



Under date of June 4, two weeks ago, this column called attention to certain remarks made by Representative Voorhis of California concerning a contract entered into between navy department and Standard Oil Co., for development of the Elk Hills naval oil reserve. This column further stated: "Charges reminiscent of the Teapot Dome scandal of the Harding administration were made on the floor of the house." Last Monday rumors of conniving and fraud broke out in the open. Several senators will join in a resolution demanding a thorough probe of the whole affair. It is said that Secretary of the Navy Frank Knox, and others, will be called upon to explain the whole deal. In the next few days this matter will make headlines and it has all the earmarks of a coming field day for the orators in both houses of congress.

BIG chief of chiefs, "Honest Harold Ickes, who besides being secretary of the interior, is high mogul over all gasoline, fuel oil, coal mines, Bonneville, Grand Coulee and several other things, last week flatly declared that all gasoline for pleasure driving, anywhere, any time, was absolutely out. Reports just received here state that Richard Montgomery, chief of OPA for Oregon, tells the home folks they can save up their gasoline for short pleasure trips which OPA is happy to allow. All of which proves that Oregon's OPA Montgomery used to

do a swell job delivering book review programs via radio Ain't we get fun!

A senate resolution adopted a few days ago calling for an investigation of supply and distribution of hydro-electric power in the west has some funny angles connected with it. Generators at both Grand Coulee and Bonneville are running to capacity. Some of the smart boys around these parts say the investigation will show a big shortage of electric power necessary for war production work in the west. Therefore, it is important that additional power be made available at once. All of which could mean a new and different move to persuade the people of Oregon, Washington and Idaho that they need more water storage dams for the Bonneville and Grand Coulee projects or other hydro-electric developments, such as Umatilla rapids.

About once a week the mail brings several pages of mimeographed reports from the budget director of New York state and other departments showing the splendid state of affairs of all departments in the state and proving beyond a doubt that Governor Dewey is really doing a grand job. Every newspaper man in the national capital gets these weekly releases, and we hear that all newspaper men in the national capital get these weekly releases, and we hear that all newspaper publishers throughout the United States will be put on the list shortly. Now, why should newspaper publishers be interested in New York state, especially those out west, 3,000 miles away. It's easy to figure out why newspaper men here receive these beautifully worded releases each week. Nothing more or less than a big build-up for Governor Thomas Dewey who, regardless of his previous statements on the subject would like to be elected president. These reports show Governor Dewey to be a brilliant executive successfully directing the expenditure of hundreds of millions annually in handling the

affairs of the most populous state in the union. The Dewey people had a whole year to work on the build-up and are not losing any time. When convention time rolls around next June a well organized "draft Dewey" move will be in full swing. The huge New York delegation, largest in the convention, is being lined up for Dewey, which he is sure to get. At least the New York governor is going to be in a sweet trading position, if nothing else.

War food administration's order of last Monday, requiring all livestock slaughter houses to set aside 45 per cent of all steer and heifer beef for the army, will cause a further shortage of such meat for Oregon and Washington civilians. Deliveries of all meat, says the order, must come up to army specifications in the form of boneless and carcass beef. Army and navy have had a hard time lately obtaining enough beef in the northwest for their daily needs. Both states have many army camps and naval training stations populated by about 250,000 men, coming and going. It is expected this number will materially increase during the summer months. The order means civilians probably will not be able to buy any such meat at all from now on. It looks like beefless days are here for John Q. Public who resides in the Pacific northwest states. Army and navy requirements heretofore necessitated the setting aside of 35 percent of the available supply of the designated beef.

In 1942 American railroads carried 638 billion ton-miles of freight, or a third more than in 1941, with one-quarter fewer freight cars than were in existence in 1918.

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

Karl Millers Observe 25th Anniversary In Fitting Manner at Salem Home

(Contributed)

The 25th wedding anniversary of Mr. and Mrs. Karl Glenwood Miller was celebrated at the home of Mr. Miller's sister, Mr. and Mrs. Gail H. Jones, 1605 Jefferson street, Salem, Sunday, June 6, with a reception from 3 to 6 o'clock p. m. Preceding the reception, in the presence of relatives and close friends, Mr. and Mrs. Miller ("Karl" and "Edith") were reunited in marriage in a beautiful ring ceremony, at which Rev. S. Raynor Smith of the Jason Lee Methodist church of Salem, officiated. Rex Hartley sang "Because," accompanied by Mrs. George Henderson. A. Edward Miller, a brother, sang "To the End of the World With You," accompanied by his sister, Mrs. Gail H. Jones, who also played the wedding march, accompanied on the violin by her eldest son, Richard Jones.

Pouring at the tea hour were Mrs. P. L. Blackerby, Mrs. George A. Schulz (an aunt), Mrs. O. B. Putnam, Mrs. Rex Hartley, Mrs. George Henderson, Mrs. Hazel Budden and Mrs. William Lunsford. Serving were Mrs. Ruth Hall, Mrs. E. Harvey Miller, Mrs. A. Edward Miller and Mrs. H. Merle Miller.

Assisting about the rooms were Miss Lola Schulz, Miss Clara Miller, Mrs. Nellie Phelps and Mrs. Florence Haines. Mrs. Edmund Clark arranged a varied program, which was given at intervals during the afternoon and which included vocal selections by Max Alford, Leslie Springer, Rex Hartley, A. Edward Miller and E. Harvey Miller and readings by Mrs. Ruth Hall, Miss Lola Schulz and Edmund Clark, and a piano selection by Master Gary Jones singing by the group

was enjoyed in the late afternoon. All the 10 children of the late E. C. Miller were present—Mrs. Ernest Wagner coming the greatest distance, Los Angeles; Mr. and Mrs. E. Harvey Miller and children, Colleen, Marion and Jimmie of Heppner; Mr. and Mrs. H. Merle Miller and children Merlene, Carol, Gene Marjorie Ann and David of Lexington; Mr. and Mrs. A. Edward Miller, John Miller and Mrs. Florence Haines of Portland; Mr. and Mrs. J. Edmund Clark of Jefferson, and Mr. and Mrs. Gail H. Jones and Richard and Gary of Salem, and Mr. and Mrs. Karl G. Miller, in whose honor they gathered.

Mrs. Nellie Phelps and Mr. and Mrs. William Lunsford (sisters of the "bride") from Kelso also were present, as was another sister, Mrs. Hazel Budden of Salem.

Many friends called during the afternoon to wish the Millers another 25 years of wedded bliss. Many lovely gifts were received.

War Takes 96¢ Of Each Dollar

Out of every \$18.75 that is invested in a War Bond, \$18 goes into guns, planes, tanks, ships and other military equipment. The 75 cents goes for ordinary governmental expenditures. Out of every dollar 96 cents goes toward the war effort and 4 cents goes for Government "business as usual."

The same ratio applies to all other securities the Government has offered investors in the Second War Loan campaign for 13 billion dollars.

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

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