



Washington, D. C., June 11.—Another new shipyard is slated for Oregon. Contracts have been given for four navy boats to be constructed at a yard near Rainier. The yard has been prepared and hundreds of workers will be employed. It is said there is no housing problem at Rainier. Originally, both the navy department and the maritime commission were disposed to ignore the Columbia river as a shipbuilding area but now it is one of the principal shipbuilding districts in the United States. Shipbuilding on the Columbia (which includes Portland) and on the coast will provide employment for approximately two years.

Union Pacific railroad is anxious to abandon its branch line to Brogan in central Oregon. Shippers on the line have written to Washington requesting that ICC refuse permission. Railroads are so hard pressed for locomotives and freight cars that they are trying to abandon short branches in the west in order to use the rolling stock on the main line. In the early days of the war the railroads had a high priority on material for cars but before they could acquire all the materials needed other war demands came and the building program was slowed down. Railroads have also lost considerable freight cars and engines as these have been shipped overseas to places where American army engineers are building railroads from supply bases. No large amount of equipment is involved in the Brogan branch but, small as it is, the railroad has other use for it.

After battering around in congress for years the house has passed an act permitting the Piutes and Snake Indians, who were on the old reservation in Malheur county, to sue in the court of claims for what they contend is damages for being ousted. Members of these bands, now living in Idaho, Nevada and Washington, are included in the act. One session the senate would pass the bill and it would be rejected by the house, then at another session the house would pass the bill and the senate would find fault with it. Now it appears that the bill will become a law. The Malheur Indians remember that the Klamath Indians won several million dollars (and collected), and they want to recover on their own claim.

There is prospect for the old coal mine at Coos Bay to go into action. The White cantonment at Medford and the Adair cantonment at Corvallis will each require an estimated 70,000 tons of coal to keep warm next winter. Bids will be invited. Coos Bay coal was formerly mined and shipped by the boatload to San Francisco, colliers doing a regular business with this fuel. Coos Bay mines are closer to the two cantonments than any other coal operation in the northwest.

Oregon canned salmon—chinook—is probably off the market for the duration. The war department has informed the packers to hold all of their canned fish until the army has been provided for. After the army, the lend-lease comes in and wants salmon. Between the two, a can of salmon will in all probability be a rarity on the shelves of dealers. The salmon pack in Alaska will be reduced to a minimum as the navy has ordered all packers out of Bristol bay and is permitting fishing only on the southwest coast where the pack is never large. There is no regulation, however, against a civilian purchasing a whole salmon, or catching one—yet.

There will be a tremendous loss of fruit and vegetables in Oregon this year unless dehydrating plants

## CAR TAX STAMP SALE UNDER WAY

Federal Motor Vehicle Tax stamps in the denomination of \$5.00 went on sale yesterday in all postoffices in the state of Oregon, according to announcement of J. W. Maloney, collector of internal revenue. The stamp will evidence payment of the tax for the fiscal year beginning July 1, 1942, and must be purchased on or before that date. The stamps will be serially numbered, will be gummed on the face, and will have provision on the back for entry of the make, model, serial number, and state license number of the motor vehicle. The use on the public highway of an automobile, truck, motorcycle, or bus, makes it subject to the tax. The tax stamp is transferable with the motor vehicle. If the vehicle is in storage or out of use July 1, it will become subject to tax as of the month in which it is placed in use on the public highway.

The collector said that advice had been received from the Office of Price Administration, that, in the issuance and use of gasoline rationing books, an important identification will be the serial number printed on the Motor Vehicle Use Tax stamp. In those areas where gasoline is being rationed and in those areas where gasoline will be rationed, possession of the tax stamp evidencing payment of the use tax on motor vehicles will provide one of the necessary means of identifying the gasoline rationing coupon book with the vehicle in the securing of gasoline.

Collector Maloney said that to guard against loss or theft, it has been suggested that, when affixing the stamps, the vehicle owner should dampen the windshield rather than the adhesive side of the stamp. Another effective method is to brush clear varnish over the stamp after it has been affixed. These methods have been recommended to keep the stamp intact upon the windshield. As an additional precaution, it is suggested that each motor vehicle owner should make a record of the serial number which appears on the Use Tax stamp in order that there may be some means of identification in connection with gasoline rationing in the event the stamp should become lost. In Oregon, all stamps are required to be placed in the upper left hand corner of the inside of the windshield.

