

Washington, D. C., Dec. 17.—Some small relief for farmers is promised by Sec. of Agriculture Claude Wickard. He is to "unfreeze" farm machinery in the hands of dealers and provide new equipment for a limited number of farmers. The allotment will be made through county committees, something after the manner of allocating new tires. There are not enough pieces of machinery to meet all the needs but they will be distributed as widely as possible and presumably at a price which has not been upped too high.

Another advantage gained by the farmer is that Rubber Czar Jeffers has ordered that farmers be given all the gasoline they required until it is determined what their actual needs are. Some of the smart young men in OPA, which does the rationing, had arbitrarily fixed the amount of gas which a farmer could have when he filed his certificate of war necessity. The rubber scarcity is still a menace, but farmers can at least have gas for their trucks while their rubber holds out. Being a railroad operator, Jeffers recognizes the importance of a farmer being able to bring his goods to the railroad for shipment. He has been top man with the Union Pacific.

There have been rumors that a limitation would be placed on commercial trucks engaged in interstate commerce. This would affect the movement of trucks coming to Oregon from California, Idaho or Washington. The war department, through a spokesman, announces that it does not wish to see this transportation frozen by regulation. The war department, it was explained, has the power to declare all common carriers in interstate traffic in the service of the war department and immediately remove them from the control or influence of any agency. (This appears to be a crack at Joseph B. Eastman, director of truck transportation.) As the war department sees the picture, of the five million trucks rolling in the United States less than five percent are in common carrier interstate traffic. Cent of the tonnage handled is in and of these 200,000 about 70 per cent are involved directly or indirectly in the war effort.

One reason why Oregon stockmen are not feeding surplus wheat held by Commodities Credit corporation is that the price is 91 cents a bushel, which is regarded as too high. The price is 85 percent of the parity of corn which is 71 cents. To this the bureaucrats add 20, making the wheat surplus in the northwest 91 cents. The wheat is not in competition with corn as little corn enters the northwest. There are 20,000,000 bushels of surplus wheat in Oregon, it is reported, but the Oregon feeder is penalized 20 cents a bushel on his own wheat.

Metals Reserve, Corp. has issued a new circular which extends the effective date of buying chrome to Dec. 31. Commitments to purchase small lots had a deadline of April, 1943, but as miners have been protesting the end of next year was selected. If the war runs on, which it is expected to do, Metals Reserve Corp. may again extend its buying period. The new order is important to the small chrome miners in southwestern Oregon.

The Oregon representative of OPA has authority to make adjustments in prices of milk fluid and butter fat in cities of less than 100,000, which means anywhere in the state outside the metropolitan area of Port-

land. Dairymen out-state have been insisting that they are losing money and that is one reason cows are being sold off. They have been asking OPA for an increase to meet the price of labor and feed. OPA passed the buck back to the state directors.

Those Oregonians who ship freight by truck (the for-hire operators) are now under a new tax which became effective Dec. 1. This is the 3 percent tax on transportation, whatever the transportation cost may be. The operator collects the tax with the freight bill and remits it to the internal revenue department. Congress has only a hazy idea of what this tax will bring. The impost applies to freight moving on river boats and railroads as well as trucks. Storekeepers in the interior who receive their merchandise by truck will be the first to pay the tax.

Astoria is to have another shipyard. Approval of the necessary priorities has already been given. The next step will probably be the awarding of contracts to the new concern — possibly for woodhul barges.

Hardman News . . .

By ELSA M. LEATHERS

Lewis Batty and son Lewis Jr. were visiting in town Tuesday.

Mr. and Mrs. Carol V. Robe spent part of the week-end in Heppner.

Mr. and Mrs. Finley Keeley of Camp Five were in town Sunday.

Maxine McDaniel visited over the week-end with her parents in Heppner.

Mrs. Les Robinson spent several days in Heppner with her daughter Vera this week.

Mr. and Mrs. George Thomas are visiting here until after the holidays with Mr. and Mrs. Dallas Craber.

Due to bad roads, Mr. and Mrs. Blaine Chapel have been boarding

their child in town with Mrs. C. H. McDaniel.

Elmer Steers went out to the Harry French ranch to take care of the place while Mr. French is at St. Martin Spring in Washington.

A number of Hardman people received Christmas greetings from P.f.c. John McRoberts in Australia and F. Sgt. Lewis McDonald, some where in Egypt.

Mr. and Mrs. William Greener, Mr. and Mrs. Irwin Greener and Mr. and Mrs. C. H. McDaniel were Sunday dinner guests of Mrs. Ella Bleakman at Reeds mill.

Donald O. Robinson is here visiting his parents on a 14 day furlough from Fort Bragg, N. C. He can spend but five day here. He is in the parachute division and likes it fine.

Pvt. Guy E. Hastings is home on a furlough from Camp Crowder, Mo. He is going to a mechanical school. He can only stay home four days. Guy likes army life and although he is 41 years of age he has no desire to leave the army.

PINE CITY NEWS

By BERNICE WATTENBURGER

Mrs. Anna Q. Thomson spent the weekend in Heppner.

Mr. and Mrs. James Daley and son Charley spent Monday in Pendleton on business.

Mr. and Mrs. Ray Ayers and daughter of Hermiston spent Sunday evening at the Clayton Ayers home.

Jasper Myers and Burl Wattenburger had to report in Heppner Monday morning at the court house to serve on the jury.

Mrs. E. B. Wattenburger and children spent Saturday in Pendleton on business. The children called on Jerry Myers at the hospital.

Mr. and Mrs. John Healy got a letter this week from their son Jack is in the navy. He is well but would like to be home for Christmas.

Mrs. C. H. Bartholomew is staying in Pendleton for a few days with her grandson Jerry Myers

who has had a major operation. Jerry is hoping to get to come home for Christmas.

Mrs. E. B. Wattenburger was hostess to a card party Saturday evening at the Russell Moore home. Three tables were in play. High score went to Faye Finch and Clayton Ayers and low to Patty Finch and Dawse Adams. Lunch was served at midnight.

Most of Stray Sheep Reported Recovered

William and David Hynd are feeling somewhat easier this week. David, who was in Heppner Tuesday, reported that all but about 30 of the 500 or more sheep lost on the trail at the head of Butter creek a few weeks ago while bringing a band home from summer range in the Granite section. "We feel fortunate that our loss was no heavier," Mr. Hynd stated, "for with prices at the level they are loss of the larger number would have been a severe blow."

WANTED—Bookkeeping or office work—part time. P. O. Box 95. 38-39p

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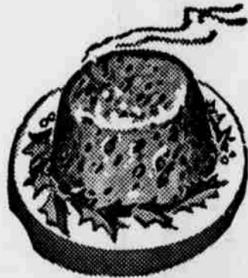
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Christmas
DANCE
ELKS HALL

Dec. 25

9:30 P.M. to 1:30 A.M.

Music by
"Men About Town"

Admission: \$1.00 - Plus tax