

### Coquille Boys At Training Camps

Private Merrill H. Tozier, son of Jack Tozier of this city, was one of a large contingent of selectees arriving at the Armored Force Replacement Training Center at Fort Knox, Ky., last week, for three weeks of rigorous basic training.

Topping off 13 weeks of orientation, specialized study and physical hardening will be a full week on the Battle Training course, where the men undergo maneuvers with live ammunition. Bullets whizzing 30 inches above the ground, exploding land mines and hand-to-hand combat are among features of the course.

Graduated from the same school last week was Private First Class Paul H. Pinkston, son of Mr. and Mrs. James Pinkston of North Heath street, Coquille.

Still another local boy, James H. Beagle, son of J. O. Beagle of the Fairview route, is reported as in training at the Army Air Force Basic Training Center at Kearns, Utah. Upon completion of the course there he will be sent to one of the many colleges operating under the supervision of the Army Air Corps before entering the aviation cadet training centers.

### Girls Victory Canning Club

Those present on Friday at the Girls' Victory Canning Club were Roberta Medley, Patty Geaney, Joyce Taylor, Joane Mintonye, Maryanne Roberts, Betty Foote, Joyce Benham, Alice Perry. They talked about different processes to follow before canning. Alice Perry was appointed as defense chairman. The girls will tell her how many stamps they will buy and she will keep track of how much is purchased. Mrs. Laird talked about summer school and she also served refreshments. Next meeting will be July 16 at 11:00 a. m. at Mrs. Laird's, with a paper sack lunch.

### Coquille Eagles At State Convention

A total of 13 delegates from the Coquille Aerie of F. O. E. attended the 8th annual State Eagles Convention in Salem the past week-end.

This year's convention was truly a stream-lined war-time affair. Instead of the usual four or five day convention, everything was crammed into four business sessions during a two-day period. All frills, parades and entertainment were dispensed with.

In all reports, from delegations from every part of the state, one of the outstanding features was the large amount of defense bonds which each aerie had purchased during the past year. In the three northwestern states of Washington, Oregon, Idaho, and in British Columbia, the total bond purchase during the last year amount to more than eight million dollars in aerie funds alone. It is estimated that at the present rate, individual members of the Eagles Order are buying bonds in the amount of more than one hundred million dollars per year.

Other important facts brought out at the convention show that the F. O. E. is the fastest growing organization of its kind in the world. Since 1941 in the three states and one province mentioned above, the Order has grown from a membership of 124,702 to 198,272 members, in good standing. These nearly 200,000 men are pledged as one man to full co-operation and support in an early and successful completion of the war. More than one-half of the total Eagle membership is either in the armed forces or working directly in defense work.

Those attending the convention as delegates from the Coquille Aerie were: Evan Alborn, Earl Schroeder, Fred Bull, Eugene Bjore, George Adams, L. R. Hickenbottom, Richard Anderson, James Jacobson, Van Spores, A. B. Tweed, Austin Kyle, Earl Adams and Ray Ellis.

Mrs. Margaret Spores and Mrs. Norma Hickenbottom accompanied their husbands to the convention.

## Weekly Letter From Washington, D. C.

BY CONGRESSMAN HARRIS ELLSWORTH

Washington, D. C., June 19—After a few samples, the genuine hot weather has arrived here in Washington. They tell me it continues on and on. I recall having been here once during the month of September, and the heat (and humidity) was very bad then, so I suppose we are in for about three months of it. For the last six weeks there has been serious talk of a recess of Congress for the months of July and August. It is still being talked, but we are nearing the end of June, and we are not nearing the end of the urgent legislation scheduled for early consideration. If there is any formal recess, it will not likely come before the middle of July. At least that is my guess now. If the heat really settles down though, it may speed things up a bit.

The proposed recess is NOT an adjournment of Congress. I am told the type of recess being planned for this session is unusual—in fact, it has not been done before—but there is nothing in the rules to prevent it. The procedure will be simply to declare a recess by resolution, providing in the resolution that sessions will resume on a specified date (right after Labor Day) unless called sooner by the House and Senate leaders.