Every owner of a motor vehicle which is used upon the highway should call at his local post office, or at the office of the collector of internal revenue, 210 Custom House, Portland, Oregon, and secure a \$5.00 use tax stamp and affix it to his vehicle on or before July 1, 1942. The various post offices will sell the stamp over the counter for cash only, and no mail order business with respect thereto will be conducted by the post offices. When stamps are ordered from the collector of internal revenue, Portland, Oregon, payment may be made by post office money order or certified check or cash. Cash should not be sent by mail. As the stamps have a money value, an uncertified check cannot be accepted in payment therefor.

come to the rescue. There are more than 200 such plants of varying capacity in that state. Canneries are short on tin and cannot accept all the fruit offered—prunes, for example—and dehydration is the only way to save the surplus. WPB is refusing to break its rule of strict regulation of tin for the canneries and confesses this will lead to waste. On the other hand, the government says it will buy all the dehydrated vegetables and fruit it is offered.

Director of AAA announces that the seed dealers of Oregon can have a profit of \$18 a ton on hairy vetch and \$16 a ton on Austrian winter peas. If the dealers want a higher profit the only way they can get it, says AAA, is for producers in Oregon (about 400,000 acres) to accept a lower price for their seed or for planters of the southern states to pay more. Triple A considers that the profit indicated is very good. . . . A WPA project has been approved for improving the water system at La Grande; cost \$9,647. However, scarcity of metal will delay the work until after the war.

## Troedson-Nottage Nuptials Solemnized

The wedding of Miss Linea Troedson, daughter of Mr. and Mrs. Johan Troedson of Ione, and Howard J. Nottage, son of W. J. Nottage of Newberg was solemnized Sunday afternoon, June 7, at the home of the bride's parents. Martin B. Clark of Heppner read the double ring service.

The bride, given in marriage by her father, wore a light blue silk jacket dress with matching hat and a corsage of white orchids.

Miss Nellie A. Carlson of King City, California, was her attendant. She wore a rose colored silk dress with white accessories and a corsage of gardenias.

Carl W. Troedson, brother of the bride, acted as best man.

Miss Clara Cunha, of Echo, played the wedding music, and Mrs. Frances Johnston, of Walla Walla, Washington, sang "Because" and "At Dawning."

Those present, besides the bride's parents and brother, Mr. Vernor Troedson, were Mr. and Mrs. Henry Clark of Ione.

The bride, a graduate of Oregon State college and a member of Kappa Delta sorority, is a teacher in Girls' Polytechnic high school, Portland. Mr. Nottage is a graduate of Willamette university and teaches in Grant high school. The couple will make their home in Portland.

Use G-T want ads to dispose of your surplus stock.



## Rural Fire Units Giving Advice on Fire Prevention

Prevention rather than cure will be the biggest factor in cutting down Oregon's farm and rural fire loss, says Art King, extension specialist at Oregon State college, who has been in charge of organizing some 1100 rural fire control units throughout the state.

Nearly one-third of all fires in farm dwellings start from stoves or chimneys, according to the state fire marshal. While most of these fires probably occur during the winter, greatest damage is done by such fires in summer. Regular removal of soot and the repair of cracks and leaks in chimneys, and protection for walls and woodwork near stoves or stovepipes will prevent this type of fires.

About one-fifth of all farm dwelling fires are caused from sparks lighting on roof. Clean, sound wood shingles are difficult to ignite but dry moss or old warped shingles make ideal places for fires to start. Cleaning moss from roofs now and replacing old or broken shingles is an effective type of fire prevention, says King.

Some of the most common types of farm fires are caused by too much moisture. Storing hay before it is dried out, or water leaking through a barn roof onto stored hay will cause heating and spontaneous ignition. If, because of a wet season, proper curing and drying of hay is difficult or impossible, it is safer to stack such hay in the field than to take chances by putting it in the barn.

While liberal quantities of salt added to damp or undercured hay may retard fermentation, there is no indication that reasonable amounts of salt will prevent spontaneous ignition. It is, by no means, a

## First Cutting Hay Controls Cattle Bloat

The most effective method of controlling bloat among cattle in the feed lot has been the use of first-cutting hay where grass is grown with alfalfa, says Dick Richards, superintendent of the eastern Oregon branch experiment station. The two grasses used most successfully for this purpose have been big bluegrass and Fairway crested wheatgrass.

Reports from some regions that the use of a considerable quantity of beet pulp with grain controls bloat have not been proved true so far in tests made at this eastern Oregon station. While beet pulp is being fed to study its feeding value, it has not successfully controlled bloat thus far.

## CULLING EXPLAINED

Culling the poultry flock is a year-round operation, starting with the selection of eggs for incubation, says H. E. Cosby in a recent extension bulletin, No. 590, on this subject. It is a good plan, however, to have two general flock cullings a year, the first early in June, and the second early in August, he says. After this second culling it is just as important to stop any general culling as it was to start it. Even the best hens moult and go out of production during fall and winter, Cosby points out. Individual cull hens may be removed at any season of the year they are detected.

substitute for good curing of hay in the field, King adds.

Most of the fire fighting units are also taking precautions against fires that start in dead grass or weeds and spread to farm buildings. Mowing a ten-foot strip around each building, or better yet, plowing fire guards around the farmstead, are effective prevention measures.



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