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Three Portland youngsters, tasting Pan-Pie for the first time, register their delight at finding crisp cookie-dough crust, rich fruit filling and generous portion of pure ice cream all in one tempting confection. Pan-Pie is made here by Morrow County Creamery who will fill the crusts with rich pasteurized ice cream made in their own plant.

Creamery to Sell New Confection

Morrow County Creamery is introducing a brand new ice cream product in Heppner called Pan-Pie, according to Claude Cox, owner. Pan-Pie is an individual pie and ice cream confection selling for ten cents at ice cream counters, grocers and restaurants and according to Cox, there has never been a packaged ice cream confection like it before.

Real individual pies with crisp cookie crust, Pan-Pies come in a choice of four delicious fillings, strawberry, black raspberry, chocolate and butter scotch, and topped with rich, top-quality pasteurized ice cream. They are packaged in an attractive handy box for convenient storage in refrigerator freezing compartment.

FARMERS RESTRICTED ON PRODUCT TRUCKING

Farmers of the state are definitely restricted in the kinds of woodlot products which they may transport to market under the exemption provision of the transportation act, according to Chas. H. Ladd, farm forester with the state forestry department. Ladd pointed out that the last session of the state legislature passed an act which states that "logs, poles, piling, and pulpwood shall not be considered agricultural commodities or products." This means that where the farmer is using his own truck to transport certain woodlot products to market he must secure the regular PUC permit and pay such fees as are required under the transportation act of the state, the forester added.

However, he points out that there are exceptions in the case of fuelwood, posts, shakes and bolts. These may be hauled under the exempt license within the farmer's restricted radius. Christmas trees are exempt only where the farmer has maintained them as a plantation and is handling them as a crop. "There has been considerable criticism on the part of the farmers for this requirement," says Ladd, "in the erroneous belief that it is the result of a regulation. It is not a regulation. It is the law and it is the duty of the state officials to see that it is enforced."

OUT OF HOSPITAL

Mrs. Nellie Anderson, mother of Ervin Anderson of Heppner, has returned to the Convalescent Home in Pendleton following a surgical operation at the St. Anthony's hospital. Mrs. Anderson is very grateful to relatives and friends for remembering her with cards, flowers and gifts during her stay in the hospital.

Highway Coffers Flush With Coin In '18-'20 Period

The two-year stretch between November 30, 1918 and November 30, 1920 saw the highway commission flush both with money and movement. In October, 1919 Commissioner Thompson of Pendleton resigned because he was moving to Portland to join the First National Bank Force. He was succeeded by J. N. Bur-

News From C. A. Office

Germany has now been accepted as one of the importing wheat countries of the International Wheat Agreement, according to the weekly grain market review prepared by the OSC extension service from USDA reports and other data. Japan's application has been postponed for further consideration until June or July. Germany has been assigned an annual import wheat quota of 67 million bushels under the International Wheat Agreement. This quota will be assigned to the United States for the 1949-50 marketing year. This increases the United States wheat export quota under the International

Wheat Agreement for this year to 235.2 million bushels. For the remaining three years of the agreement Germany's quota will be prorated among all the exporting countries participating in the International Wheat Agreement. The United States exports of wheat and flour under the International Wheat Agreement through the middle of March have amounted to around 87.5 million bushels. This leaves a balance of around 81 million bushels under the original agreement. Germany's new quota can now be added to this. Canada has exported around 155 million bushels of wheat under the International Wheat Agreement. This leaves about 49 million bushels to be exported by Canada to complete her quota. Australia has only about 7.5 million bushels of wheat yet to export under the agreement to complete her quota of 80.3 million bushels. France's wheat quota of around 33 million bushels has virtually been completed.

Started rolling in 1917 with a \$6 million bond issue back of it, plus other material financial assistance, with labor loosened up by returning soldiers and materials more available, the commission started extending its lines at a much more rapid pace. In 1919 the legislature became even more generous that it had been in 1917 and upped the highway bonds by an additional \$10 million. It had set a special election for June 3 and submitted an amendment to the constitution authorizing counties to bond themselves up to 6 percent of their assessed value. It submitted a vote at the same election the \$2,500,000 Roosevelt military Coast Highway bonding act and as a final gesture passed and submitted the Market Roads tax bill, which authorized the counties to levy an ad valorem tax of 1 mill for county road construction in connection with the state program. All these commitments were approved by the voters by large majorities and the legislature impelled by road-building momentum held a special session in January 1920, set another special election for May 21 and submitted more financing legislation to the voters. One was a further amendment to the constitution increasing the bonding limit for road financing from 2 to 4 percent of the state assessed valuation. It also submitted an additional constitutional amendment giving the power of eminent domain over land needed for public roads. As a final largesse it authorized still another \$10 million bond issue, this dependent upon ratification of the 4 percent amendment, which was ratified at the election by a large majority.

Thus armed, the commission expended during the two years 1919 and 1920 the total sum of \$20,234,177, exclusive of market roads, in highway construction. Of this total, state funds represented \$17,658,347; county co-operation \$1,237,090; and federal aid funds \$1,328,739. This total expenditure bought 347.2 miles of paved highway; 369.4 miles of macadam; 761.4 miles of grading. During the same time the government had expended on forest roads a total of \$1,568,241, resulting in 134 miles of grading and 57.6 miles of surfacing being completed or under construction as the year ended. A total of \$1,311,300 was expended in bridge construction and design.

The biennium closed with funds on hand and more available, many contracts under way and pending, and the highway program going forward in high gear.

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Here's a tip from Art King, Soil Conservation Specialist, Oregon State College—he says do not be in too much of a hurry to get the cows out on the green grass. The grass won't hurt the cows. But, the cows may hurt the grass, especially if the cows are turned out while the pasture soil is wet and soft. King points out that turning cows out too early will damage many of the better grasses and legumes. Ladine Clover, for example, can be almost entirely killed out. King goes on to say that tramping destroys the soil structure and cuts down the supply of available moisture later the pasture may be irrigated, on in the season even though

As a matter of fact, cut-up pastures are invariably rough. Thus, mowing is difficult. Of course, mowing to keep down excessive rank growth is an important step in an improved pasture program. King adds that soils will differ greatly in their ability to withstand early pasturing. Many well drained soils, for example, can be pastured without damage even during continuous heavy rain. Others may not stand pasturing until after two or three weeks of dry weather. Pasture grasses also play a part in the management of pastures.

FOOSTOOL CONSTRUCTION IN FULL SWING
Morrow County Extension women are in the upholstery business in a small way this month while they are studying footstool construction under the direction of Mrs. Mabel Flint.

Eighty women have signed up for the supplies. Heppner women have started the work by being the first to learn the best basic upholstery construction in stretching webbing, placing and tying of the springs. It was amazing to see how much hair and cotton are piled over the basic construction and anchored securely before fitting the muslin top. In a special meeting the women will learn the application of legs. Meanwhile they will stain them the desired color. Points to look for in well-constructed furniture was stressed throughout the meeting. All who participated in the program felt a real appreciation of such workmanship.

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