

Art Schilling Injured In Jump From Tractor

Mr. and Mrs. Art Schilling and Mrs. W. F. Schilling were in The Dalles Monday when Art went to see a doctor about a sprained ankle he received last week in jumping off a tractor.

Rev. Ralph Gorsline of Portland preached at the Baptist church Sunday morning and evening.

Dr. Floyd Carr of New York City and Rev. Rodney Brittain of Portland were over night guests at the Fred Cox home on day last week.

Mr. and Mrs. Ted Trimble were business visitors in The Dalles Monday.

Mr. and Mrs. Estel Hartley went to The Dalles Monday when Hartley left for Portland after spending several days here with his family.

Mr. and Mrs. Charles Lemley returned Sunday from Pendleton where they had spent several days visiting their son in law and daughter, Mr. and Mrs. Vern McGowan.

Mr. and Mrs. C. H. Auguee of Chehalis, Wash., who spent several days at the Fred and Bert Cox homes left Wednesday for Bend to visit a daughter and husband. Mr. and Mrs. Orville Gibson.

Glen Karnes, Hershel Riggs and Mrs. William Beck were business visitors in The Dalles Monday.

Mrs. Emma Cox of Vancouver, Wash., arrived here Wednesday to spend several weeks visiting at the homes of her sons, Fred and Bert Cox.

A. M. Covner of Portland recently returned from Dutch Harbor, Alaska, came on Saturday to help Matt Simon build his house.

Mr. and Mrs. Louis May returned Monday from their vacation trip leaving Tuesday with the children for their home in The Dalles, after spending the night with her

parents, Mr. and Mrs. I. D. Pike. Frank Auguee returned to his home in Vancouver, Wash., last week after spending a week here with Bert and Fred Cox.

A special election was held at the school house Saturday evening for the purpose of electing a clerk to fill the unexpired term of Lawrence Denis. William Barnett was elected.

Mr. and Mrs. M. J. Hroy, Mrs. Glen Karnes, Anna Schwartz were visitors in The Dalles Monday.

Glen Karnes and Kenneth Crews came home from Madras Saturday to visit their families. Crews returned to work Sunday and Karnes left Tuesday.

Mr. and Mrs. A. F. Balzer spent Sunday in Wasco visiting Mr. and Mrs. Gus Hartmann.

Mr. and Mrs. Lyle Nahouse of Los Angeles, Cal., were at the home of Mr. and Mrs. Lewis Olds and Mr. and Mrs. Ted Trimble on Wednesday.

Mr. John Rust returned home one day last week from Colorado where she spent several weeks with her husband who is in an army camp in that state.

Ernest Blaylock motored to The Dalles Friday to meet Mrs. Blaylock who returned from Kansas where she spent a month visiting relatives. They spent the night at the home of their daughter, Mrs. Earl Sawtell, coming to Grass Valley Saturday afternoon.

Mrs. Etha Schilling, Doris Newcomb, Mrs. Kenneth Barnett and Mrs. Art Bibby were in The Dalles Thursday.

Mr. and Mrs. A. A. Dunlap and Mr. and Mrs. Arzell Lemley returned home Thursday from the coast and Carlton where they had spent several days on a vacation trip and visiting relatives.

Ed. Alley, Edgar Alley, O. M. Fraley, Mr. and Mrs. Orville Rugles and Mrs. William Beck were among the shoppers in The Dalles Saturday.

O. M. Fraley left Tuesday for The Dalles from there he will

leave for Pullman, Wash., to visit his daughter, Mrs. Edson Sutherland, and his wife.

The Ladies Social Service club

met at the home of Mrs. Elton Mrs. Tom Alley, Mrs. Ed Alley, Bakin Thursday afternoon with Mrs. C. R. Anderson were in 13 members and guests present. The Dalles Friday. Those from out of town attending Mrs. and Mrs. Lawrence Amick were Rev. F. L. Cannell, Mrs. Jonesome for Sherman county, Claude Coats and Mrs. Maud Akers friends and wish they would call of Wasco. Refreshments were served on them at Route 3 in The Dalles. Phone 2828.

