

Sherman County Journal

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DESCHUTES FORD

This week we are publishing the final article by C. W. Barzee on the Deschutes ford of the pioneer days. Mr. Barzee is leading a movement to have some responsible agency place a marker along the highway, calling attention to the ford in commemoration of the men and women who risked their lives and possessions to cross the turbulent river and continue their march to the settlements in the Willamette valley.

With his endeavor we can have no dispute. One who crosses the sturdy bridge that spans the river and looks upstream to the riffles that characterize the river in its last 50 miles will immediately feel a hearty respect for those pioneers who braved the unknown water to reach the western side.

Accompanied by family and entire possessions, three thousand hard miles away from home, one of a band of such travelers, coming to the east bank of the Deschutes and viewing the prospect of reaching the other side without loss of life and property.

On one side was the uncrossable Columbia. On the other the grass covered hills, with the roaring Deschutes coming from a narrow channel between them. Determination to go on would not permit a return and a shortage of supplies, common at that stage of the overland journey, would not permit delay.

No one looking at it today could doubt that many a hasty consultation was held on that bank and that many prayers were said before the oxen were forced into the cold water and the current began to swirl around the wagon wheels.

It was one of the major hardships of a brave journey, a journey that has been sung and pictured but can never be sufficiently impressed on the descendants of those who made it. They saved the west for America and their will to do for themselves has been the highest American concept until today.

WHO SHOT THE ALBATROSS?

A friend, whose reading has been extensive, dropped in this week to inquire who had shot the albatross. He drew a comparison between the famous story by Coleridge whose hero caused a cessation of wind, and the unknown person or condition that has apparently caused a cessation of rainfall in these parts.

You remember, reader, about the Ancient Mariner who stopped the wedding guest to tell him of his wondrous sea story. An albatross is a large sea bird that was credited in times past when ships were smaller and superstition more rife with aiding ships along by the power of its wings when most likely it was merely following the ship to feed from the sailor's bounty. At any rate the mariner's ship was doing well.

"And a good south wind sprang up behind: The Albatross did follow, And every day, for food or play Came to the mariners' hollo!" Then, you recall, the Ancient Mariner shot the albatross and the fortunate conditions ceased forthwith—

"Down dropt the breeze, the sails dropt down, 'Twas sad as sad could be; And we did speak only to break The silence of the sea!"

And for a more accurate comparison with the dry conditions now felt in this country because of the hesitancy of the raindrops to fall—

"And every tongue, through utter drought, Was withered at the root; We could not speak, no more than if We had been choked with soot."

And our visiting friend wonders if perchance some one unwittingly has not "shot the albatross" or in other ways incurred the wrath of the water sending gods. Be that as it may, the mariner eventually got out of his trouble and was returned safely to England although his sanity was a matter of question thereafter. Perhaps we too will some day re-enter the happy state when clouds may be seen over the western horizon with full assurance that they will drop their burden of moisture on our fields.

But, and this is an afterthought, we should not leave the "Ancient Mariner" and perhaps should not enter the holiday season next month without reading the finest words in the poem: "He prayeth well, who loveth well Both man and bird and beast. He prayeth best, who loveth best All things both great and small; For the dear God who loveth us, He made and loveth all."

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ABOUT MR. DORE

Ordinarily the attempted recall of a mayor of Seattle would not cause much comment outside of that turbulent city. Recall attempts are almost to be expected there. However, the recall proceedings against Mayor Dore are a bit different in that the resultant election may prove to be a test of strength between the forces of militant labor and the public that has been paying for the cost of labor wars for some months.

The mayor of Seattle has been openly in favor of the laborers and the strikers. That is, of course, his privilege. Now it is to be decided by popular vote whether such a man may continue to fill the office of mayor.

Women are said to be among the leaders of the movement to oust Dore. Women were the first to protest against the closing of the Seattle newspapers that threw their husbands out of work. Perhaps there is something to the stories of feminine fear of danger to their families if labor wars continue.

Anyway there is apparently an active element in Seattle opposed to further labor domination.

TRAILERS

In different parts of the east they are debating and pondering the question of what to do about auto trailers. Does the state tax them or not? May they be parked indefinitely?