There is a full-fledged, under-the-surface war going on here over the question of subsidies as a means of rolling back food prices. The President has not only declared firmly for the subsidy policy, but has openly and officially frowned upon the idea of placing control of food, including price regulating and rationing, under one central head. (Nine or ten different agencies of government now have some voice in the control of food). There is a political aspect to this latter development. Republican congressional leaders through the Food Study Committee have advocated the consolidation of all food control under a Food Administration in the Department of Agriculture. Many congressmen on the democratic side of the aisle favor this plan also. Apparently the President does not want to yield to congressional pressure and especially congressional pressure that stems from the republican side of the House.

Meanwhile the food situation grows more critical day by day. The corn problem, in fact, reached a crisis this week. The ceiling price to the farmer for his corn is so low that the corn is being held on the farms or is being fed to hogs. Ceiling price on corn is \$1.07. Fed to hogs at present hog prices, same corn will yield about \$1.40. Corn held on farms now is reported to be 1,395,000,000 bushels. Normally this figure is around 900,000,000 bushels. Many industries are dependent upon corn for starch, oil, and other products. At present no corn is being shipped to them and none seems in sight.

Numerous government publications, including a great many useful farm bulletins, are obtainable through the office of your congressman. I am not mailing these out broadcast, but send them upon request, and will be very glad indeed to supply a list of such publications to anyone who wants it. There is an unusually good booklet on the subject of "Infant Care," which should be in the hands of all young mothers. This is a government publication, but can be obtained either by writing me or writing to the Oregon State Department of Health.

The recently enacted "Current Tax Payment Law" is a complicated piece of legislation and involves a totally different method of income tax payment. There was published yesterday, as House Document No. 237, a booklet entitled "Current Tax Payment Act of 1943," which gives a very clear and understandable explanation of the new tax law, using the question and answer method. I have a limited supply of these booklets and will be glad to send one to anyone wanting it.

Personal Note: I am making a flying trip to Oregon this week-end. I shall only be in Oregon about 24 hours and will not have an opportunity at this time to do the visiting around the district that I plan to do when and if we have a summer recess. Will be back home by the time this appears in print, in fact.

Norton's have the following new books on their rental shelves: "Kate Fennigate" by Booth Tarkington; "Gideon Planish," Sinclair Lewis; "Catherine Christian," Hugh Walpole, and many others.

Keys made for all locks. Stevens Cash Hardware, Coquille, Ore. tf

### Air Buses A Post War Probability

Air Bus Service, a nation-wide helicopter passenger transportation system, became a postwar possibility last week when an application for this type of airline was filed with the Civil Aeronautics Board by the Greyhound Corporation, largest operators of highway buses.

The application states that the Greyhound Lines propose to operate helicopters or similar aircraft of large carrying capacity to provide passenger, mail and express service over their present bus routes which cover some 80,000 miles of highway. Plans will be developed to coordinate and integrate this new air service with bus lines and, in addition, to act as a "feeder" to companies engaged in the present type of airline service.

The most novel feature of the project and one for which helicopters are ideally fitted is the plan to adapt present bus terminals, bus garages and other facilities close to central sections of cities and towns as landing ports and maintenance hangars.

The Helicopter, a revolutionary development in air safety and ease of control, is now undergoing exhaustive tests in specialized military and naval service. Its adaptability to commercial uses will necessarily be a matter of development by the operators in collaboration with the aircraft manufacturers, a parallel procedure to the manner in which the modern highway bus reached its present stage of perfection.

"We have been making plans for some time to enter the air transportation field as a means of providing additional service," said C. E. Wickman, Greyhound president. "Our studies have shown a definite need on the part of the nation for the type of air transportation we propose to operate. We know that people along bus routes—and there are over 70,000,000 of them residing in smaller cities and towns not served by existing airlines—want the services of air transportation.

"If our application is approved by the Civil Aeronautics Board, we plan to make air travel available to the millions who live scores or hundreds of miles from the large airports that present air-liners must use. With helicopters, air travel will be no further away than the nearest bus terminals—rarely more than a few minutes' ride by private car or local transportation service.

See our large display of choice pot plants at Bergen's, across highway from telephone office. Not the cheapest but the best. Phone 64.

