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that some one should be given authority to manage the production of war materials but all such ideas have been shoved aside and even today, after a month of actual war, there is no one in charge of the program except President Roosevelt and the army and navy and he is commander in chief of both of them.

It may be that the debacle of Pearl Harbor will cause this nation to blow open some of the bottle necks that have hampered production and if it does there will be adequate reason to perpetuate the cry.

The highway building program has been stopped and it is natural to expect that other government building programs will be stopped as well. This will include electrification projects.

Kelly's Column

(Continued from page one)
 the lack of imports from Europe. Department of agriculture hopes that enough starch factories will be launched to make us self sufficient when the war is over. It is one way of disposing of surplus potatoes, even the culls.

Alcohol is now being made from corn, wheat and molasses. There is a tremendous demand, for commercial alcohol is used in the preparation of explosives and this market will be unlimited until after the war. Later, it is believed commercial alcohol will be mixed with gasoline for automobiles.

There is a possibility of the Willamette valley projects being suspended until after the war and work stopped on several reclamation projects in the northwest, such as the irrigated areas at Grand Coulee. Fate of these projects is in the balance; the president and congress are preparing to cut and slash every appropriation that is not directly connected with war.

In Other Days

From the Observer, Jan. 16, 1903

Dr. Logan extracted a bullet from the foot of Hugh Christman's 12 year old son, accidentally shot while handling a rifle.

Miss Omege closed a very successful term of school in the Kent school house just before New Year and before returning home was engaged to teach the school in Kent so will return some time in February.

W. D. Holmes sold four porkers for John Johnson this week that averaged 280 each at \$5 per 100 pounds.

J. H. Bottemiller is erecting a cozy little cottage in the suburb of Kent. Later on 'twill be Bottemiller's addition to Kent.

From the Observer, Jan. 10, 1915

Mrs. Jane Maxwell is visiting friends and relatives in The Dalles, this week.

County Judge Krusow and Commissioner McKee adjusted themselves to the revolving chairs at the court house Monday.

J. R. Belshee, and old Sherman county pioneer farmer, died at Hood River January 8th 1913. Funeral services were held at the Moro M. E. church Jan. 11 and interment made at the Rose cemetery east of Moro.

Christie E. Frazier, second daughter of the late Thomas Frazier formerly a resident of Sherman county, was married to Guy Simmons of Minneapolis Christmas day at the home of the bride's mother in Portland. Mrs. Simmons was at one time a student of the Moro high school.

From the Observer Jan. 12, 1923

J. E. Coleman returned Tuesday from Lincoln, Neb. where he was called by the illness of his brother who was thought to be recovering when Mr. Coleman started on his return. On his way home Mr. Coleman visited with his sister at Bradyville, Iowa and with his son in Spokane.

Arrangements have been made by H. A. Barzee to move the Public Market to a more central location. C. W. McKinney will move his barber shop to the vacant room joining his present location. Mr. Barzee will then move the market to the location vacated by the barber shop. Among other improvements contemplated is an ice machine for cooling meats. A larger stock of vegetables and fruits will be kept in season.

J. L. Matthes was in Moro the first of the week from Kent. He said that 1.42 inches of rain fell at that place in the 24 hour period from Friday at 4 p.m. until Saturday at 4 by government gauge.

Voluntary Speed Reduction Urged

Voluntary speed reduction in the interest of accident prevention and conservation of automotive essentials was urged today by Earl Snell, secretary of state.

With restricted tire sales already in effect and with possible gasoline shortages due to war-interrupted tanker service in the offing, Snell points out the value of conserving on these important motor vehicle essentials now.

"Widespread conservation of these vital supplies, through voluntary action on the part of those of us who drive, may forestall enforced curtailment later," the secretary of state declared. By traveling at reduced speeds and exercising good judgment in traffic, drivers can continue to take necessary trips, and at the same time conserve gasoline and tires and prevent accidents.

Lower speeds produce a saving in gasoline consumed, oil used, wear on tires and general maintenance cost. Competent tests recently showed that the cost per mile of travel at a speed of 65 miles an hour is 75 percent more than the cost at a speed of 45 miles per hour. This test was based on a trip of 1000 miles. Tests on tire wear show that tires wear out 62 percent faster at 70 miles an hour than at a speed of 50 miles an hour.

Nearly everyone has suggested

plies with equal force to many "convenience" types of motor vehicles—cars used by traveling salesmen, delivery cars operated by grocery stores, laundries, lumber yards, etc. Cars used by rural paper carriers in delivering daily papers to their subscribers also fall in this class although rural mail carriers come within the preferred classification. Neither can doctors, surgeons or veterinarians qualify for new tires unless they can convince the rationing boards that their cars are used "principally for professional services."