In Oregon, for instance, automobiles are not put on the tax rolls and, presumably, neither are trailers. Therefore if a family wishes to live in a trailer—and it is possible in this climate—the owner thereof may rent a bit of ground along the roadside and camp for as long as he pleases. He will pay no tax.

It is estimated that many thousands of people are on the move every summer and that more and more of them are buying trailers preparing to lead the nomadic life permanently. As long as they keep moving they will pay something to the state through the gas tax, but when they stop at a likely town and send their children to school while their trailer is parked in a vacant lot the residents who pay for the teacher, the upkeep and the bonds on the school house may be a bit aggrieved over the situation.

BARNUM WAS RIGHT

Those who look into the crystal bowl and tell the anxiously awaiting customer the secrets of his or especially her future have had a bad year in Portland for the millions of the law have hounded them out of their red velvet rooms and held to scorn their most dearly obtained information.

Now certain of them protest that the American people are even as Barnum said they were and that no discrimination should be made against any one class engaged in fooling the public. There is wisdom in their remarks.

We allow an increasingly large group of rabble rousing politicians to tell the people things that oftentimes prove an analysis to be drawn from the same hat as the most far flung prophecies of the mediums, and we defy anyone to stop them from saying their say. After all, 'tis only human to like to be fooled if the words are encouraging and hopeful. If the agitated maiden can be assured that she will meet the dark and

handsome man of her dreams at a cost of a mere dollar it is well worth the cost. If the worried business man can be encouraged to keep a stiff upper lip and an aggressive front against the forces of evil that are supposedly bearing down on him it is worth the price of the medium's time. Sometimes there is no one else in whom to confide with perfect assurance the answer will be encouraging.

This would be a dreary world if there was no bunk in it and since the supply is so large it seems a bit peculiar to discriminate against one kind or variety even though it be spread by a smelly oldster in bandaged head.

STATEHOUSE GOSSIP (Continued from page one)

Twenty-two new text books for use in the public schools of Oregon were approved by the State Textbook Commission at its biennial meeting here this week. Most of these books will be used as basal texts although a few are for supplementary use. The new texts include language, writing, history, and civics in the elementary grades and orientation, world history, American history, general mathematics, elementary science, biology, physics and home economics for the high school courses. Adoption of the new texts does not necessarily mean that books now in use will be discarded immediately. C. A. Howard, state superintendent of public instruction explained. The practice now followed in most Oregon schools, according to Howard, is to place the new books in use only when the old books need replacing.

Uncle Sam will pour \$768,000 of new money into Oregon during the next two years for the aid of dependent children, according to Budget Director Wharton. The federal fund will have to be matched by both the state and the county governments for an aggregate of \$2,304,000 all of which will be spent in caring for dependent children, either in the homes of their own parents dependent on relief for support, or in foster homes. The fund is expected to take care of 8000 children on the basis of \$12 a month. Many of these are now being cared for in state aided institutions while others are receiving direct relief. The fund will be administered by the State Relief Commission thru the State Child Welfare commission which will pass on the eligibility of children to this aid and select the homes in which they are to be cared for.

Secretary of State Snell has announced that he will recommend the repeal of the \$10 license fee on pick-up cars when the legislature meets. Much injustice has resulted through enforcement of this act in the opinion of Snell who points out that thousands of the cars subjected to this higher fee are nothing but old cars with a box on the back while pleasure cars of much heavier construction escape with the payment of a \$5 fee.

Library workers of Oregon have contributed more than \$200 in cash toward the purchase of reference books for the Bandon public library which was completely destroyed in the recent fire, according to Miss Harriet C. Long, state librarian. In addition to these cash donations several large book publishing companies have also made donations of encyclopedias and other reference books.

Oregon's open fall season has had a healthy effect on the state's gasoline tax revenue. Oregon motorists, including the tourists in our midst, consumed a total of 19,693,428 gallons of gasoline during October on which they paid state taxes totalling \$984,671—\$120,000 more than was collected from the same source in October, 1935.

In Other Days

From the Observer Nov. 29, 1907 L. A. and Frank Olds have bought the popular harness and saddlery business of L. W. Shanks of Grass Valley. Mr. S. expects to remain with them, possibly until the first of the year.

