



Washington, D. C., April 16.—Cur-tailment of gasoline and fuel oil in Oregon and Washington (the only western states thus handicapped) is causing hardships which may become serious if further reductions are made. Almost all of the oil in these two states comes from California refineries in tanker ships. The diversion of many coastal tankers to service in the Pacific fleet, and the sinking of many American tankers, is causing the gasoline shortage in the northwest. The 50 tankers ordered built at Swan island, Portland, will not be available until next year and will not be used on the Pacific coast.

In this situation Oregon and Wash-ington appear to be willing to get their gasoline and fuel oil in wood barges, if permitted. Several applications have been received seek-ing sanction for this type of equip-ment. Highway trucks and the rail-roads are wholly unable to deliver the quantity which has been coming in tankers. Because of the shortage of steel and the abundance of wood it is natural that the northwest should press for wood barge oper-ations. Difficulties are being con-fronted already. A shortage of tugs is one of the prime difficulties. Whether the bureau of navigation and marine inspection will permit oil to be handled in wood barges is an-other. Still another is the prejudice against wood for seagoing craft which runs rampant in the national capital.

Production of chromite in Oregon is not yet getting into the stride ex-pected following the recent revision as to delivery points and time in-volved in payment. Contracts have been sent to some of the miners which require delivery at Salt Lake city or some other distant point, the producer advancing the freight charges and taking the chance of his shipment being rejected because it falls below grade of chromic oxide content. Such contracts need not be signed by the small miner and he can now begin delivery at stockpile points established at Seneca, Grants Pass and Coquille. Under this program the small miner can haul his ore to the stockpile, have it assayed, and, if it measures up to the metallic standard, get his

pay immediately. This is intended for the small operator and he need not sign contracts which are primar-ily intended for the heavy produc-ers who, as a rule, are well financed.

Another appeal comes from the John Day area for acceptance of lower grades than 40 percent chrom-ic oxide. This area has some high grade ore but there are vast quan-tities of a grade called picatite, rather than chromite, which will not concentrate higher than 36 percent. Because of transportation costs from that distant region to consuming centers and the insistent demand of high chrome steel producers for ore running 40 percent up, the Metals Reserve Co. says it is not interested in buying anything under 40. The government agency does not object to producers of chrome ore under 40 finding any private market available.

Triple A says it hopes to arrange for sufficient cotton bagging to han-dle the seed crop by June. Bag manufacturers have been trying to obtain the cloth for more than six months to meet the needs of farm-ers, but with small success. The seeds must be placed in bags before they can be shipped and cotton bag-ging is the only material in sight for this purpose. The cotton used for bags is also required by the army and navy and these two services have priority. When army and navy have been taken care of Triple A believes the needs of seed growers will be met.

Farmers are writing that they cannot compete with the minimum wage paid on the cantonment jobs at Corvallis and Medford and these two jobs will be using about 14,000 workers within a few weeks. Farm-

ers planting flax are inquiring whe-ther the government will increase its bonus this season because of the higher wage that must be paid to attract labor to handle the flax. The matter is being taken up with the department of agriculture. Acreage in flax this year will be a record-breaker.

At long last the army has decided to experiment with plywood planes, gliders and transports. Although the plywood comes from Oregon, the government refuses to authorize a glider factory or airplane plant in that state. The material used in the planes, however, will largely be manufactured in Oregon and shipped to the place where the planes are to be fabricated. The plywood used is made of Douglas fir. . . . Auto dealers are proposing that RFC make loans to them with frozen trucks and passenger cars as security. The cars they have can be sold only to cer-tain people and these individuals appear in no hurry to buy, and the overhead is killing the dealers.

**CALL FOR WARRANTS**

All outstanding warrants of School District No. 25, Morrow County, Ore-gon, numbered 144 to 259 inclusive, will be paid on presentation to the district clerk. Interest on said war-rants ceases April 17, 1942.

MRS. CLAUD COATS, Clerk,  
School Dist. No. 25,  
Boardman, Oregon.

**CARD OF THANKS**

We wish to express our sincere appreciation to our many kind friends for the kindness and help extended to us in our recent mis-fortune.

D. S. Barlow and family.



From where I sit . . .

by Joe Marsh

**RUMMAGING** through my desk the other day, I came across some snap-shots of friends of mine made back in 1933.

If you don't think time flies . . . if you don't think this world ever changes . . . you ought to look at the women's hats and dresses in those pictures taken 9 years ago! Wow!

It gave me quite a start . . . and then it set me to thinking . . . and rememberin'! Lots of things sure happened in 1933. A new adminis-tration in Washington . . . the turning point of the depression . . . and the coming of Repeal.

I remember the re-legalization of beer. It came before Repeal, when Congress amended the old Vol-stead Act to allow legal sale of "3.2" beer.

What talk and arguments they had in those days! One argument I remember well . . . was that beer would do a lot to help bring back prosperity. I wondered at the time whether that argument could be proved.

I thought about that again, the other day. I decided to check up and find out.

Well, I found out plenty. I found out that legal beer has paid more than 3 billion dollars in taxes since 1933. It has made more than a million new jobs.

According to one of the reports I've seen, beer has put more than 15 billion dollars into general busi-ness circulation. Goodness me, that's a lot of money.

Beer is sold today in every state in the Union. Every state benefits from beer's jobs and taxes. And I guess there's no denying that beer did do its share in bringing back better times.

I'm glad it did, too, because beer is such a pleasant, appetizing bev-erage. And it stands for moderation and moderate people . . . it's not likely to get you in trouble.

Joe Marsh

No. 36 of a Series

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