

BOARDMAN NEWS

Ely, Baker Elected Directors at Annual School Election

By MARGARET THORPE

School election was held at the school house Wednesday afternoon at which time Elvin Ely was elected for a three year term and W. A. Baker was elected for a two year term. Flossie Coats was elected clerk.

H. E. C. met in the grange kitchen Wednesday and the day was spent cleaning. Due to the resignation of Mrs. Ely as chairman the vice-chairman, Mrs. Tannehill, will take her place and Doris Lilly was elected as new vice-chairman. No meeting will be held next month.

Mrs. A. Allen returned Friday after a week's absence visiting at Huntington and Portland. The Allens expect to move to Tacoma before school starts.

Delbert and Marvin Walpole visited friends on the project Sunday.

A small crowd attended Grange Saturday night. Mr. and Mrs. I. Skoubo and Mr. and Mrs. Chas. Anderegg served ice cream and cookies.

Russell DeMauro of Farragut, Ida. spent Sunday at home visiting.

Ted Ekker of the U. S. Navy arrived Sunday for a week's visit with his folks enroute from Miami, Fla. to San Francisco.

Mr. and Mrs. Harry Thorpe went to Newberg on business Sunday returning Monday night.

Miss Bernadine Emerson left Tuesday for the valley, to visit relatives.

Mr. and Mrs. Willard Baker and family moved into the apartment behind the post office Thursday.

Mr. and Mrs. Phelps and two children left Monday for the valley to spend a few days.

Mr. and Mrs. Gillespie and children and Mrs. Coates were visiting in Lexington Sunday.

YOUTH WORKER HERE

Miss Catherine Peterson was a guest over Sunday at the home of Mr. and Mrs. E. E. Gilliam coming here from Cove where she had charge of the summer school for the Episcopal children of the Eastern Oregon diocese. Miss Peterson recently accepted a position at St. Mark's cathedral in Spokane.

Pvt. James McNamee is enjoying a furlough from Camp Hood, Tex. and is visiting friends and relatives in Heppner. He reports in the first of August.

New Pennies Cause Change Troubles

There has been considerable complaint about the close similarity in appearance between the new zinc-coated penny and the regular dime. The two look much alike and it has resulted in errors unintentional and sometimes intentional in the making of change and in payment of goods and services, according to B. C. Pinckney, manager of the Heppner branch of the First National Bank of Portland.

Pinckney further stated that vigorous complaint has been made and a request was made to the United States mint for consideration of means to overcome the confusion with the public. In response to this request, Nellie Tayloe Ross, director of the mint, responded with a complete explanation on the use of the new metal in minting the pennies, the letter reads in part:

"Zinc-coated steel was adopted for this coin because it was the only metal the WPB could allot for that purpose; it had already withdrawn copper by reason of war needs. Even plastics were denied.

"The practicability of perforating the coin to eliminate confusion with other coins has been fully considered but rejected primarily because the resultant reduction in the weight would render it unfit for use in merchandising machines. Also, because a hole in the head of Lincoln would scarcely be acceptable to the public. The development of a new design would have caused unjustifiable delay in getting coinage under way, the demand for one-cent pieces having been heavy and urgent. A change in shape would present difficulty in stacking. Darkening the coin prior to its issuance would entail more difficulties than can be explained in a letter.

"You will be gratified to know that the change in the composition of this minor coin meant an annual saving of enough copper to meet the combined needs of 2 cruisers, 2 destroyers, 1245 flying fortresses, 120 field guns and 120 howitzers or enough for one and one quarter million shells for our big field guns."

STRAY ANIMAL—2 yr-old Jersey steer, unbranded. Owner may have same by making proper identification. Fred Mankin, Ione Ore. 17-19p

FOR SALE—Portable grain elevator. Fred Mankin, Ione Ph. 32F41. 17-19p

FOR SALE—Airway Grain blower, with extra joints of pipe, \$160. E. C. Heliker, Ione, Ore. 17-20

Have You Given YOUR



"Dollar for Doolittle?"

Your dollar will help buy more bombs for Tokyo

Wilson's Men's Wear



Ripe Timber SHOULD BE HARVESTED



LIKE all other living things, trees have a youth, a maturity, and an old age.

Forest trees which give us our lumber, our pulpwood, plywood, and countless other daily necessities, produce most useful wood in their early and middle life.

Good forestry and good management calls for harvesting mature trees before decay sets in and makes them less valuable to the nation, creating a breeding place for destructive insects and disease.

Good forest management creates a cycle of continuous tree crops. That is the basis on which this company operates with an eye on today . . . an eye on tomorrow.

Kinzua Pine Mills Co.

Our Merchant Marine

Spurred by Atlantic competition and the Gold Rush of '49, Americans developed the Clipper, with sharper bows, slimmer lines, loftier spars and a great spread of canvas. Old Salts said the new-type ship would capsize.



The Clipper Ship, Sea Witch sailed from New York to San Francisco (1850) arriving in 97 days instead of the customary 150! The 'Glorious Clippers' had arrived! Over 90,000 men made the trip in one year.

In California, eggs were 50 cents each, a thin slice of ham cost a dollar.

In the same year, the American Clipper "Oriental" broke into Britain's Tea Trade, running from Hong Kong to London in 91 days, a record which was followed by other speedy voyages.



The Red Jacket, Flying Cloud, Sovereign of the Seas, and Staghound, will sail forever in our history, while Donald McKay's Lightning holds the all-time record for a days run—436 nautical miles—faster than most steamers of to-day.

The grandest ships and the greatest sailors—this was America's achievement in the age of the Glorious Clippers!



American shipyards were deluged with orders, and produced a steady stream of the noblest and fastest sailing ships of all time.



To-day, the largest American Merchant Marine in history covers the oceans, while present programs promise by 1944, a Merchant Marine almost equal to the rest of the world's combined!