G. N. Crofield is the manager and principal owner of the new merchantile house in Wasco, the outgrowth of the Hamilton Co., successors to W. M. Barnett.

Frank Comstock has completed his work at the Goffin Stock Farm and returned to Portland. Mrs. Bruce and her son Frank Miller, who is the mahager of the farm, reside there.

John Carmody sports one of the noblest turnouts in Portland, all purchased in Moro and vicinity; a fine pair of roadsters, purchased by him while here last summer from, to which was fitted a first class harness from the Heydt establishment, set off with a rubber tire buggy from the L. R. French Implement Emporium.

From the Observer Nov. 30, 1917 War revenue savings stamps are

now on sale at the Moro post office. They can be bought in sums from 25c to \$4.12. The government pays 4 per cent interest on these, the same as bonds.

Leon B. Strong and Miss Lillian Rosier were married at the home of the bride's parents in Livingston, Montana, on Wednesday, November 28th. Mr. Strong is a son of Mr. and Mrs. H. W. Strong.

Mrs. Geo. DeMoss and son Elbert were visitors in Portland Wednesday in attendance at the Ysaye concert at the Hellig. Elbert's first teacher on the violin was Louis Persinger, who was a student of the celebrated Belgian violinist.

Mrs. Annie McDonald from Hard man, Oregon, is visiting with her son Neil and family.

Proceeds realized by the Dorcas society from the bazaar and dinner given last Saturday, including cash donations, totalled \$204.40. Of this amount \$89.40 was realized from the church.

Origin And Naming Of Moro Related

Some weeks ago when we published historical data regarding the founding of other towns in the county written by those who took part in the Sherman county historical contest the request was made by several whose age entitles them to be known as old timers of Sherman county, that we publish a history of Moro.

Without trying to search the original records in proper manner as befits an historian the following story is written to give some information about the early days of Moro. Much of the information herein contained comes from the History of Central Oregon, published in 1905, copies of which are in possession of many Sherman county families.

The first settler in what is now known as Moro was Henry Barnum who built the house now occupied by W. J. Martin, jr. in 1868. He was a stockman who owned a band of horses and pastured them on the rolling hills of the then named Grass Valley country. Some of his bank fences can still be found near the town.

He was married about that time to Elmira Massiker whose parents lived west of Wasco and had been among the very first settlers in the country between the John Day and the Deschutes rivers.

No more habitations were built near him for fifteen years and few persons came to the county. Bands of cattle and horses roved over the hills unhampered by fences. Stockmen of olden days still recall that the grass grew to the horses knees.

Among the men who owned the stock of the county at that time were the Fultons, Barnum, the Finnigans, Sherar, Cornwall and Gordon. Settlers for the Willamette valley came through the north end of the county bound for a greener land, the valley settlements were increased in population also by families who came up from California until that country became too crowded for the more adventurous and they began to spread out to Eastern Oregon. The fifteen years of the golden era for stockmen between the two rivers was at an end.

As homesteaders came into the country to file on the water holes and fence the grass covered sod, merchants and traders also came to supply them with their wants. Liking company, perhaps, or thinking it a likely place for a business venture Fox, Scott & Co. built a building on what is now the bank corner in Moro and hauled in a stock of groceries and supplies.

In a few years Fox sold out to E. O. McCoy and the firm of Owen Scott and (Dutch) McCoy operated as a pioneer firm until they sold out in 1897 to Moore Bros.

Scott & Fox also bought some land when they came in and divided it into lots, there being six blocks of ten lots each. That is the original townsite of Moro. John Scott built a residence in town, O. E. Leet and J. B. Mowery settled near, E. J. Rollins put up a stopping place that was the first Moro Hotel, Ragsdales moved to town, Somers & McKenzie put up a blacksmith shop to patch the freighters wagons and shoe their horses, John Landry, also a blacksmith moved in and built a home. Later R. J. Ginn sold his store at Biggs and opened a hardware and implement store.

The town grew as the country became settled and the demand for services increased. Along about 1883 it was named, and in almost peculiar manner. With the larger number of residents the need of a name became more pressing and no doubt, it was a lively topic of discussion for several weeks before the actual christening.

