

Committees and Program Set for E O W L Meeting

High Agricultural Officials Billed to Speak at Conclave

Leaders of four main committees for the 15th annual convention of the Eastern Oregon Wheat League at La Grande Dec. 3 to 5, have been named by Will Steen, of Milton, president of the organization. Each year the exact scope of the various committees is changed to correspond with the problems believed most important to be considered, says President Steen. This year the four committees, with their leaders, are as follows:

Federal, agricultural and conservation programs Gene Torgeson, chairman; Layton Mann, vice-chairman and Walter A. Holt, secretary, all of Pendleton. Land use, weed control, and production—Charles Nish, Mikkalo chairman; Ben Evick, vice-chairman and G. R. Hyslop, O. S. C., secretary. Taxation and legislation—H. D. Proudfoot, Wasco, chairman; Clyde Denny, Ione, vice-chairman, and William Marshall, Condon, secretary. Farm labor and transportation—Millard Eakin, Grass Valley, chairman; Grover Grimmeth, La Grande, vice-chairman, and Leroy Wright, Moro, secretary.

Those in charge of the program have been assured that one or more high ranking agricultural officials from Washington, D. C. will attend the convention as usual, although just who has not yet been announced. A half dozen men have definitely accepted place on the program, says C. W. Smith, county agent leader and secretary of the organization.

These include: Willard N. Crawford, Walla Walla, field secretary of the Pacific Northwest crop improvement association, who will explain the program of that body; Professor R. S. Snyder, University of Idaho, who will discuss converting farm products into alcohol and rubber; G. R. Hyslop, head of plant industries at O. S. C., who will speak on war crops for the Columbia basin and Blue mountain counties; Joe Belanger, representing the Soil Conservation Service and Moro and Pendleton branch experiment stations, who will give preliminary results of tillage research; E. L. Potter, O. S. C., who will lead a panel discussion of live stock feeding and marketing; L. C. Stoll, regional representative of the War Manpower Commission, who will speak on labor problems.

Mason-McMurdo Nuptials Celebrated At Lynchburg, Va.

Details have reached our desk of the wedding of Miss Ellen Burruss Mason, daughter of Mr. and Mrs. John Young Mason of Lynchburg, Va., and Charles Edward McMurdo, USA, Edgewood Arsenal, Md., son of Dr. and Mrs. A. D. McMurdo of Heppner.

The ceremony was performed Saturday, Oct. 24, in St. John's Episcopal church, the Rev. Robert A. Magill, rector, officiating. Greenery formed the background for clusters of white chrysanthemums which decorated the candle lighted church. The organist and full vested choir furnished the music.

Miss Mary Mason was her sister's maid of honor and Mrs. Harry D. Forsythe, cousin of the bride, was the matron of honor.

Groomsmen were William S. Mundy Jr., Henry M. Sackett Jr., Ben Miller and Howard Whitehead. Charles Edward McMurdo of Richmond, cousin of the groom, was his best man.

The bride is a graduate of Farmville State Teachers College and is a member of Mu Omega sorority. The groom, graduate of Heppner high school and of Oregon State college, belongs to Sigma Phi Epsilon fraternity and Alpha Chi chemical fraternity.

FARM TRACTORS IN WARTIME

Taking Care of Your Tractor (Second of a Series of Six Articles)

By A. P. Peck
Managing Editor, Scientific American

Wartime demands on the American farmer for the production of 25 percent more food and fiber than were produced during 1941 mean that he now has to do more with less than ever before. Especially do these demands mean that the farm tractor—along with every other piece of farm machinery—must work longer hours for more days of the week and will probably have to last for the duration.

Faced with this situation, and with the problem of a scarcity of new parts, it is up to the farmer to do everything possible to keep his tractor going and to get the most out of it with the least wear. How this can best be done is summed up by the engineer's term "preventive maintenance"—taking good care of equipment, in everyday language, so as to stop trouble before it starts.

The instruction book that came with your tractor gives recommendations for preventive maintenance, but all too often this book has been lost. If yours is not available, make a mental note now to get one from the service department of the manufacturer. In the meantime, however, there are many things that you can do to insure that your tractor will be as free as possible from trouble and that it will give its best service at all times.

Dirt is the worst enemy of machinery and a tractor has to work in dirt most of the time. That is why the manufacturers have provided means for helping you to keep dirt out of those parts of the tractor where it does the most damage. The air cleaner, for example, prevents dirt from entering the cylinders where it acts as a grinding compound on cylinder walls, pistons, and valves. But the cleaner will not do its job properly unless you take care of it. It should be serviced, or at least checked, once a day. If the tractor is operating under unusually dusty

conditions it may be good economy to service the cleaner several times a day. This servicing consists of removing the cup, cleaning it thoroughly, and refilling with the weight (S. A. E. number) of oil recommended by the manufacturer. While you are at it, take off the crankcase breather caps. These are miniature air cleaners which keep dirt out of the crankcase and they should be washed periodically and dipped in clean engine oil before replacing.

Your oil filter is another protector against dirt and should have regular attention. If it is replaceable or has a renewable element, put in a new one at the intervals specified by the manufacturer. Permanent filter elements in cleaners should be removed and thoroughly washed at regular intervals—usually about twice as often as most farmers do it. Make a record of the times when these jobs are done so that you will know when they should be repeated.

Keep dirt out of your fuel also, first by keeping the fuel in clean containers, and second by keeping your carrying cans and funnels free from dirt. Also be sure to clean the sediment bowl and carburetor screen when necessary. They can do their job only when clean, and this job is the important one of preventing dirt from reaching the carburetor jets.

And don't ever forget about lubrication. Keep your tractor properly greased, following the manufacturer's chart or instructions, and drain the crankcase regularly, refilling with oil of the correct grade. This is particularly important with tractors which use distillate as fuel; with such fuel, crankcase dilution and sludging are at a maximum and frequent oil changes are absolutely necessary.

(NEXT WEEK: Simple Adjustments Pep Up Tractors.)

Mrs. A. D. McMurdo made the son's wedding. Dr. McMurdo was unable to attend.

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Heppner Gazette Times, November 19, 1942-5

DAUGHTER BORN

An eight pound girl was born Nov. 15 to Mr. and Mrs. Ray C. Ayers of Hermiston. Mother and babe are in care of Mrs. Corda Salting at her home in Heppner. The young lady's name is Mary Roseann.

ON BUSINESS TRIP

Mr. and Mrs. Henry C. Aiken left this morning for Portland to spend a few days on business.

REMEMBER--

These Two Things

This is

Oyster Season

and

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Oysters Served to
your taste . . .

Other Sea Foods
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Follow the Crowd
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Ed Chinn, Prop.

Dance

Lexington
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Saturday, Nov. 21

Music by

Roy Quackenbush
and His Orchestra

Admission 85c, Tax Included

Last dance before gas rationing.
Everybody welcome and a good
time assured.

SUPPER AT 12:30



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!

The Progressive
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