### Lieut. Willis W. Marshall Pilot of Bombardment Plane

Second Lieutenant Willis W. Marshall, of Coquille, reported for duty at Columbia Army Air Base at Columbia, South Carolina, last week and was assigned to a medium bombardment group as a pilot.

Lieutenant Marshall won his wings in March after receiving his intensive training at the pre-flight training school, Santa Ana, Calif., the primary school, Mather Field, Calif., his basic at Merced Field, Calif., and his advanced flying at Stockton Field, Calif.

His mother, Mrs. N. L. Springer, resides in the house north of the O. K. Rubber Welders Shop.

Calling cards, 50 for \$1.00.

See our large display of choice pot plants at Bergen's, across highway from telephone office. Not the cheapest but the best. Phone 64.



## You can speed his visit home by giving up your summer train trips

High point in many a service man's life is his short leave or furlough after months of strenuous training. This is often his last chance to visit home before going overseas — a last chance to see his parents, wife or sweetheart.

Furlough days are far too precious to be spent waiting for train accommodations. Yet nowadays our trains are so crowded that even service men on furlough sometimes have to "wait their turn."

Will you help make more room on our trains for service men and other essential war travelers this summer?

Please cancel reservations promptly if your plans change — release this space for use by other travelers. Postpone all train trips of a merely social, sight-seeing or pleasure nature until after the war.

This summer — unless your train trip is urgently necessary — you can do your country a real service by staying close to home!

# S.P

The friendly Southern Pacific

Buy War Bonds now to help pay for your country's defense.



"SURE I'M MAD!"

And wouldn't you be if your mistress treated you as roughly as mine does? She makes me work unnecessarily by putting metal spoons in the bowl while I'm running.

"In War Any Waste is a Crime. Do Not Waste Electricity! Just Because No Ration Tickets are Required"

MOUNTAIN STATES POWER COMPANY

"A Self-Supporting, Tax-Paying, Private Enterprise"

### Howdy Folks:

AMZY ERNIE  
M & W Auto Service  
Phone 6M

## Auto Liability Insurance

While it is not required by law that auto drivers have Under the provisions of the new state law, which becomes effective on June 10, it is highly desirable, from the autoist's point of view that his car be fully covered by Liability Insurance to make sure that, in case of an accident or collision, for which he may not be responsible, that the license of his car is not suspended, pending court action to determine where the fault lay.

FOR THE BEST IN LIABILITY INSURANCE SEE  
**E. E. (Spike) Leslie**  
Office Phone 5 Res. Phone 95L

## Body and Auto Painting

We have secured additional Body Mechanics, so we are in a position to take immediate care of all Auto Painting and Body Work

Southwestern Motor Co.

## Let's help our farmer neighbors with their hauling problems

AMERICA'S farmers have the tremendous responsibility of raising more food this Summer than ever before in the nation's history.

Farm manpower is scarce. Every hour of every farmer's time is vital to victory. Let's help conserve it.

Don't keep any farmer waiting. Owners of stores, operators of markets, warehouses, elevators, terminals and processing plants, can aid substantially in the success of the "Food for Victory" program by expediting the loading and unloading of farm products.

Every farmer is an essential home front soldier. Don't keep him waiting. He has a long way to go and no time to waste.

Studebaker dealers are co-operating. Studebaker dealers go out of their way to help obtain parts for all makes of trucks.

They co-operate further by handling special repair jobs for farmers as fast as possible.

Many Studebaker dealers have special facilities for locating used trucks, that have been idle or in part-time use, for sale to farmers.

Keep your car and truck up to par. All trucks and cars must be kept in good shape to safeguard the nation's vital transportation life lines. And that's especially important this Summer.

Drop in for regular inspections. Stude-



baker dealers' mechanics are Essential Transportation Workers who can spot and correct truck or car trouble before it becomes serious.

Ask for free copy of Studebaker's valuable new 48-page book "Care and Maintenance of the Farm Truck"—or write Studebaker Truck Division, Dept. N, South Bend, Indiana.

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\* BUY U. S. WAR BONDS \*

STUDEBAKER BUICK WRIGHT CADILLAC ENGINES FOR THE ROYAL FLYING FORCES. MULTIPLE DRIVE MILITARY TRUCKS. OTHER VITAL WAR MATERIALS.