It is said that Owen Scott came from Moro, Illinois and that one Truelove, who did some of the letter writing for Scott & McCoy, wished to have a short name given the place. The actual selection of

the name Moro came about in this manner: A group of ladies gathered one day by accident in the warehouse which was alongside the main road at that time. Among them were Miss Melissa Hampton, who was later Mrs. L. D. Eaton, Mrs. Henry Barnum, Mrs. Scott, Mrs. Ragsdale, Mrs. Julius Martin, Hugh and John Scott and Ladru Barnum, then a small boy.

Names were chosen by each of them and dropped into a hat. Miss Hampton drew out Moro, which was also her selection. Thus was the little settlement named and when the post office was established it was given the same name.

John Scott was the postmaster when the government designated Moro as an official office in the spring of 1884. He was followed by W. H. Williams, who also owned a hotel, Mrs. Dora Williams and then by John Parry, civil war veteran, who served many years and was relieved by Robt. Urquhart.

The town was incorporated in 1899 after an attempt to give it a charter had failed in 1897. It had been chosen as a county seat in 1892 by a vote of the people of the newly formed county which had come into being in 1889 and had been increased in size in 1891.

The railroad came in 1898 and a water company was organized in the same year. In the meantime churches had been built, lodges and social clubs organized, stores started, a cemetery set aside from the grass land northwest of town, a newspaper bought and moved in by Moore Bros. and Hosford, who was the first editor.

Around it, as is true of any other town in the present wheat belt, has gone on one of the greatest developments of the age: the change from cattle and horse herds trailing through knee-high grass to far off markets to the bark of modern tractors tilling the soil to produce wheat, still, however, for a market too far away. The town has followed and its dealers now sell tractor parts on the same locations where early day merchants sold horse shoes and bull whips.

OREGON TRAIL CONCLUDED

Continued from page one.

The suggestion of this plaque is no idle dream of the writer. As I have crossed and and many times recrossed this stream my memory wings me back to the multitude of hardships endured by those early pioneers who made Oregon and Washington what they are today. The debt of gratitude in the placing of this Plaque properly belongs to the two states. It seems to me there are none who would refuse to add their little mite to this great project.

The reader is asked to pardon my return to fording the Des Chutes river. It is an event in my life as related to me never to be forgotten. Ascending the steep hill west of the Des Chutes, instead of turning to the right near the top following down near the Columbia river the trail led up over the highest hill top and descended to a crossing on what is now termed Fifteen mile. It was the custom necessarily made to avoid upsetting wagons on steep hills and mountain sides to go straight up and straight down. The Barlow route across the Cascade mountains is marked by logs having been tied behind wagons and rings about trees where wagons were let down steep hills by ropes and chains, oxen having no breeching harness to hold back loads.

Because of this hill top climbing immigrants failed to see the most beautiful natural scenery in the whole northwest, the Celilo falls from the bluff south of the Columbia. This beautiful scenic view is now marred to its ruin by the Great Northern rail road bridge, which was built in hasty competition and is now but little used. It should have been preserved in its natural beauty to our posterity. While thus giving a brief review of the family trip across the Great Plains, as they were termed, let me say that on the night following our arrival at Salt Lake City from Iowa, a pair of twin boys were born to our mother. This ended our journey for that year and we wintered in Utah. The Mormon denomination became very obnoxious to our folks. They decided to take the first train going west which was a freight train bound for the mines with provisions. Our folks had learned of the terror of the Danites who worked for Brigham Young and was glad for the opportunity to go on to Oregon where some of our folks lived. Another family accompanied us, being a brother in law of our father whose wife gave birth to a pair of twins on the beach-boat landing at The Dalles. The wagons were put aboard the boat and my father drove the stock down the Indian trail on the south bank of the Columbia river. These are some of the hardships endured by the rugged pioneers who made Oregon their home.

I now take the liberty to offer suggestions of my meditations on design for the plaque and its announcement to all travelers. Let the design of the plaque in-

clude, with proper inscription, an inset at the top of a covered wagon in mid-stream with the driver mounted on the near ox of the yoke drawing the wagon. Then let a base for the plaque be made of cobble stones, such as the immigrants used in their markings, well cemented together to a height of two feet or more.