Neither will motorists in the preferred classification be able to secure certificates for new tires so long as it is practical to retread their old ones.

Complicating the task of rationing new tires is the allocation of quotas to the several counties. January quotas are about one-eleventh of the normal demand, precluding any possibility of "chiseling" by those who can not only qualify as eligible but prove the need of new rubber.

State owned automobiles and trucks are going to be just as hard hit by the tire shortage as are

those operated by private owners. Except for the 190 cars operated by the state police bureau few of the more than 650 automobiles owned by state departments and institutions can qualify for new tire certification. The same can be said of the more than 960 trucks owned by the state, except for the 166 operated by the highway department most of which are essential to highway maintenance. State employees who serve as investigators, examiners, etc., are wondering how they are to get around when present equipment wears out. "Let 'em ride the bus," is governor Sprague's answer to all this query.

Kent Grangers Attend Rufus Installation

Those attending the grange installation at Rufus Monday of last week were: Mr. and Mrs. L. Sather and Mr. and Mrs. Roy Jus-tesen.

The New Years dance was well attended despite the cold weather and icy roads.

The annual birthday dinner honoring J. H. Wilson and Frank vonBorstel jr. was held at the Frank vonBorstel home Friday. Present were: Mrs. Chauncey Rambo and son, Bobby and the honor guests.

Dick Reckmann and daughter Margaret, Maudine Sales and niece, Lola Patman of Parkdale visited J. C. Wilson Wednesday evening.

Mr. and Mrs. Sherril Helyer are living on the Charlie Guyton place and working for Luther Davis.

Mr. and Mrs. Paul Schilling who have been visiting Mr. and Mrs. Robert Schilling since Wednesday left Saturday for their home at Goldendale.

Mr. and Mrs. G. Douma and Mrs. Ida Davis and J. C. Wilson were dinner guests of Mr. and Mrs. J. L. Davis Thursday.

J. M. Wilma took Mr. and Mrs. Charles Bothwell and son back to Hood River Saturday. The Bothwells spent the holidays here with relatives.

The Kent high school played the Kent town team Friday night and won by a score of 42 to 34.

Robert Tatum of Shaniko was a dinner guest at the J. E. Norton home New Years day.

Charles Purchase motored to The Dalles Monday to get Mrs. Purchase who has been in the hospital there.

Miss Velma Matthes returned to her school at Berkeley, Calif. Monday after spending the Christmas holidays with her parents, Mr. and Mrs. J. L. Matthes.

T. Lester Johnson
 LAWYER
 WASCO MORO

IT WAS COLD IN THEM DAYS

When grandpa sits around in the rocking chair and tells about the cold days of his youth emphasizing every point with attention compelling thumps of his cane it seems that he often draws on an imagination grown strong with age.

For Grandpa says that when he was a boy in the north woods it was so cold the smoke froze in the chimneys and plugged the stoves, the work oxen used to build up such a fog in front of them it had to be thawed out before the driver could see ahead.

But grandpa stood it. Men were men in those days and a teamster who couldn't sit atop his load of logs in 40 below weather was a dude and the boys from the bunk house would roll him in the snow with nothing on but his red flannels.

One thing must be said for the men of grandpa's day; they didn't tempt an icy fate by venturing outdoors in the thin and skimpy sort of underwear now worn. Grandpa's bathing suit was of more generous proportions than modern sport clothes. Men took the weather seriously in those days and kept Jask Frost away with covering after covering of wool that would scratch a youth of these days to an untimely and uncomfortable end.

And grandma when she went out to milk the cow or to hitch up the team to the buckboard for a trip to town, wasn't protected by a couple ounces of silk and a fur coat. Not by a jug full, grandpa had on more petticoats than a high school girl could carry nowadays.

It's just as well grandpa had his weather; he was ready for it. We fit from furnace to register to stove in a few brief minutes and if we get frozen at all the weather will have to do a quick job of it.

DELAYING ACTION

Every effort is being made to give the American people the belief that our side is winning the war. This may well be true—and it may not.

Our armies have been pushed around in the Philippines since the war began. McArthur's troops were outnumbered and are holding on in what is called a delaying action. The English over in Malay are also fighting a delaying action, which seems to be the modern version of strategic retreat and maybe the older term was just plain getting licked.

The same terminology might be used by Germany to characterize its retreat before the armies of Stalin and of Gen. Rommel's dash across Libya.

