

MarKade To Have Winter Dance Series



First of a series of winter formal dances was held recently at the MarKade, recreation center for enlisted men on North Oakdale avenue. Hostesses for these dances are the MarKettes, a group of girls from the younger set between the ages of 16 and 19 years.

The MarKettes were organized several months ago and the members spend each Thursday evening at the MarKade assisting with the center's program of dancing and games. The president is Pauline Ashpole, daughter of Mr. and Mrs. C. W. Ashpole, McAndrews road. The formal dances are to be held once a month, with the next one planned for the Christmas holidays when the MarKettes who are away at school will be home.

The first dance had as special guests men of the 83rd General Hospital unit at Camp White. Senior hostesses who attended as chaperones, Mrs. John Moffatt, Mrs. E. D. Scripser and Mrs. L. D. Clark.

ENGINEERS STRIVE TO OPEN NEW ROAD FOR CHINA SUPPLY

Jungle-Toughened Yankees, Chinese in Desperate Effort—Scribe Eyes Line.

(Editors Note: Walter Briggs, United Press staff correspondent, has completed an aerial tour of the partially completed "Tokyo road"—the Allies' projected new life line to China. In this dispatch he tells how Americans and Chinese are working against time in terrible conditions to finish the vital supply route.)

By Walter L. Briggs (United Press Correspondent)
A Chinese-American Base Near the Indo-Burma Border, Dec. 2.—(U.P.)—Jungle-toughened American and Chinese engineers, working speedily and efficiently across some of the world's worst terrain, are striving desperately to complete China's new life-line—the "Tokyo road"—before the monsoon season begins next April.

The Tokyo road will extend from Ledo in northeastern India across the Naga hills, home of head-hunters, to connect eventually with the famous old Burma

can be made the applicant will receive his payment at the same time.

By R. G. Fowler, County Agent.

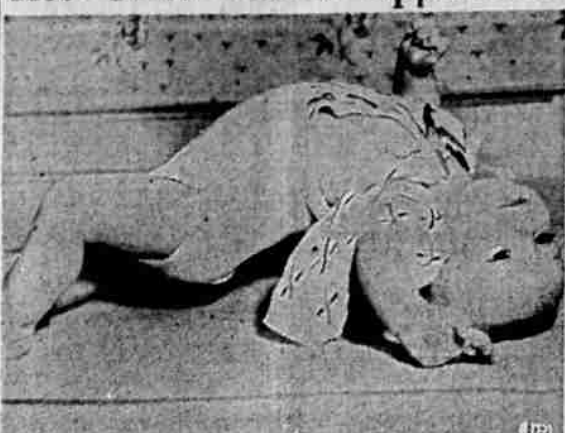
4H Clubs Can Help In War Effort

4H club girls, especially those in the clothing projects, can help the war cause now by collecting clothing for the old clothes drive. This clothing will be used to keep our less fortunate allies warm, so when you go through the old clothes for a garment to remodel, just lay aside a few for the people of India or China.

Cooking club girls should be counting meals. Every meal or dish you prepare, whether it is for your project or not, should be entered in your record book. These meals will help you in your final record. If there is not enough space in the book, you may add as many sheets as you wish. Many girls never receive credit for all the work they do simply because it does not appear in the record book.

By EARLE JOSSY, County Club Agent.

Her First Public Appearance



Alana Ladd, six-month-old daughter of Paramount star Alan Ladd, poses for cameras in this novel manner. Mrs. Ladd, the former actress Sue Carol, reports that the baby's mail totals 2300 letters a week.

road. If Allied plans materialize, this highway will be the first link of a new Burma road, carrying vital supplies to the Chinese army and Chinese industries.

Makes Air Survey
It will strengthen China for the continental military drive to push the Japanese invaders off the Chinese mainland.

Flying the "mail run," I surveyed the road from its India source over a 4,000-foot pass in Burma, where its snakelike course tapers into a narrow jeep trail and then disappears into jungle nothingness.

The builders are American army engineers—both white and negro—and Chinese. Col. Charles Gleim, 56, Westfield, N. J., is boss of the job at the front. Col. Ellis F. Altman, 54, West Palm Beach, Fla., chief of service of supply for this area, is in general command.

Col. Gleim said his job of building the Holland tunnel in New York was duck soup compared to this project. "This is the biggest and toughest job that I have ever tackled."

Many Hangars
Malaria, skin diseases, poisonous snakes, head hunters and well-nigh impenetrable jungles conspire to make it a tough job.

dry season favors them now, and the work goes swiftly. Until the monsoon season begins again, they do not have to buck driving rains and oozing mud. Now they point into the distance and tell you: "It looks like we'll make it around that hill by tonight."

I cannot reveal the speed of progress and the road's present length. But you know how fast the Alaskan highway was built, and Americans produce much the same efficiency the world over.

Deep In Burma
Lt. Ned Jettis, 29, Raleigh, N. C., piloted our liaison plane deep into Burma. I saw stretches where Chinese engineers were felling trees, and with pick and shovel fashioning trails which bulldozers later widened into road.