HI-WAYS TO HEALTH by ADA R. MAYNE OREGON DAIRY COUNCIL

NUTRITION IN THE LUNCH

What kind of noon meals do you give the workers in your family? Are the lunch boxes you pack filled with hearty, appetizing food—food that isn't monotonous but varies every day? Are the lunches as healthful as they are tempting? This is important because the food men eat may make them grouchy and ailing, or happy and vigorous, the way you want the men in your family to be, that is why you want to plan carefully the kinds of food you put into their lunch boxes.

When planning other meals always keep in mind what you are going to give the men for their lunches. Remember they need plenty of food as well as the right kind, so plan to make the servings of food in the lunch boxes as large as they would have if eating at home. Planning takes time, but the actual job of packing lunches in hurried morning hours can be done swiftly if you set aside a section of a cupboard for all lunch equipment.

And put into the lunch box every day:

MILK belongs in the lunch box if the worker can't buy it during working hours. A flavored milk drink, milk soup or milk dessert can take the place of whole milk when a generous portion of good cheese is included in the lunch.

BREAD, a good rule to follow is that at least half of the sandwiches should be made of dark bread. There are many kinds, made wholly or in part from dark flours, whole wheat, ryes, oatmeal, Boston brown bread. Dark breads give variety as well as extra food value to the lunch.

VEGETABLES and FRUIT belong in the lunch box. Raw vegetables or fruits are especially good for two reasons, they have all their food value without loss through cooking; and they supply something crisp to chew on.

MEAT, FISH, CHEESE or EGG the filling can add much or little to the food value of the sandwich. In general, at least one of the

sandwiches could be filled with a generous amount of muscle building food—cheese, eggs, peanut butter, fish or meat.

Using your skill, imagination and intelligence in the kitchen, you can put the muscle into America's war program by giving your men the kind of food that will help them keep strong, happy and on the job.

Oregon Can Dry More Vegetables

Oregon has not yet lived up to its possibilities in taking part in the national program to produce dehydrated foods for wartime use, believes E. H. Weigand, head of the food industries department at OSC. Prof. Weigand has just returned from taking part in a second training school for operators of dehydrators held in Rochester, N.Y., where he was sent by the government.

"The national program calls for an output of 100 million pounds of dehydrated vegetables this season," said Prof. Weigand in an interview over KOAC on his return. "Plants for a total output of some 80 million pounds are already in operation or will be completed soon. Oregon, despite the existence of many plants capable of being converted to vegetable dehydration, has only 1 percent of the plant capacity in operation thus far."

Prof. Weigand said that on his return from the east he stopped at the army subsistence laboratory in Chicago, where he sampled a complete meal made from dehydrated foods, starting with tomato juice cocktail made from powdered juice and ending with a dried custard dessert. Every part of this meal was excellent, he said and reflected the advance that has been made in dehydration methods.

The 80 million pounds of dehydrated

Air Raid Signal



Police Chief James Gray of McKeesport, Pa., with home-made air raid signal which he put together with a couple of pieces of old pipe. He devised this signal after McKeesport was unable to agree on a signal. Gray got the idea from an old police whistle, and submitted his creation as an alternative to a \$100 air horn which the defense council had contemplated buying.

PRINTING

Yes, we do it--
Pretty well, too

There are several reasons why we like to do your printing.

1. We like the money, have lots of uses for it, in fact.
2. We need the work, get lazy sitting around and may get too fat if beans and bacon ever get in financial reach again.
3. We can do a good job at a price that will compare with any.
4. We think it builds up the county to have its citizens do what work they can for its other citizens. In other words, we think we are entitled to Sherman County business as long as we do our job well.