As announcement of the plaque at proper distance on either side of the bridge, let two galvanized pipe posts be set near each other to accommodate a piece of sheet metal securely fastened to each post. On this sheet metal painted black the word "SLOW" should be placed at the top and below the words "DES CHUTES FORD." Red should be the letter coloring. Then an arrow should be fastened atop of the posts pointing across the stream where the ford is supposed to be. The red painted word "SLOW" will arrest attention and the words "READ THE PLAQUE AT THE BRIDGE" will cause the plaque to be read.

Lupine Rebecca Lodge No. 116 Moro, Oregon Meets 2d and 4th Tuesdays of each month Visiting members well come. Maggie Barnum, N. G. Lib. Roll Secretary

Bethlehem Chapter No. 78. O. E. S. Moro, Oregon Meets Every Second Fourth Thursdays in each month. Visiting members invited. E. ther Morris, W. M. Rose Amidon, Secretary.

Eureka Lodge No. 121 A-F & A-M Moro, Oregon Meets the 1st and 3rd Thursday evenings of each month. Visiting members cordially invited to meet with us. H. B. Pinkerton, W. M. C. V. Belknap, Secy.

Moro Lodge No. 113, I. O. O. F. Moro, Oregon Meets 1st and 3rd Tuesdays in the I. O. O. F. hall. Transient and visiting brothers are cordially invited to meet with us. Lewis McKee, N. G. Joe Truit, Secretary

NOTICE OF OFFER OF LANDS IN SHERMAN COUNTY, OREGON, FOR GRAZING LEASE

Pursuant to the order of the Secretary of the Interior, dated August 29, 1936, and to the provisions of section 15 of the act of June 28, 1934 (48 Stat. 1269), commonly known as the Taylor Grazing Act, as amended by the act approved June 26, 1936 (Public, No. 827, 74th Congress, notice is hereby given that all of the vacant, unreserved, and unappropriated public lands located within Sherman County, Oregon, are hereby offered for lease for grazing purposes on such terms and conditions as may hereafter be prescribed. Any and all persons having adverse or conflicting claims to such lands or desiring to lease any part thereof for grazing purposes under authority of said act, must file notice of their claims, or proper grazing lease applications in the United States district land office at The Dalles, Oregon. Any one desiring to assert a preference right to lease isolated or disconnected tracts of 760 acres or less in accordance with said act as amended will be allowed 90 days from date of the first publication of this notice within which to file a proper application for lease.

Antoinette Funk, Acting Commissioner, General Land Office. Date of first publication: Nov. 27, 1936.

Estate of Charles Franklin Fulton NOTICE TO CREDITORS No. 355

In the County Court of the State of Oregon for Sherman County. Notice is hereby given that the undersigned has been appointed Administrator c. t. a. of the estate of Charles Franklin Fulton, deceased, by the County Court of the State of Oregon for Sherman County and has qualified.

All persons having claims against said estate are hereby notified to present the same duly verified as by law required to the undersigned at 514 Porter Building, Portland, Oregon, within six months from the date hereof. Dated and first published, November 20, 1936. Date of last publication, December 25, 1936.

W. M. Huntington, Administrator c. t. a. Huntington, Wilson & Davis, Attorneys

The Dalles-Columbia Market COMPLETE LINE OF Groceries, Toiletries, Remedies Sundries Tobacco TRADING CENTER For Sherman County People

BANK BY MAIL HERE'S A HANDY DEPOSIT BRANCH OF THIS BANK... By using our new Deposit-by-Mail Envelopes, you're as close to this bank as your nearest mail box. We have adopted this improved, modern system of Banking-by-Mail especially for those living some distance from town—and for others who desire to save time and effort. The envelope provides a receipt of deposit which is promptly returned to you. So, when you find it inconvenient to come here to the bank, just remember that the bank may be easily, quickly, safely reached by mail. Call or write for leaflet fully describing this simple, practical plan to save your time. C. R. Harding, Manager L. A. Littleton, Ass't Manager. The Dalles Branch of the United States National Bank Head Office, Portland, Oregon MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION