

Sherman County Journal

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ANSWERS GIVEN TO 97 ROAD QUESTIONS

Knowledge Of These Questions Need Of Every Driver

EXAMINATIONS GIVEN OFTEN

State Examiner Is At Court House Here On Alternate Mondays

Persons who become aware of the fact that they will have to pass an examination to test their ability to drive a car within a comparatively short time. While it is usually considered improper to give the students a list of the questions before the examination, Secretary of State Hal E. Hoss has done so in this case and they may be studied at will.

In this issue we print the entire list of questions, 97 in all, covering the principal things to be learned about the rules of the road in Oregon. Twenty-five questions will be asked the person asking for a driver's license out of this list.

Questions and answers, compiled by Hal E. Hoss, Secretary of State, from the 1931 Edition Motor Vehicle Laws of the State of Oregon, prepared especially for persons applying for driver's licenses.

The page number and section number following each answer refers to page and section in the Motor Vehicle Laws.

1. Q. What persons are exempt from buying operator's licenses?

Ans. Persons driving or operating a road roller, road machinery, or any farm tractor or implement of husbandry, temporarily drawn, moved, or propelled on the highways.

Persons in the service of the army, navy or marine corps, furnished with a driver's permit and when operating an official motor vehicle in such service.

Nonresidents over the age of 16 who have been duly licensed elsewhere, and have said valid license in their immediate possession. (Page 86, section 3.)

2. Q. Can a nonresident, whose operator's or chauffeur's license has been revoked in another state, operate in Oregon?

Ans. No. (Page 87, section 4, subdivision c.)

3. Q. How old must a person be to obtain:

(a) Student's permit?

Ans. 14 years. (Page 87, section 6.)

(b) Operator's license?

Ans. 16 years. (Page 87, section 5.)

(c) License to drive a school bus?

Ans. 21 years. (Page 89, section 6.)

(d) Chauffeur's license?

Ans. 18 years. (Page 87, section 5.)

(e) License to drive a public passenger bus?

Ans. 21 years. (Page 89, section 6.)

4. Q. Can a nonresident operate a car in this state?

Ans. Yes, if he has in his immediate possession a license issued to him in his home state.

No, if his state requires a license and he has never obtained one. Except when a nonresident over 16 years of age from a state not requiring a license, may operate a car which has been duly registered for the current calendar year in the state or country of which the owner is a resident, for a period not more than 30 days in any one year. His only license required to drive a car in this state is the right to operate such motor vehicle and establish his proper identity.

No, if his license is suspended or revoked.

Example: A friend from a state that does not require a license may operate your car if your car is properly licensed by you in the state where you reside.

Can a resident of Oregon use in Oregon a car licensed in another

Sanitary System of Hog Raising Praised

ENTERPRISE, ORE., Aug. 5.—"I believe in the sanitary system of raising pigs," Vern Ripplinger, Prairie Creek farmer and dairyman, told County Agent N. C. Donaldson recently. "I have the most uniform lot of pigs I have ever grown, and they will be ready for market earlier than usual." Mr. Ripplinger followed the swine sanitation program being promoted in Wallowa county, and as a result has had only one runt out of 100 pigs. The rest averaged 153 pounds at five months of age.

State? No. (Page 40)

5. Q. Who is a nonresident?

Ans. Every person who is not a resident of this state.

6. Q. What is a student permit?

Ans. A special permit issued to persons over the age of 14 to operate over the highways as a means of transportation to and from any school, college, or other educational institution. (Page 87, section 5a.)

7. Q. May an operator or a chauffeur whose license has been suspended or revoked obtain a new license?

Ans. No. Not during the period for which the license is suspended or until the expiration of one year after such license was revoked. (Page 88, section 5b, and section 27, page 98.)

8. Q. Can a habitual drunkard or a person addicted to the use of narcotic drugs obtain a license?

Ans. No. (Page 88, section 5c.)

9. Q. Can a person afflicted with, or suffering from, any physical or mental disability or disease which might affect the operation by him of a motor vehicle, obtain a license?

Ans. Not unless the applicant can demonstrate personally that he is a proper person to operate a motor vehicle. The secretary of state may require a certificate, signed by a proper authority, a restricted license may be issued. (Page 89, section 5f.)

10. Q. Can any person who is unable to understand highway warning or direction signs in the English language be granted a license?

Ans. No. (Page 89, section 5e.)