FARM TRACTORS IN WARTIME

Tractors Are Important War Machines
(First of a Series of Six Articles)

By A. P. Peck
Managing Editor, Scientific American

Although the farm tractor never plunges into the thick of a pitched battle, it is nevertheless a war machine, an indispensable unit in the production of the food and fibers that make it possible for war to be carried on. Today the farmers of the United States are striving to meet a 25 percent increased demand for these



A. P. Peck

materials, with less labor available than ever before, yet the tractors which are so helpful in so many phases of agriculture are being produced in ever-decreasing quantities. Hence it stands to reason that any measures that can be taken to promote top efficiency in tractor operation and to decrease wear

on the machine should receive close attention. Only by such means can the farmer hope to keep up with the demand for his products and, at the same time, be fairly well assured that his tractor will last for the duration.

There are today some 1,800,000 farm tractors in use in the United States. Should only a small percentage of these suddenly break down, it would be an agricultural calamity of no small magnitude. Surely anything that can be done to prevent such a happening and to keep all of these tractors in use will come under the heading of "war effort." Therefore, the six articles of this series will point out the various ways in which the farmer can get the most service from his tractor, regardless of make or type.

Many tractor engineers will tell you that the most important factor in tractor operation is the fuel that you use. Not only does a high-grade fuel give more power than a low-grade material, but the increase in power is obtained with a decrease in wear on the working parts of the engine. If a tractor that has been running on kerosene or

distillate is operated on gasoline, without any changes in the engine except colder plugs and adjustments of the carburetor and the heat control on the manifold, an immediate increase in power up to 12 percent will be found. This may not seem much, but it is a step in the right direction. If a tractor engine that was originally designed to burn distillate is converted to high compression (a conversion process that will be discussed in greater detail later in this series), the gain in power may become as great as 30 percent.

Recent laboratory and field tests made by research engineers have not only confirmed these conclusions regarding power as affected by fuel, but have also revealed some noteworthy facts regarding the wear on tractor engines when different fuels are used. In these tests two tractors were employed, one operated on distillate and the other burning gasoline. After more than 3,000 hours of operation for each engine, they were taken down and the parts carefully studied and measured. The distillate-burning engine showed 89 percent more wear on rings, 135 percent more wear on pistons, 66 percent more wear on cylinder walls, 123 percent more wear on crankshaft journals, and 135 percent more wear on crank pins.

To these figures regarding engine power and wear the research men added the facts that the distillate-burning engine showed heavy oil consumption, that the engine ran hot, and that many more repairs were required on the distillate-burning engine than on the gasoline-burning one.

(NEXT WEEK: Taking Care of Your Tractor)



Furnace fires glow and smoke surges from the stacks of thousands of industrial plants producing an ever-increasing quantity of planes, tanks, guns and other implements of war. That's the smoke that gets in the eyes of the Axis.

Raw materials and completed units are loaded on long rows of freight cars, go rumbling across country in a never-ending procession, hauled by gigantic locomotives followed by trails of smoke—smoke that smarts the eyes of Hitler and Hirohito.

Smoke 'em out!—that's our job. Union Pacific, the Strategic Middle Route connecting West with East, is doing its part by "keeping 'em rolling." Thousands of Union Pacific employees are working tirelessly—and buying War Bonds generously—for victory!

For information concerning passenger and freight transportation, consult local representative.

The Progressive
UNION PACIFIC RAILROAD
The Strategic Middle Route

WINE
IS A
HOUSEHOLD
BEVERAGE!

SAVES
SUGAR
REPLACES
COFFEE
REPLACES
SCARCE SPICES,
FLAVORINGS
WAKES NEW
TASTE THRILLS!

SEE YOUR OWN
DEALER FOR FINE
CALIFORNIA AND
OREGON WINES

Sherman County Journal

Of, by, for, Sherman Countians

DEPENDABILITY

In these times more than usual it is important to have a dependable grocer-- In wartime prices and quality and even quantities are subject to change.

Quality here will be good, prices will be fair and quantities what is allowed.

Zeigler's Quality Store Grass Valley