We dropped serum and mail to an American jungle outpost. The Americans waved their arms in greeting. The miles of road already completed were covered with a cloud of dust as hundreds of trucks rumbled into Burma with supplies for workers. An Oregonian told me the forests here are thicker than

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Jackson County Farm Notes

Compiled by County Office O.S.C. Extension Service

Income Tax Report Due December 15

Farmers who didn't file a declaration of income and victory tax on September 15 have until December 15 to turn one in. Most farm folks decided to wait until the middle of December because farm income is far easier to estimate correctly in December when all the crops are in, than in the middle of harvest.

Moving the date of filing of this declaration up to December instead of leaving it till next March, is part of the plan to bring everyone onto a pay-as-you-go basis. In other words, you pay this year on this year's income. However, as things stand now, the December declaration isn't supposed to be final, down to the last penny. Lots of things can happen in the last two weeks of the year to change the picture, and that's why you'll see the word "estimate" appearing in large letters on the form you will fill out.

For most folks, though, the estimate will be a pretty close one. It has to be, because the declaration you file between now and December 15 is accompanied by cash on the line. Then, after the first of the year, and before March 15, you do the final figuring and wind up the whole income tax business by March, as usual.

The internal revenue department points out that it is not the intention of the new scheme to have farmers do all the final and complicated figuring twice—once now and once in 1944. The present declaration is expected to be made on the basis of a reasonable estimate, and farmers are allowed a margin of error of 3 1/3% without any penalty. Your nearest office of Internal Revenue has the necessary forms, if you don't have them on hand already, and deputy collectors will be on tour between now and the deadline to help with filling them out. Their services are free, so don't hesitate to consult one if you get

stuck. Watch the papers for when and where. Most farm folks are in the group who will pay income-tax this year, so why not get at it and get it over before Christmas shopping takes the center of the stage?

Support Given in Hog Prices

The marketing of hogs holds the spotlight on the farm scene and here's a special round-up of the latest information. As you know, the hog population of the United States is at an all-time high, and this is the season when pigs go to market. When they all go at once—you get a hog-jam, and something very like that has developed at the terminals several times. The usual effect of a glutted market is a nose-diving price. But this time, every power of the government is being used to hold up the promised support price—\$13.75, Chicago basis.

Here's what's being done. First, any farmer may kill, and sell or give away, without any license or permit, as many hogs as he wants to, up until February 17th. The restrictions on slaughter are off, for farmers. That doesn't mean the farmer can sell without collecting the proper number of points, or that he can sell over the legal ceiling price. Reason—what is killed and sold off the farm doesn't crowd the market.

Second, going back to points, OPA has cut points on pork to bring up consumption thus clearing the market faster. Third, federal purchase of inspected pork are continued in full force to support the price. Fourth, the out-of-Chicago support prices have been put on a dollars-and-cents basis, beginning November 29. Thus, no one needs to guess at the price he is entitled to receive—\$14.15 at Medford on top grade hogs.

The War Food Administration emphasizes this point—there is no reason for any farmer to accept less than the support price.

Slaughtermen are being paid in line with that figure, and cannot cut prices to farmers without forfeiting the slaughter subsidy. The one sure way to get the price to which you, as a farmer, are entitled, is to check on the market before shipping. Here's the two things to watch. Check your market and make sure of proper price and transportation before shipping hogs to market. Second, don't accept less than the support price. You've got it coming. Orderly, determined marketing will see that you get it.

Applications Slow For Milk Subsidy

Applications for payment of milk and buttermilk subsidies are coming in very slowly. The expiration date for October payments was November 30, with about one-third of the dairy farmers of the county receiving their subsidy for that month. The time has been extended on these payments and applications are being received by mail.

Evidence must be submitted so if the cream and milk statements for October are sent to this office by mail the applications will be sent back for signature. This will save a trip to town but it means two mailings to be handled by the office and the applicant. If an office call

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REMEMBER—BUY WAR BONDS!

This wartime Holiday Season we advise you

NOT to "try the train"

"We're pulling the heaviest loads in history, using every locomotive our railroad owns or can borrow. We're short of trained men, too. To avoid disappointment, better plan on spending Christmas at home." **S. P. Engineer**

"All our trains are full and all equipment is in service. This year we can't add extra cars to take care of usual holiday crowds. Frankly, our service to civilians now can't be up to prewar standards." **S. P. Conductor**

In normal years the Christmas season is a jolly time on the railroad and one of our biggest travel seasons. People throng our stations to welcome guests arriving for the holidays, or to give friends a gay send-off. Package-laden travelers bound for family reunions fill our trains. Yes, we railroaders have fun carrying people on holiday journeys, and we hate to disappoint a single ticket seeker... but this war year we really have no room for pleasure travelers. Service men on holiday furloughs, relatives traveling to meet them, military personnel in organized groups, business men in war work—these people now have first call on our facilities. This means that, unless you must travel, you'll be wise NOT to try the train. We sincerely hope there'll come a Christmas soon when the message from our railroad can be different!

CLEAR THE RAILS FOR HOLIDAY FURLOUGH TRAVEL

"A lot of us service men hope to go home by train on holiday furloughs. And other fellows who can't get home will be visited by parents, wives or sweethearts. S.P.'s promised to carry us, and this is our word of thanks to people who give up their usual holiday trips this year."

S.P.

The friendly Southern Pacific

Listen to S. P.'s dramatic radio show, "THE MAIN LINE" every Wednesday, 8 to 8:30 p. m. on Station KERC or KALE