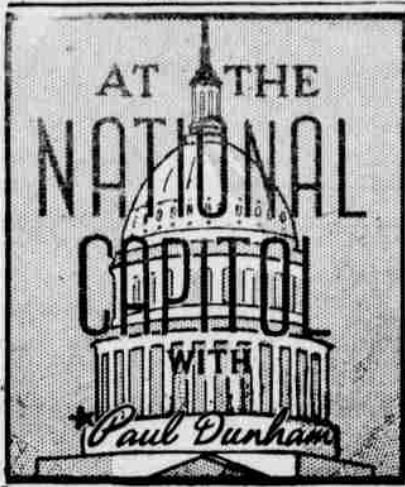




WASHINGTON, D. C., May 20—Loggers, miners and others who are engaged in the hardest kind of manual labor will get not an ounce of additional meat, according to Mrs. Phillip Crowlie, employed by the Washington, D. C., office of OPA. Mrs. Crowlie, who is rated by OPA as a "typical housewife consultant," recently spent one full day in Portland investigating the request of loggers, miners and others employed in the heavy industries for an extra allotment of meat. "It would be unwise to grant these men any extra allotments of meat," said Mrs. Crowlie, when interviewed here a few days ago. "I have just returned from a plane trip to Oregon at which time I investigated the request for extra meat rations for loggers, miners, and others. They must learn to change their eating habits, and the wives of these men must make adjustments in their cooking," said the lady "expert" on the subject. So, there you have one of the numerous reasons why so many people would like to shoot some of these OPA experts who are sitting in the driver's seat and giving orders on subjects they know nothing about. Any schoolboy would know that men working in heavy industry need and must have more meat than the pitiful amount they are allowed if they are to continue in their work.

There seems to be very little possibility that any of the west coast Japanese new in relocation centers will be returned to western Oregon for farm work. American Legion posts have new joined with the grange and farmers union in protesting such action by any agency of the government and their protests are being received by members of the Oregon congressional delegation. The Oregon state grange was first to file an official protest and its action was closely followed by the farmers union. Last week similar protests were received from American Legion posts, further indicating the intensity of the anti-Japanese sentiment.

Starting early is a bill authorizing the construction of a dam at Umatilla in the Columbia river between Oregon and Washington. It is S. 348. Of the various projects for power dams in the Columbia Umatilla was the first proposed and was the subject of congressional hearings. Later a start was made at Bonneville and the Grand Coulee dam came into being, but engineers have always contended that Umatilla is a natural site for a dam and fits into the development of the river. An argument for the Umatilla dam is that it would provide a suitable waterway for produce from Grand Coulee farms when that reclamation project materializes. Action on the Umatilla dam will be determined largely on the availability of material for construction of the dam and this, in turn, on the length of the war.

Members of some of the rationing boards are writing in and protesting that they are giving more of their time than they can afford and suggesting that a different group or panel be appointed to handle each separate item, such as meat, gasoline, fuel oil and other commodities as are to be rationed later. By expansion of the panels the work would be simplified and not all loaded on the backs of the original rationing boards.

Cloakroom gossips now propose that one billion dollars be made available for construction of highways after the war, when Johnny

IRRIGON NEWS

By MRS. J. A. SHOUN

Commencement exercises will be held Friday evening, May 21 for the following graduates: Donald Gene Miller, Juanita Volle, Charles W. Acock, LaVelle E. Markham, Joseph O. Wilson, Paula E. Haberlein, Agnes LaMarr Caldwell, Maynard Gau and John R. Fredrickson.

The C. W. Acocks received 1100 more turkeys Saturday and are getting them nicely started. They are fine husky poulters.

Mrs. Sarah Stamp is quite ill and the children, Roy Stamp and Luella Acock have been called to her bedside at the J. A. Shoun home.

comes marching home and wants a job istanter. A few senators suggest a larger sum. Eastern members are insisting that the money should be allocated on the basis of population, which would give the thickly settled east the lion's share of the funds. The present method of distributing road money is based on population, area and postroads, and these three factors provide an equitable portion of the money to each of the western states, which are distinguished for their area and miles of postroads, if small populations. The northwest states, out of one billion dollars, might each conceivably receive \$30,000,000; possibly more.

It is estimated that one-half billion pounds of cheese will be acquired in 1943 for the armed forces and for lend lease. Another estimate is that Herbert H. Lehman, director of relief and rehabilitation, will want 100,000,000 pounds of cheddar when he starts feeding the hungry mouths in the reconquered countries. This alone would account for more than half the total cheddar production, providing the output this year is as large as it was in 1942. One government agency, however, states that 50 percent of the total output will be taken by the fighting men and lend-lease. The government estimates are always subject to revision these days whether the need is for aluminum, steel, rubber or evaporated milk.

Leslie Rucker came home from Bend for the week-end with his parents, the Elmer Ruckers.

Mrs. Allie Lorenzen was a Pendleton visitor Saturday.

Kenneth Frazier has recovered sufficiently from pneumonia that he returned Saturday to his work at the Ordnance depot.

Mrs. R. M. McCoy has word that her son Benny graduated at Norman, Okla. with the highest honors in his class and has gone to Jacksonville Fla. for further training. Her other son, Warren, is on the Atlantic with a convoy unit.

Rev. J. K. Walpole and family of Boardman were Hermiston visitors Sunday.

Frank Fredrickson and sons, Fred and Wallace went to Portland Saturday.

Rev. Krause of Hermiston was an Irrigon visitor.

Mrs. Joy Smith and little son Steven arrived in Irrigon Saturday from their home in Portland to spend a few days with her parents the Tom Caddwells.

The congregation of the Pentecostal church called Rev. Snyder of

Metalline Falls, Wash. to be their BUSINESS CALLER

Master Sgt Wiley Benefiel is now stationed near Seattle. He was recently transferred from Alaska.

Frank Leight has arrived at his destination somewhere in the Pacific.

Del Beard, field representative of the London Insurance company, was in Heppner Wednesday, talking things over with the local representative, Frank W. Turner.

IN RATIONING OFFICE

Mrs. Harry Tamblin is working at the Morrow county rationing office on a part-time basis.

BUSINESS VISITOR

L. W. Reed of Spray was transacting business in Heppner Saturday.

BARBERING

Dick Wells got out his razor kit and started working in the Keyes shop the first of the week.

HERE FROM SPRAY

Mr. and Mrs. Ralph Reed of Spray were Heppner business visitors Wednesday.

Something Every Automobile Owner Should Know!

The New Oregon Motor Vehicle Safety Responsibility Act of 1943 Becomes Effective June 9, 1943.

The sum and substance of this law, effective June 9, 1943, is that if an automobile owner or operator is involved in an accident causing bodily injury or death, or property damage, he must, within 24 hours, make a complete written report of that accident, and if he is not covered by insurance or a bond, the Secretary of State must suspend the operator's license and all registration certificates of the owner unless and until he has furnished, and thereafter maintains, proof of financial responsibility by an insurance policy, a surety company bond or the bond of two individual sureties each owning property in Oregon and each having an equity therein of at least \$11,000, or by the deposit of \$11,000 in cash or approved securities.

(This is a partial summary of the Responsibility Act)

Protect Yourself!

A copy of the Digest of the New Oregon Motor Vehicle Safety-Responsibility Law may be had at the office of

F. W. TURNER

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Bring in every empty bottle in your
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**It Isn't Harvest Time
Not for several months
But NOW is the time to
make a start to get ready
for harvest.**

Things being what they are we suggest that you get your

**Drapers and
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repaired without delay.

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