11. Q. How may a person who does not know how to drive gain the necessary experience to get a license?

Ans. Upon application for an operator's license by an inexperienced driver, the examiner may issue a 60-day permit which will permit the applicant to operate a car when accompanied by a licensed operator who is actually occupying a seat beside the driver. (Page 90, section 7.)

12. Q. How and where must application be made for an operator's license?

Ans. Upon approved form of application furnished by the secretary of state and before an authorized examiner at designated points in the state. (Page 90, section 8a.)

13. Q. What would you do if you lost your operator's or chauffeur's license?

Ans. A duplicate will be issued upon furnishing satisfactory proof to the secretary of state that such license has been lost or destroyed and upon the payment of a fee of 25c for duplicate operator's license and \$1.00 for duplicate chauffeur's license. (Page 93, section 14.)

14. Q. Where must you keep your operator's license while driving?

Ans. In your immediate possession. (Page 93, section 15.)

15. Q. When does a chauffeur's license expire?

Ans. On June 30 of each year. (Page 94, section 16b.)

16. Q. How may your operator's or chauffeur's license be affected by the ruling of a court having jurisdiction over the violation of the motor vehicle laws?

Ans. A record of convictions will be endorsed on the back of the license by the court and a record made in the secretary of state's office. Said court may also recommend the suspension or revocation of an operator's or chauffeur's license. (Page 97, section 30.)

17. Q. For what reasons must the secretary of state revoke an operator's or chauffeur's license?

Ans. (a) The secretary of state shall forthwith revoke the license of

Continued on Page Two.

SHERAR'S ROAD PLANS INTEREST COURT

Surveyor Wall Shows Map of Three Different Routes

STATE FUNDS MAY BUILD ROAD

Court Has Choice of North or South Side of Canyon

The August meeting of the county court, which occurred Wednesday the fifth, was to a great extent taken up with a discussion of the different routes surveyed for the rebuilding of Shearer grade.

County Road Master Homer S. Wall showed a map upon which he had drawn the three possible routes. The route which would run south of the old grade crosses the canyon below the cliff just below the old bridge that was washed out and climbs the hill. It angles up to the old Hollenbeck cabin, through the Ruby Pettys place and across the Brown land to join the old road at the end of the macadam.

There are two routes possible on the north side of the canyon. One is longer and cheaper than the other. They begin at a point on the old Shearer road where the most pronounced turn in the road went around the head of a short canyon. From that point they run through the nearby shell rock in a west or northwesterly direction to the point of the ridge. Then they climb the ridge, go through the R. A. Stow field and the Brown land on the north of the school house and connect with the market road at the end of the macadam road.

It is estimated by Mr. Wall that the south road would cost \$12,950.00 and would be 3.75 miles long. The short north road called ADX, would cost \$18,485.00 and would be 4.41 miles long. The longer north road, called ACX, would cost \$17,768.00. On the south side of the canyon the road would have a grade of 7 1/2 to 8 per cent, while on the north side a grade could be built with not over 7 per cent grade.

The court was undecided about how best to arrange for the rebuilding of this road. The county will receive about \$14,000.00 from the state which must be used for maintenance of macadam roads and for new construction. It cannot be used for any other purpose.

If the highway commission could be shown the value of the road to Sherman and Wasco counties it is quite likely that they would consent to put more than this amount into this road as a part of the secondary highway system. Officials of Wasco county have shown an inclination to cooperate in this road as they consider it advantageous for residents of the south end of that county in finding a market for their wood and fruit.

The court held it almost certain that some work will have to be provided this winter by either the county or the state for those who will have no employment. Nothing definite was done at the meeting Wednesday, but the court will see the highway commission and learn what arrangement can be made to build this road immediately.

Government Reports Large Amount of Wheat

The government expects a much larger crop of winter wheat than is usual in the United States. The July 1st report shows that to the best of the government's present knowledge there will be 712,811,000 bushels of winter wheat produced in the United States this year which compares to 612,268,000 bushels last year and a five year average of 547,360,000.

Spring wheat will be less than for several years owing to the drought in the northwest states. It is estimated that 124,182,000 bushels will be all of the spring wheat produced. The five year average is 207,376,000 bushels and last year 194,057,000 bushels were raised.

This makes the total wheat crop, including Durum wheat, 889,013,000 bushels in the United States and the average crop for five years has been 821,979,000 bushels. When this amount is added to the holdover held by the Farm Board and private persons holding wheat it makes a total of about 1,100,000,000 bushels which is almost enough to last the United States for two years at the normal rate of consumption if there is any such rate.

Some of this wheat will be exported to countries having a smaller crop than usual, some will be seeded and undoubtedly much more will be fed than has been for several years as corn is worth several cents more than wheat.

