



Washington, D. C., Dec. 16—Government statistics can justly be viewed with suspicion. When Prentiss Brown resigned as head of OPA, October 21, he issued a statement in which he declared that OPA had prevented inflation; that the cost of living was forced down and that since Pearl Harbor, Dec. 7, 1941, the income of the farmer had increased 90 per cent, the average weekly wage had increased 33 per cent, corporation profits after taxes were up 15 per cent over 1941, and that the cost of living was up only 12 per cent. The administration promptly took credit for keeping living costs down over a period of 22 months and putting the brakes on inflation.

Secretary of Labor Perkins, one week later, Oct. 28, 1943, issued a report sinking the optimistic picture of Prentiss Brown by reporting how prices had been going sky high since August, 1942.

In one week, judging from these two press releases, the picture was entirely changed, and only a subsidy to the farmers would prevent wild inflation. Having first accepted the pleasing report of Brown, two days after the report by Madam Perkins the president sent a message to congress demanding a subsidy and roll-back as the only way to remedy the high cost of living, which is another way of referring to inflation. It is assumed that the two reports were based on the same statistics, but whereas Prentiss Brown saw only sunshine and happiness, Madam Perkins was convinced of gloomy times ahead.

For the purpose of scaring congress the president, naturally, decided the report of the secretary of labor was better than that by Mr. Brown, and as a matter of fact, the Perkins interpretation of the statistics showing the constant increase in living costs is more nearly correct, as civilian consumers are aware.

Then again, the president some time ago stated that oil production in the nation had increased 45 per cent since the start of the war. Harold Ickes, fuel administrator, who likes to go along with the president, challenged the statement and said production had increased only 15 per cent. Subsequently the figures of "Honest" Harold proved to be correct. The deduction is that not all the statistics presented by the president hold water, because they have been handed to him by bureaucrats who are anxious to put their best foot forward and their figures are not carefully checked.

After all, the occupant of the White House has been so absorbed in international affairs that he has neglected the domestic scene and has to rely for his information on the bureaus. Formerly the president would dig into a problem to satisfy himself, but came the war and that has claimed his major attention.

Why Harry Hopkins and his wife left the White House and rented an old house in Georgetown has caused endless gossip in social and political circles. One theory is that Mrs. Hopkins insisted on leaving the presidential mansion because she wanted a home of her own and was weary of being a guest of the Roosevelts. Harry, however, was quite content to be "the man who came to dinner" and wished to remain under the same roof with his pal, the president; but his bride's insistence prevailed. Latest yarn in the national capital is that Hopkins and Wendell Willkie understand each other and that it was Harry who talked the president into assigning a plane and crew for Willkie to circumnavigate the globe last year when planes and pilots were sadly needed in the European theater.

Number one development on the Columbia river as a post-war project will be construction of Umatilla dam. It is estimated by the army engineers that the cost will be \$47,000,000 and that it will have power as well as navigation. This was intended as the first step in the development of the Columbia, but later a site was found at Bonneville. The project is assigned to Washington and Oregon as both states will be benefited although from a navigation standpoint it will be better for the Columbia basin when the reclamation project is completed as it will furnish water transportation.

The recent order of the U. S. maritime commission suspending Sunday work in several of the large northwest shipyards is the forerunner of abolishing one complete shift in many of the yards. Before next spring it is expected the maritime commission will discontinue the graveyard shifts. Shipbuilding schedules have been maintained and production of freighters is well in advance of present needs. Losses from U-boat sinkings during the past year have been relatively small as compared to launchings. The United States now has the largest merchant fleet in the world, and also the largest navy.

**Coquille Men Buy The Hull Transfer Line**

The Hull Transfer business has been purchased by R. S. Wheeler from Mr. and Mrs. Elvin Hull of Powers, and was taken over by the new owners on Dec. 1. Included in the deal were two large trucks and a pickup, the franchise and other business assets of the transfer line. Mr. Wheeler and Mr. Collier are both operating trucks, and Mrs. Wheeler is to drive the mail stage between Powers and Myrtle Point. The Wheelers will live at Myrtle Point and the Colliers at Powers. It is understood that Mr. and Mrs. Hull, who have operated the transfer line for many years, will move to a farm near Eugene, which they acquired some months ago. — Myrtle Point Herald.

