SOUTHERN OREGON MINER

DETAILS NOT NEEDED ON

FARM INCOME ESTIMATES

December 15 is the deadline for

farmers to make estimated re-

turns on their 1943 income tax,

although only an estimate and not

a detailed report is required at

Congress has provided a toler-

ince of 33 1-3 per cent in the case

of farmers for errors in the esti-

mate. With such a large margin

it is believed no difficulty will be

encountered in preparing an ac-

ceptable estimate without making

a detailed check of income and

The need of such records will

WILL YOU HELP?

Tuberculosis kills more per-

and 45 than any other disease.

And tuberculosis strikes out

hardest during war. You can

help prevent a wartime rise

in tuberculosis. Help save lives

The Seal That Saves Lives

Buy and Use Christmas Seals

Time was when shipwrecked

So the Coast Guard asked G. E.

would glow all night long. The

These were enclosed with their

tiny batteries in waterproof cases,

the suits-and by the summer of

by buying today

TO THE RESCUE

tail lights.

be vital next spring when final

that time.

expense records.

port.

Fight TB With Knowledge



Children of all the people learn the facts of tuberculosis prevention. Christmas Seal funds support extensive health education programs.

PREVENTS DISCOLORING

A slice of lemon added to cook- SEEKS PRICE AIDE ing water helps prevent old potatoes from becoming discolored. say Westinghouse home economists.

UNUSED SOAP

unused soap. Make them into a soap jelly with boiling water. Westinghouse home economists mission. say soap jelly is splendid for washing stockings, gloves, lingerie and other finery.

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11 1



U. S. CIVIL SERVICE

Applications for the position of Price Aide for the Office of Price Oregon and the Counties of Wah-Don't throw out small bits of and Klickitat in the State of Washington), are being sought by the United States Civil Service Com-

> \$2432, including overtime pay. There is no written test and no maximum age limit. Complete information and forms for applying may be 'obtained from first or cember 16 ,1943.

Mr. and Mrs. Clyde N. Caton went to San Francisco last week because rescue parties couldn't o see their son, Kenneth L. Caton, see them. who was stationed at Treasure Island. He is now at Portland and for a tiny lamp that could be has been assigned to a ship.

Send \$2.00 for a year's subcription to the Southern Oregon Miner, new or renewal, NOW and receive a box of 25 Christmas cards with your name imprinted.

to the side and have separate '43 about the only tail lights left fields of vision, according to the were those on lightning bugs.

At the Lithia Sun. - Mon., - Tues.

exchange application Roseburg 022776, under the act of July 31, 1939 (53 Stat. 1144) for the E1/2 SW4, W2SE4and SE4SE4 Sec. 21, T. 40 S., R. 4 E., W. M., 19, same township and range, containing 144.74 acres. This notice is for the purpose of allowing all persons having bona fide objec-

Cousin ?"

returns are made, the farm man-A child a few minutes after evidence that a copy therof has agement department points out. birth will blink his eyelids when been served on the applicant with-Pamphlets are available at all confronted with a light, but for in 30 days from date of first pubcounty agent offices to assist more than a week he is unable to lication. George Finley, Register. farmers in collecting necessary control his eyes so as to follow First publication November 25, records and preparing for both the a light moved before him, accord- 1943. estimated return and detailed reing to the Better Vision Institute

Send \$2.00 for a year's subscription to the Southern Oregon sons between the ages of 15

> Southern Oregon Miner for one skin before serving, or if you must year.



Ann Miller in "What's Buzzin'

DIVIDEND To conserve every possible bit

of health value in potatoes, Mrs. Miner, new or renewal, NOW and Julia Kiene, director of Westingreceive a box of 25 Christmas house Home Economics Institute, cards with your name imprinted. advises cooking and serving them

pare them, pare very thin.

NOTICE

tions to the proposed exchange

an opportunity to file their objec-

tions in this office, together with

in their jackets. If the family A good Christmas Gift-the raises any objections, remove the U. S. Army Truck Convoys Operating On 24 Hour Schedule Over Alaska Highway

behind the driver's wheel ready for "World's Toughest Grind" the southbound convoy that will Say Army Drivers bring them back to their original relay station.

Edmonton, Alberta, Canada (Oct. 00, 1943) - America's Highway to Victory is doing a land office busi-Dess!

Blitzed to completion in only ten months time, the Alaska Highway by speeding war materials to vital past months has witnessed a beehive of highway activity without parallel in transport history.



Trucks Stand up Well Under Hard Driving

The Alaska Highway is not all tough going now Uncle Sam's Engineers have completed Army is already paying huge dividends four magnificent steel bridges, one over the Peace River and three northern outposts. Cut through the others across other streams, thus wilderness but not yet paved, eliminating dangerous and time America's "Burma Road" for the killing ferrying of trucks and their valuable loads. There are some first rate stretches of highway now

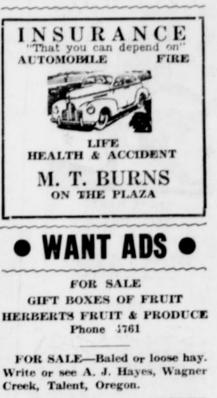
SOUTHERN OREGON MINER District Land Office, Roseburg,

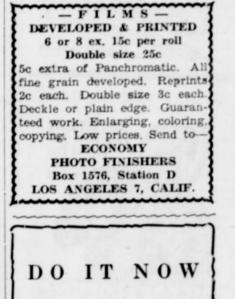
Oregon. Notice is hereby given Published every Thursday at 167 that on December 21, 1942, Wade East Main St., Ashland, Oregon H. Wallis, of Ashland, Ore., filed by Charles and Ruth Giffen.