In our case, however, we do have reinforcements to back up the men on the front line if they can hold a bit longer. Some of the replacements must be nearly in position to start fighting. Then the news may really be good.

REMEMBER PEARL HARBOR

It is doubtful if the war cry of the moment ever becomes popular as did its forerunner, "Remember the Maine." Already the different factions are hurling it at each other and it may be a term that divides instead of one that unites.

The navy isn't going to use it. To the air force it will bring unpleasant memories. Word from Washington is that the new deal politicians are trying to lay the blame on business which means that business will certainly point to the mass of tangled authority at the top of government organization with similar criticism.

A great many men have been drawn to Washington to take dollar a year jobs with the government and have not been given authority to do anything after they got there. The magazine Time suggests that they should have been left at home to manage production.

Statehouse Gossip

(Continued from page one)

possible for the state to secure material for 1943 automobile license plates, in the opinion of Secretary of State Snell. The OPM has suggested that the states adopt permanent license plates or resort to the use of windshield stickers during the war emergency but Snell points out that such a measure will require legislative action in Oregon and the legislature is not scheduled to meet until 1943, whereas arrangements for the new plates under the present law must be made months in advance of that date.

Members of local rationing boards, appointed by Governor Sprague last week to handle the rationing of new tires and tubes in the various localities throughout the state, are federal agents acting under authority of the Office of Production Management and administering rules and regulations promulgated by that defense organization. For the time being, too, these rationing boards are serving entirely without pay, donating their time as their contribution to the all out defense effort in the emergency precipitated by the war with the axis powers.

While these rationing boards are carrying out rules and regulations promulgated by the OPM and the categories of preferred motorists—those entitled to new tires and tubes when they can demonstrate the necessity—their big task will be that of deciding border-line cases.

The average motorist, however, must become reconciled to the fact that there will be no new tires or tubes for him, probably for several years. Furthermore used casings suitable for retreading are scarce and becoming more so daily. So that when present equipment can no longer be re-readed he or she will have only one alternative—that is to store the car for the duration.

What applies to the strictly pleasure driver in this respect ap-

Moro Lodge No. 113, I.O.O.F. Moro, Oregon

Meets 1st and 3rd Tuesdays in the I.O.O.F. hall Tri- sient and visiting brothers are cordially invited to meet with us.

Joe Ritner N.G. Vernon Miller Sec.

Bethlehem Chapter, No. 78.O.E.B. Moro, Oregon

Meets Every Second and Fourth Thursdays in each Month. Visiting members Invited

Marie Hoskinson, W. M. Pauline Douma, Sec.

Eureka Lodge No. 121 A-F & A-M

Meets on the 1st and 3rd Thursday evenings of each month. Visiting members are cordially invited to meet with us.

Darwin Van Gilder, W. M. C. V. Belknap, Secretary

Lupine Rebekah Lodge No. 116 Moro, Oregon

Meets 2d & 4th Tues day of each month. Visiting members welcome.

Helen Martin N. G. Florence Johnson, Sec.

NOTICE TO CREDITORS

All persons having claims against the estate of Clara Cannon Doyle, deceased, are required to present them with vouchers to the undersigned, at Grass Valley, Oregon, within six months from the date of the first publication of this notice. The date of the first publication of this notice is December 26, 1941.

Josephine Hogue Executrix

Dick & Dick Attorneys

Bank-by-Mail
 Save Time by using this Modern Deposit Plan
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Blitz WEINHARD
 GUARANTEED SATISFYING BEER




so they may have the tools to win!

OPM has put RESTRICTIONS ON EXTENSIONS OF ELECTRIC SERVICE

To release steel, aluminum, zinc and copper to United States fighting forces!

★ Because America must conserve materials essential to military and naval production, the government has placed limitations on the building of electric lines except to serve approved defense activities.

Pacific Power & Light is doing its best to follow the spirit as well as the letter of these regulations. It cannot build power lines into rural areas or into suburban parts of cities and towns, such as it could a few months ago. Nor can extensive installations be made to serve stores or industries without specific approval of the Office of Production Management.

Under present conditions new homes usually can be served if they are a very short distance from existing distribution lines.

Naturally it is an inconvenience not to have electric service facilities so freely available as in the past, but we are sure you will appreciate the urgent reasons why the OPM has taken these steps to release more steel, copper, zinc and aluminum to the American army and navy.

We will appreciate your cooperation in helping us meet this emergency. Please consult us FIRST if you plan to build a house or make any change in your electric service requirements. Your problems will be given every consideration.

Pacific Power & Light Company

AN AMERICAN BUSINESS ENTERPRISE FOR PUBLIC SERVICE