



Washington, D. C. Nov. 25.—

WHEN the big push in the South Pacific gets under way, Pacific northwest ports and ports elsewhere along the west coast will play hosts to thousands of army trucks loaded down with war supplies, which will make the long trek from the east coast under their own power. This move has been decided upon by army high command in order to relieve the railroads of the avalanche of war supplies which must be moved to the west coast, and it will serve a double purpose. First, it will get the miles of army trucks out here for shipment, plus the million or more tons of supplies they will carry which otherwise would take hundreds of railroad cars to move.

West coast officials are all a dither in an effort to find proper locations and sufficient parking space to accommodate such a deluge of motor equipment. In the meantime army engineers are rushing to completion scores of warehouses to store these war supplies. Twelve such units are now being built in Auburn, Wash., and are almost finished. Other buildings which can speedily be converted into warehouses, located close to waterfronts in the Puget sound and Portland-Vancouver areas, will be taken over by the army. Another problem will be the housing of hundreds of army and navy officers and other personnel

plus their families in an already overcrowded area. These officers will be permanent for the duration, directing and supervising the huge task of embarkation for different points in the South Pacific. Before the spring of next year this gigantic push will be in full swing.

OTHER naval plans which are rapidly going forward call for extending facilities where necessary in several west coast shipyards to service and make extensive repairs to all classes of warships damaged being taxed to capacity. Many of our ships which were damaged in action have been repaired in west coast ports. When the big push starts, which no doubt will involve stepped up sea action, additional repairing facilities will have to be made available. Incidentally, with a two-ocean navy now a reality, other permanent repair yards will be needed after war's end. The peace time Pacific fleet promises to be as large as the entire navy was prior to 1940. By the same token, this could mean that one or more of the present shipyards located in the northwest will be taken over by the navy on a permanent basis after the war. As it is the government practically owns all of the yards anyway.

WAR food administration in the past 90 days has released over 5,400,000 cases of canned food for civilian use. Recently WFA announced over a half million cases of pineapple and close to 100,000 cases of figs, which had been taken by the government, would be released for civilian purchase. In the next few days a large quantity of canned corn, asparagus, pumpkin, spinach, beans and several other vegetable packs will be made available from government stocks for the public. Before next spring rolls around it is understood WFA will release two or three million cases of canned fruits, berries and preserves for John Q. Public's use.

AS pointed out in this column over a month ago, OPA will inaugurate a system of giving addi-

tional meat ration points to housewives in exchange for their kitchen fats in lieu of paying them 10c per pound. Heretofore the housewife didn't have much of an incentive to save waste fats other than as a patriotic duty. The 10 cents per pound which the corner butcher shop paid her was nothing, so to speak, and consequently the drive bogged down. But with additional meat ration points being offered as an incentive, OPA bigwigs are confident the amount of waste fats received from the housewife's kitchen will be increased considerably. OPA will put the new plan into effect about Dec. 15.

NATIONAL Chairman Frank Walker, big boss of the Democratic party, has sent out a call to all state committeemen to meet in Washington, D. C., Jan. 22 to open the 1944 presidential campaign. Mr. Walker is very much worried about the outlook for 1944, although he won't publicly admit it. It may be a struggle for the national chairman to get all of his boys together, especially those from the far west. Making a round trip of 6,000 miles in these days of uncertain transportation is quite a chore, just to hear some big shot give a pep talk and put the bee on for campaign funds. Rumor has it that Mr. Roosevelt will give the gathering an "of the record" in order to put a little pep in the gang and goodness knows they need it.

When congress passed the act creating a woman's branch of the armed service which includes the Waves, Wacs, Spar and Marines, the very potent civil service lobby was right on the job to see that their sacred rights were protected. Tucked away down in the bill is a provision which prohibits the armed forces from replacing any civil service employes such as stenographers, typists, comptometer operators, etc., with a Wac, Wave, Spar or Marine, regardless of the fact that they are qualified in every detail to do the work. Thousands of splendid young women have

joined some branch of the armed service in order to do their bit in this war. In civilian life they were stenographers, clerks, typists, general office employes, etc. The salary they received in civilian employment was much more than they are paid as members of the enlisted personnel of the army, navy, coast guard or marines.

In all branches of the armed service there is always considerable "paper work" to be done daily in centers and cantonments scattered over the nation. This work requires the services of experienced office staffs and all work is 100 percent for the armed services. The average pay for a third class Wave yeoman stenographer is \$78 per month and subsistence. The civil service employe doing the same work in the same office averages \$150 per month or more. The Wave, Wac or Spar is subject to the command of her superior officers and does as she is told to do. The gang of civil service girls in the same office are not subject to service discipline and she is constantly standing her "rights" as a civil service employe.

It's an everyday occurrence for some "sweet thing" of the civil service crew to tell her commanding officer in charge that it's against the rules for her to do some particular line of office work other than her regular routine. If she is not listed as eligible to do the work, according to civil service rules she

won't do it, and there's nothing the officer can do about the matter. And if the officer doesn't handle the situation diplomatically he is liable to be told where to "head in." Here is a concrete example of a minority group, represented by a potent lobby, successfully browbeating congress into a deal which is costing taxpayers millions upon millions of dollars in additional wages each month. When it was suggested to a group of such civil service employes that legislation should be passed enabling them to take a leave of absence, which would not jeopardize their civil service standing, and let the enlisted personnel take care of all such office work for the duration they threw up their hands in holy horror at the thought of such an idea.

Thousands of such civil service employes could be profitably employed for the duration in some of the many essential war industries which are in daily search of more help. Thousands of Waves, Wacs, Spars and Marines are available to take their places, thereby saving the government a fabulous sum of money each month. Meanwhile every member of the Waves, Waves, Spars and Marines are sitting idly twiddling their thumbs because they have not the opportunity to do the work for which they are enlisted. Who is to blame for this mess? Absolutely no one else but congress.

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