See Schroeder's Jewelry Store in Coquille for Diamonds and Watch Straps.

**New Name Wanted For Willamet Council**

A \$25 war bond will go to the scout or scouter in the Willamet council, Boy Scouts of America, who submits the best new name for the six-county council as the result of action of the executive board recently. The Willamet council includes six counties—Benton, Lane, Douglas, Lincoln, Coos and Curry—and the new name will be representative of the whole area. K. A. Wells, scout executive, said.

The decision to rename the council came after it was found that the Willamet Indians for whom the council was named did not live in any of the six counties making up the area. In addition, people not familiar with the name have difficulty in spelling and pronouncing it, Wells explained.

Any number of entries may be submitted before December 31, and a special committee of three, which will be appointed by John F. Cramer, council president, will select the three best names. These names will be

submitted to the seven districts making up the council, and each district will be entitled to one vote. The new name will become effective after the council's annual meeting on February 13.

**1944 Claims May Be Filed For State Unemployment Compensation**

After a year in which practically complete employment of Oregon's half-million workers was recorded, the State Unemployment Compensation Commission is preparing to take new claims for benefits in 1944.

Claims for next year may be filed any time on and after Monday, Dec. 20, in the 22 local USES offices throughout the state. First benefit week will start January 3 after a two-week waiting period.

Out of approximately 330,000 employees of firms covered by the law, not more than 300 or less than one-tenth of one per cent have drawn benefits in any week since last May, while the total dropped as low as 25 during the peak-harvest month of September. Coverage by the commission, which extends to most trade concerns with four or more employees, is estimated at from 60 to 70 per cent of the working force.

Although a claims rush is not expected this winter because of the war-production program, the commission's entire field force of about 35 field deputies and office employees will be available for this work for the next few weeks if necessary. During 1943 about two-thirds of the \$235,611 benefits were paid in the first three months. Last year's benefits were \$1,674,123, while in 1938 the total was close to six million.

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**Greyhound Appreciation For Traveling Public Co-operation**

In a summary of the outstanding accomplishments of the nation's public transportation during the war period, F. W. Ackerman, vice-president of Pacific Greyhound Lines, gives substantial credit to the traveling public.

"Pacific Greyhound credits much of its success in solving wartime transportation problems to the splendid cooperation of civilian travelers," Mr. Ackerman said. "The impact of war brought a tremendous volume of new traffic," he pointed out. "Millions of men have been inducted into the armed forces since Pearl Harbor and have been brought by bus from every section of the United States. From widely scattered mobilization centers and training camps they have traveled widely on leaves, transfers and other military business. These necessary military movements of millions of men of the constantly

growing military services have thrown a heavy load on all public carriers. Further, the amazing wartime growth of industry, with hundreds of new plants built and thousands expanded, have created unprecedented demands for transportation of workers. Hundreds of buses have been used exclusively in service to war plants and military centers."

**Pimples Disappeared Over Night**

Yes, it is true, there is a safe harmless medicated liquid called Kieerex that dries up pimples over night. Those who followed simple directions and applied Kieerex upon retiring were amazingly surprised when they found their pimples had disappeared. These users enthusiastically praise Kieerex and claim they are no longer embarrassed and are now happy with their clear complexions. Don't take our word for it, use Kieerex tonight. Only 10c. If one application does not satisfy, you get your money back. There is no risk as you do not hesitate. Sold and recommended by

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If you are planning to travel by bus between now and the first of the year, please leave as far in advance of the holidays as you can, and return as late as you can. Traffic will be heaviest close to and on the holidays.

Travel light... you will find it more convenient if you carry hand luggage only. And be sure to consult your local Greyhound agent ahead of time about the best departure time both going and returning.

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