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In answer to many queries from the general public the Office of Price Administration recently sent out the following article explanatory of the reasons for gas rationing and restrictions:

Less than two years ago there was no limit whatsoever on the amount of gasoline a person could buy, other than the money in his pocketbook.

Today the average citizen is counting each quart of gasoline. He must figure very closely the amount of gasoline every little trip will take, and this determines both the number of trips he takes and the distances and places he goes.

For years this has been a nation that runs on automobiles. There were 28 million of them at the beginning of the war, about 24 million of them now. Drastically curtailing the use of those automobiles might appear to some people as the violation of a fundamental liberty, particularly if they don't realize the seriousness of the gasoline situation. But the restriction of individual gasoline usage is not a denial of a liberty. It is caused by the absolute necessity of sharing a necessary limited amount of gasoline. It is just one of the consequences of total war.

Why is this gasoline so limited? Why is rationing of gasoline necessary? How is the allocation and distribution of gasoline determined? What can we expect, as to gasoline supply in the future?

These and other questions are being asked by the public, the people whose daily activities have been drastically affected by the necessity of rationing gasoline.

In 1941, civilians used about 71,400,000 gallons of gasoline a day, based on state gasoline tax figures. Today our daily production of all types of gasoline, both for civilian and military use, totals about 75,600,000 gallons, while at the same time our stocks have been falling.

The armed forces and Lend-Lease are using approximately 25,200,000 gallons of that daily total. Deducting the military consumption



(WNU Service)

Victor Strom Funeral Monday

Funeral services for Victor Strom, a resident of this section for many years, who died at the Bonners Ferry hospital on December 3, will be held at the Morse funeral chapel at two o'clock Monday afternoon. Rev. Erling C. Thompson, pastor of Trinity Lutheran church, officiating.

The deceased, 58 years of age, was born in Sweden and came to the United States in 1903. He is survived by a brother, in Sweden, a nephew, Harry Strom, of Glendale, California, and a sister-in-law, Mrs. Algot Strom, of Burbank, California.

He followed mining in many districts of Montana, and was associated with his deceased brother, Algot Strom, on many mining projects in this district. He was last employed in the Idaho-Continental mine at Porthill. He has been a patient at the Bonners Ferry hospital for the past 16 months.

FARM HOME IS BURNED SUNDAY

The Udo Nagel residence, in the Porthill district, a log structure, was destroyed by fire Sunday. Only a small amount of bedding was saved. There was no insurance.

The fire started in the attic from a chimney. Mrs. Nagel was in the house but did not realize it was on fire until a neighbor, Alfred Johnson, who had seen the smoke

S. E. Henry Dies At Dallas, Ga.

Word was received here this week by Miss Kate Rosebaugh of the death of Sam E. Henry, on November 21, at Dallas, Georgia. He was stricken Sunday afternoon and died that evening. Interment was had in Los Angeles, California, where the widow and a son by a former marriage, Patrick Henry, reside.

Prior to moving to California about 16 years ago the deceased had lived in Bonners Ferry for many years. He was one of the first attorneys to open offices here.

He served a term as mayor of Bonners Ferry, and as a member of the republican party, was a candidate in several elections for the office of prosecuting attorney.

When Mr. and Mrs. Henry moved to California, they sold their residence property here to Mr. and Mrs. Frank B. White. In Los Angeles, Mr. Henry became interested in the Almee McPherson "Four Square Gospel" organization. It is said that of late years he has traveled to many sections of the United States conducting evangelistic services.

BERGER ASKS TWO ASSISTANTS

Attracted by a delicious moose meat dinner a large crowd was in attendance Monday night at the regular meeting of the Kootenai Valley Commercial Club.

Warns Labor To Stay On The Job

Workers in Idaho's non-ferrous metal mines and lumbering activities cannot gain releases by quitting their jobs and remaining unemployed for 60 days, as these two industries are exceptions to the lay-off clause which permits the worker to obtain a statement of availability after 60 days of unemployment, said Mr. Heath, manager of the local United States employment service office in Sandpoint, Idaho, quoting instructions from A. J. Tillman, state director of the War Manpower Commission, today.

Demands upon mining and lumbering activities are becoming greater as the nation expands its industrial program. Curtailment of small arms ammunition does not mean there should be any let-down in the needs for critical minerals, as the changing course of the war makes greater demands from Idaho's vast resources, Tillman explained.

The stabilization program of October 16, this year, conforms with regulations in every state in the nation relative to the control of hiring workers from critical occupations. Experienced workers in these activities are so valuable to war production that the nation cannot afford to suffer from loss of their time through job transfers, and it was this value which prompted the regulation which permits them to be hired only through referral by the United States employment service, or by employers having an "arrangement" to hire workers presenting a "statement of availability" from the same industry, he said.

Since the uniform plan was adopted, there has been less transferring from one job to another, as a statement of availability must come from the USES office in the area in which the worker was last employed. To lay off for 60 days

Robert Vernon Wingler, a was arraigned in probate yesterday afternoon on a charge of larceny. He waived exam and was bound over to the court under \$1000 bond, by E. B. Schlette.

Wingler, who also goes by the name of Robert Vernon Anderson, first stole a pickup from the store of H. E. Blackburn, Monday. He abandoned this car near the Bill Meader shop on the Bench, walked back to the store of the Quinn Motor Company, unlocked a front door of the building and stole a 1942 Buick passenger car, driving on Highway No. 95 toward Sandpoint.

According to the story told Sheriff Keller, he was drinking heavily Monday afternoon and evening. He had purchased a pint of whiskey at nine o'clock Monday evening and about 11 o'clock he stole a case of beer from a car parked opposite the Fountain Cafe. With a chauffeur's acquaintance he took the car to a nearby hotel and the two of them drank about a quarter of it. The chauffeur, a couple of soldiers, appeared and demanded the car.

At the Quinn garage Wingler did not attempt stealth in breaking into the garage or getting the auto out. He turned on several lights, opened the doors, and after backing out, stopped to close one of the doors.

Mrs. Quinn, wife of the store owner, Loren E. Quinn, heard the car in the garage, and thought it was her husband. When she saw a stranger in the garage she phoned her husband. He called Sheriff Keller and Police Wes Delst. Sheriff Keller was on the highway giving chase to the auto thief within minutes, and was closely followed by Mr. Quinn and Chief Delst. The car nearly wrecked his own car on the icy highway. The U. S. Forestry bull-dog sighted the stolen car near Sandpoint. Wingler had had skid marks on the road and the older

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