First Telephone Line Subscribers Listed

Years ago the farmers and business men of Sherman county were hearing about the wonderful new invention that allowed a man to talk to his neighbor even though that neighbor was several miles away. They formed a company and subscribed \$25.00 each for the telephone service. The company was to run a line to each member's house or business office if the distance did not exceed a mile from the line. In case it was farther than that he had to pay for it himself. R. J. Ginn found the articles of agreement among his papers.

The line was to be in Moro and must have extended east and south to judge from the list of signers who lived in that direction. Among the signers who are still known in the county were: Roy Benson, C. R. Belshee, P. C. Axtell, Neil McDonald, A. M. Wright, R. W. Belshee, J. C. Teale, John Christensen, Chris Anderson, Geo. Hennagin, J. R. Martin, Martin Hansen, Perry Miller, A. B. Craft, W. A. Woods, L. D. Pike, C. G. Huls, H. T. Peugh, J. F. Belshe, R. J. Ginn, W. W. M. Co. by L. Barnum, Barnum Bros., C. K. Cochran, G. E. Thompson, Sherman Trading Co.

WEATHER REPORT FOR WEEK ENDING AUGUST 5

DATE	MAX.	MIN.	PRECIP.
July 30	93	58	0.00
July 31	93	59	0.00
Aug. 1	99	63	0.00
2	96	61	0.00
3	91	52	0.00
4	81	48	0.00
5	75	49	0.00
Total for week			0.00

COUNTY STILL HAS SOME WORK ANIMALS

3100 Horses and Mules Listed By County Assessor

TRACTORS CAN PLOW MORE

Three Hundred Sixty Nine Farmers Control Much Power

Three thousand one hundred work horses are still left to Sherman county in spite of the fact that many have been sold in the past years. This is five hundred less than were on hand last year when the assessor made his rounds.

As an example of the way horses and mules have been decreasing, there were 192 two year old horses reported to the assessor and only 79 yearlings in the county the first of March. This decrease is faster than has been the case for several years for there were 214 three year olds on the same date. These were included in the number of work horses as they will be able to take their regular place in the plow teams from this time on.

These 3100 work horses would make 288 twelve horse teams if they were distributed where they would do the most good and would be able to turn over a little better than 2300 acres per day if figured at the rate of nine acres per day for such a team.

We have, however, become mechanized to a great extent for there are 40 large track layer type tractors in the county, capable of plowing 30 acres per day or 1200 acres. There are 45 smaller track layers able to plow 20 acres per day for a total of 900 acres and there are 36 wheel tractors in Sherman county which at 15 acres per day could turn over 540 acres. All of this machinery could plow at this rate of work 2640 acres each day which is greater than the amount the horses could do in the same time.

There are 272,813 acres of tillable land in the county according to official figures and approximately one half of it must be plowed every spring.

In making this compilation many of the old tractors have not been counted as they are not used at all or only to a slight extent. There are more horses in the county than this report shows for the reason that the assessor never counts horses that are aged and have lost a part of their usefulness. Some of these are still able to work for short periods when needed.

Probably nearly every one of our 369 farmers have a combine and certainly all of the above mentioned equipment is divided among them in some manner. If work was done on the basis estimated it would take 29 days to do the plowing job in this county. It does not take that long for the reason that tractors are worked more than the average day and many operators with horses are able to get more than three quarters of an acre per horse when plowing.

Railroads Pay Large Tax in Sherman County

A part of the plea of the railroads for more of the freight business from this county is based on the amount of taxes the railroad company pays into the coffers of the county to maintain the county government. In 1931 the company will pay \$57,787.65 or 22.50 per cent of the total tax. Of this amount \$30,172.70 went for educational purposes and \$14,413.29 for roads and highways.

The towns of the county benefited from some of this tax money for Grass Valley received \$931.70; Moro \$876.26, and Wasco \$1,457.12 to help maintain them.

The total tax bill of the Union Pacific in Oregon was \$1,361,196.49 and the company and its employees feel that they are contributing their share in the development of the state and this is the basis of their request for support and friendly feeling toward the railroads.

Visitors Tell of Iowa Farming Conditions

Three retired farmers from Clarinda, Iowa, dropped into Moro Wednesday to visit relatives. They were Arch Smiley, a brother-in-law of J. E. Coleman and Mrs. R. J. Ginn, Alex Duncan, a brother-in-law of R. W. Pinkerton, and a Mr. Pollock, who is accompanying them.

