earnings into the world's safest investment—U. S. Government War Bonds. Yes, they are helping their country in its grimmest struggle. But they are helping themselves, too! They are helping to secure their future, to weather any troubled days that may lie ahead.

What about you? Are you letting the dollars slip through your fingers—dollars that should be put safely away in War Bonds?

There are War Bonds to fit your needs... Bonds that are backed up by the strongest "company" in the world. Build that home you have always dreamed about. Send your child to college. Buy the wonderful things that are coming after the war. YOU CAN DO IT WITH YOUR WAR BOND SAVINGS.

KNOW THE TRUTH

ABOUT YOUR AUTOMOBILE

FREE

TEST ON ALL CARS



FREE

TEST ON ALL CARS

Realizing the necessity of keeping the cars and trucks already in owners' hands in satisfactory operating condition, the Chevrolet Motor Division organized a corps of trucks, loaded with mobile factory equipment for analyzing motors and making mechanical inspections of cars and trucks in the field. These trucks are manned by factory trained men who are specialists in their field of inspecting motorized equipment.

BRING IN YOUR CAR NOW

One of these FACTORY TRUCKS will be in our dealership from January 31 to February 4.

You are cordially invited to bring your car in for this thorough FACTORY INSPECTION, which is FREE and WITHOUT OBLIGATION. A complete written report will be made to cover every operating part of your car.

Act Now... Save Your Car

BRING IN YOUR CAR—CONSERVE AS YOU DRIVE

FREE TEST FREE INSPECTION FREE ESTIMATE

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YOUR CHEVROLET DEALER

430 North Commercial St. Phone 3188

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