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ARTHUR EDWARD POWELL
Editor and Proprietor

TAPIOCA

After studying the foods that have come to us by the way of South America we begin to wonder how we survived before South America discovered us. We must credit that country with our corn most of our grains and practically all vegetables, particularly the potato, sweet potato and the Yam. We'll get into this later. We made a statement in our headline that needs some attention. Tapioca is a product of the roots of the manioc or yuca and was used by the natives of South America long before the discovery of America by either the Spaniards or our friend Columbus. It is a deadly poisonous root until treated by the Indians. How they discovered the how and the why will be buried forever in the archives of forgotten history.

To make this poisonous root fit to eat, the Indian Women, first carefully washed and pared the roots thus getting rid of most of the poison which is found just beneath the skin. These roots are then grated, ground, chopped or ground between rough stones. The grinding stones were made by setting chips of quartz and other hard stones in a slightly convex slab of wood. These were imbedded in a special cement of their own origin known as karamani. It was because a British scientist prying around for information discovered raw bits of diamonds in this cement preparation, that the knowledge, that diamonds existed in Guyana. Now back to our roots. When a sufficient quantity of the roots have been grated, which results in a soggy white mass, this mass is packed into a specially designed metapee or basket so woven that its diameter

increases or decreases when the ends are pressed together or pulled away from each other. The basket naturally is cylindrical and sometimes five to six feet long. The basket or metapee when filled is short and large in diameter. One end is the suspended from a cross piece and a short stick is thrust through a loop at the bottom and one or two women seat themselves on this lower cross piece thus drawing the bag down into a long slender position and in doing this the pressure due to contraction squeezes the juice out. When no more juice oozes out the closely packed granular mass is removed from its basket, broken up and rubbed through a sieve making a coarse granular meal. This is baked on hot stones or a sheet of metal over a slow fire. From this, by constant stirring, they get a dry crisp meal known as farine. Sometimes the meal is baked in the form of huge thin disks known as cassava bread. The cooking process has entirely eliminated any poisonous after effect. The poisonous juice pressed from the mass forms the basis of our Worcestershire and other sauces. Too an intoxicating drink called palwalre is made from the scorched farine cakes. I doubt if we would care to even try it. Its making is repulsive to our idea of everything. It is made by women chewing the cassava and spitting it into a trough where it is allowed to ferment. The traveler who visits these remote tribes must drink it or endanger his or her own life as this is a symbol of friendship and an insult is offered if the drink is refused. "Come boys, have one on me!!!" It is not an unpleasant drink and when we have looked upon the beautiful girls that make it, we find it much easier to "take." These girls are carefully selected for the job. They must have perfect teeth and before preparing the concoction they are compelled to go through a long and elaborate ceremony of cleansing and thoroughly rinsing their mouths with astringents and aromatic washes.

(All data assured as true and taken from "Foods America Gave The World" by A. H. Verrill.)

—D. D. Davis.

Lost and found columns of Tokio newspapers are crowded these days. Every time an American buys a War Bond, the Japs lose face. Buy your 10% every pay day.

HERE and THERE

WHO HAS X CARDS—We learn that over 200 representatives and 46 senators have been able to secure X gasoline cards which means that these people are not rationed at all. It is admitted that we are darn right curious and also admit that we have written a Washington o secure a list of X card holders. And here is "a dollar to a doughnut" that we can name at least one Oregon congressman who isn't walking on Sunday afternoons. If—notice that word—if we learn his name for sure—for sure we will print it here.

NO SO GOOD—While we are proud of Oregon's record in buying war bonds and offense stamps, the making of Richard L. Neuberger into a Lieutenant over night is just something we don't brag about. Of course the "Army" did it—it wasn't done by anyone out here. This admittedly brilliant writer, who has sung the praises of the New Deal for many years came back from Washington one day, joined the Army and the next day was off again on his way back to Washington, an officer. No

training at all is recorded—just a "pull." These things don't help our morale. A Lieutenant, Huh!

IGNORANCE IS BLISS—We have always liked James Cagney and Clark Gable, but now when we learn of their fabulous salaries, we don't seem to like them so well. Cagney tops Gable by five thousand dollars, but both received over \$350,000 each last year. That's just too much to our way of thinking and the next time we see a Cagney picture—we don't. These wages may explain some of the punk B pictures booked around here lately.

WALT PIERCE SAYS SO—The congressman from the second district says it isn't true—the figures released relative to the costly overhead in Oregon to administer the soil conservation benefits. A county committee, a community committee, a Triple A office, a county agent, and often several clerks cost money. The record shows that the administration cost was from 0.2 in Sherman county to 35.6% in Washington county. Clackamas farmers got \$118,607 and paid out \$24,475 a 23.2%. Administration cost Linn county was 9.6%; Wasca

5.7%. But Pierce says that there are a lot of other things charged in these figures. Maybe so—maybe so.

TIME TO CUT DOWN—there are 17 auto freight lines giving service between Portland and a certain Willamette Valley city. No one line, as a general thing, carries capacity loads. The time is fast approaching when all these trucks will load at one central terminal, leave only with full loads and take turns making the trips. This is only sensible from every standpoint. The same condition applies to almost every run and the sooner the operators get together on

this thing and rotate their trucks with capacity loads the better it will be for everyone.

Adolph, Benito and Hirohito—the three blind mice. Make them run with ten percent of your income in War Bonds every pay day.

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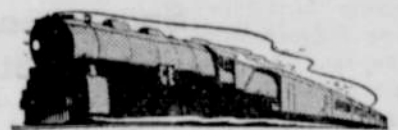
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HEADQUARTERS
For Quality.

"UNION MADE"
WORK
CLOTHES

abc's
of wartime travel
to California



avoid week-end travel

Travel is always heaviest on week-ends. By starting your trip on a Tuesday, Wednesday or Thursday, you have a wider choice of accommodations and you make way for those who must travel on week-ends—war workers and men in the armed services.

be an early bird

Get full information well in advance of the day you plan to leave. Purchase your rail and Pullman tickets as early as possible. You thus are assured of accommodations and you avoid last-minute rush. If you can't get a lower berth or if you have to wait your turn in the dining car please be tolerant, realizing that the extra cars, locomotives and crews which would relieve such a situation in normal times, are now hauling troops and war materials. We can't buy any new cars because of the shortage of critical materials. Full-length lounge cars have been replaced by sleeping or chair cars on all U. S. railroads so that more people can ride on one train—a matter of vital importance to the war effort.

Cancel promptly if your plans change

The space you reserve on a train is valuable—too valuable to go unused. If you are forced to change your plans, please cancel your reservation and turn in your Pullman ticket for refund immediately so the space can be used by other travelers.

delays are possible

Allow ample leeway between the scheduled arrival of your train and the time of your business appointment. Remember that trains carrying war materials and supplies are using the same tracks as your train, and these Victory Trains have to come first. If your train should be delayed by war traffic, we hope you will accept the inconvenience in good spirit realizing that we are doing everything in our power to maintain on-time schedules.

To get \$25 a month
starting in ten years,
buy an \$18.75 War Bond
every month now.

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