They state that farming conditions are not good in Iowa, for dry weather had damaged much of the corn and unless rain has fallen since they left home there will be a very small corn crop if any at all. As it was, careful farmers were looking around for corn to feed during the winter. One man had paid four cents above the Chicago market for 2000 bushels of corn to feed his stock.

Odd-Fellows Shore Up Lodge Hall Floor

Carpenters O. A. Ramsey and Ray Raymond have been busy this week strengthening the floor of the Odd Fellows hall over Ruggles confectionery. It seems that when the brothers marched around they shook the floor and caused it to sag in the middle. Two additional posts have been put in the confectionery and a longer beam along the ceiling and the whole floor jacked up into place.

Cream Price Raises This Week Here

As many things as the farmers are interested in, it is almost impossible for all to go against him at once. The week has brought a lower price for wheat, but for those who sell butterfat a better price is promised in the future.

The sign on the Mutual Creamery station that remained at 20 cents for so long, changed to 22 cents some time ago. This week it slipped up to 24 and then to 25 and now stands at 27 cents, a better mark than for several months. Even a milk war has its compensations, apparently.

Old Time News Events Retold For Old Time Readers

From the Observer of August 5th, 1892: The Wasco News commenced its second year last week. Long may it flourish and help to build Wasco and Sherman county.

H. C. Jackson and his force of workmen are making good headway with the vault and county building.

Work on the new hotel is being rushed along at a rapid rate by Messrs. Hill, Armstrong and Van Osdal.

E. O. McCoy has disposed of his home at Grants to Alex McIntosh.

C. W. Phelps & Co., of The Dalles, offer to pay the toll of Sherman county farmers who purchase agricultural implements from them.

Gilman & Smith announce to beef eaters that they will run a butcher wagon from Rutledge to Grass Valley and to Shearer's bridge.

From the Grass Valley Journal, August 8th, 1902: Henry Pattison will start a fire in his new brick kiln sometime next week and in a few weeks it will be more mortar.

The celebrated Columbia bottle beer at Cochran & Keffer's at 25 cents per bottle.

Postmaster Wilcox will move his dwelling from its present location off the business street and build an addition.

The fire near Wasco on Tuesday afternoon occurred on the George N. Crossfield ranch. 2800 sacks of wheat went up in smoke along with a separator, derrick table, cook house and five wagons of a threshing outfit belonging to T. E. Sink. The grain was insured, but there was no insurance on the threshing machine.

From the Observer August 8th, 1902: Eugene Amidon was the owner of the first wheat to be hauled into Moro this season. It was from a 75 acre field of turkey red that produced 1370 sacks, better than 42 bushels per acre. His other wheat made over 15 sacks to the acre.

L. Barnum has traded the Moro Hardware & Implement Co. brick to C. W. Moore for stock in the Citizen's Commercial Co. of Grass Valley, giving him a controlling interest in that company.

W. H. Ragsdale took D. E. Stephens and C. W. Wharburton of the United States department of agriculture on a trip through southern Sherman county.

Publicity Value of White Hats Praised By Uncle Emmett

"Publicity," said Uncle Emmett as he perused the headlines of his paper, "Publicity is sure a right hand bower for a man's ambition."

"And a handmaiden for his vanity, if you don't mind mixing your sexes," chimed in Simon Peters, the lawyer, glancing over the old man's shoulder to see what had caused the original comment.

"Now here's Bill Hanley fresh from viewing the sights of Europe and still flustered in the head from tellin' about himself to a writer put on the highway board. Ain't that nice for the old man?" said Uncle Emmett.

"The great open spaces where the men wear hair pants have at last received recognition in high places," said the lawyer absorbing the headlines. "A lifetime given to the popularization of ten gallon hats in collusion with Walter Pierce, has had its reward and Bill Hanley is to bring the dove of peace to perch on the

lintel of the highway commission's door, Eh?"

"I know, Slim, it must hurt you to see anyone but a lawyer settin' in the seats of the mighty," answered Uncle Emmett, but as a representative of the said wide open spaces Hanley will shore be picturesque."

"Yes, Uncle Emmett, he will. He'll be picturesque wherever you put him. As a representative of the days when folks rode horseback he is perfect."

"I always thought that a man who looked like William Jennings Bryan an' wore a white hat fer Sunday would get some place in this state," said the sage. "And when Bill Hanley broke out on the frontpiece of a road book I knew the state would have to recognize his prominence. You can't keep a good man down."

"Nor a white hat in the sage brush," added the lawyer as a parting shot.