Thursday, December 9, 1943

Office Phone 8561

Subscription rates: \$2.00 per year Entered as second-class matter is the post office at Ashland, Oregon Jackson County, Oregon, in lieu of February 15, 1935 under the act Lots 1. 2. 3 and the E1/2 SW 1/4 Sec. of March 3 1879.





When trouble comes to you -and it will, in some form -see that it is lightened by the benefits of adequate insurance,

Let us be your insurance

Administration, Portland, Oregon District (comprising the State of kiakum, Cowlitz, Skamania, Clark

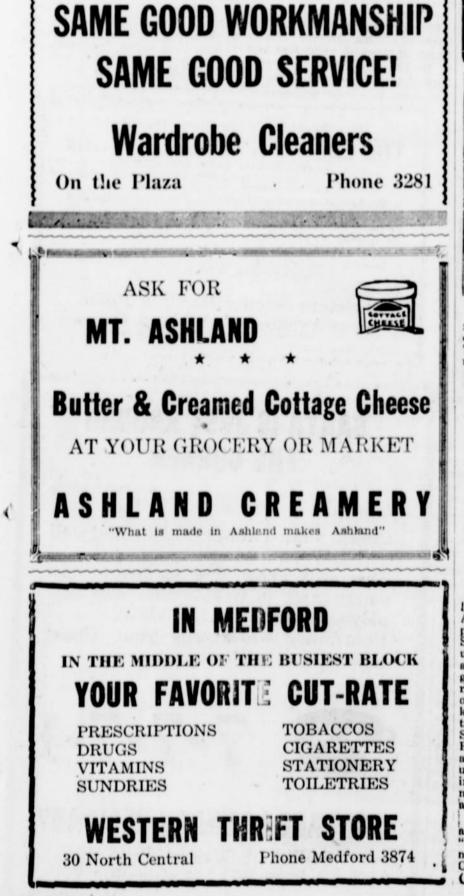
The salary for this position is

second class Post Offices. Appliations will be accepted until De-

sailors were often lost at night, attached to rubber life suits, that

company supplied the lamps that they had been making for bicycle

In most animals the eyes look Better Vision Institute.





You needn't worry about the meat shortage if you utilize left-overs in Thrifty Meat Pinwheels. They're tops in eye and appetite appeal and they're 'easy to make with light, flaky margarine biscuit dough.

THRIFTY MEAT PINWHEELS

1 tablespoon finely chopped onion

1 tablespoon margarine 2 cups ground cooked beef, ham, or pork

2 teaspoons prepared mustard 2 teaspoons pickle relish, if desired

3 tablespoons water or gravy Salt and pepper to taste 2 cups sifted flour 3 teaspoons baking powder

teaspoon salt 1/4 cup margarine 2/3 cup milk (about)

Sauté onion in margarine until lightly browned. Add to meat. Add water or gravy, mustard, and pickle relish, if desired. Mix well. Season to taste. Sift flour. Measure. Add baking powder and salt and sift into a bowl. Cut in mar-garine. Add milk all at once, stirring until flour is dampened. Turn out on lightly floured board; knead 30 seconds. Roll into rec-tangular shape ¹/₄ inch thick. Spread meat mixture on dough. Roll up like a jelly roll. Cut into about 10 slices and place cut-side up on greased baking sheet. Bake in hot oven (450° F) about 25 minutes or until done. Serves about 5.

Other favorite low-point recipes are found in a 32-page cookbook "Ration-Time Recipes." Free copy may be obtained from National Cotton Council, Box 18, Memphis (1) Tennessee.

Photos passed by U. S. Army

The sinews of war are trucked over the Alaska Highway to northern outposts. Above, a typical convoy loaded with war materials shortly after leaving Dawson Creek, B. C. These are Studebakers built to Army specifications. Insert shows a dust-masked driver ready for his hundred mile drive.

Dust-masked convoy crews, work | Lake and Whitehorse, where two ing in relays on a round the clock and three lane roadway permits schedule, have been high-balling comfortable travel and a 40 mph their trucks over the historic route speed can be achieved. loaded down with food, fuel and There are a few sections, howother much needed supplies. They ever, which still provide tough gotravel in groups of ten or more, ing and repair and construction driving in close formation, and it crews are working feverishly to takes hair trigger concentration improve this roadbed. Despite the and expert driving know-how on many handicaps, some of the trucks the part of the men behind the "highball" the 1000 mile stretch wheels. Except for brief stops at from Dawson Creek to Whitehorse relay stations, spaced approximate- in about 72 hours time, and boy, ly every one hundred miles, the that's rolling.

Only first fate mechanical skill trip is non-stop. Relay stops are made only to gas up, check the in maintaining the rolling stock at trucks mechanically, and to change a peak of efficiency makes this treexhausted drivers. These Army mendous transport job possible. convoy crews would willingly wag- The trucks used on the Highway er six months pay theirs is one of were the first in this war to be the toughest jobs in the Army to built to Government specifications. day. But they're just as unwilling A directive for a "pilot" production to give up their back breaking model was released in December, grind for assignments elsewhere. 1940 and production models began After hours on the road, eyes rolling off the converted passenger focussed not on the magnificent car line at the Studebaker plant scenery which one day will make at South Bend, Ind., a few months the Alaska Highway one of the later. Trucks are four speed and tourist wonders of the world, but on the tail of the truck right in have a conventionally mounted six front, all the boys ask for is a six cylinder engine with a multiple hour catnap in their ever-present drive feature included to assure sleeping bags to refresh themselves positive driving force regardless of for the return trip. They're back the unevenness of the terrain.



Backing the Attack.

