

Sherman County Journal

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SECOND FRONT

From the amount of public-conjecture it seems possible that the English and American leaders may be considering a second front. The matter may receive their concentrated thought after the November election.

There are some who urge that we—the Allied nations—immediately start another front in Europe. It is almost too late for the Russians have just about been pushed back into Asia.

It is strictly a military matter, this establishment of a second front. And the military leaders should determine the course to be taken, considering, of course, the danger of losing Russia by delay and the danger of losing ourselves by too much haste.

Citizens of the United States who do not know how many men are in the army, how they are armed, how well trained, how many planes we have available, how much shipping is afloat, nor much of anything else except that we declared war December 8 and have been getting the tar kicked out of us ever since, such citizens cannot tell much about the desirability of opening a second front. As far as the English speaking nations are concerned it might help to bring about the end of the war if they would open a first front.

If manpower, industrial power, naval power mean anything—and they always have—the United Nations cannot lose this war unless by gross mismanagement. The fact is that so far we have been losing it. Although Russia is in dire need of some aid in her stubborn battle we should be sure that when we do establish a European front it is done in such a place, time and manner, that it will not be another in our long list of mistakes.

HORSE AND BUGGY DAYS

The Saturday Evening Post has an article about a man who is all set to be vindicated in his judgment and make a million dollars at the same time. That is something to make an aged man's blood pressure soar. The man is the owner of the last exclusive buggy factory.

In reality the day of the horse and buggy is gone socially and, (we are told) politically and economically.

Perhaps wartimes may bring back a few buggies, but most of us would find the keeping of a horse more of a care, physically and financially, than the maintaining of a car. Probably we would prefer to stay at home rather than embark on our short Sunday visits with a horse and buggy.

But those were glorious days and we can half sympathize with the old die-hard who kept on making buggies when no one wanted them. Those were the days when people took time to enjoy a part of their allotted three score and ten. They had to.

The young buck with blood and love coursing madly through his veins didn't come snorting to the front door to hasten his lady love into his conveyance with an annoying toot. Nay, he quietly tied his team, brushed the dirt and horse hair off his duster and knocked decorously at the door. He was met by the lady of the house who escorted him into the parlor where the girl's father cooled him down to normal temperature with a few frigid glances through his eyebrows.

Our modern machines permit us to do our work faster and, by habit, teach us to do everything else faster. We charge to town or to more distant cities and are home by lunch. In older and calmer days we spent a week on the same trip. And toiling along the dusty roads, we found time to think.

One could plan a life as he snipped the heads off the flowers along the way with his whip; he could prepare a campaign for

a year's business while traveling from one town to another; he could word a dozen proposals in driving to a girl's house. And any one of them would beat the modern, "Say, Kid, let's get hitched". We didn't have wars to amount to anything in those days. If we did get into an international imbroglio the participants gently stabbed one another with a bayonet or fired point blank with single shot rifles. Yes, everything was much quieter, and slower.

BREAD PRICE

From some of the government publicity we glean the statement that the cost of producing bread for the army is around two and a half cents per pound. Civilians pay an average of eight, ten in this part of the nation.

We would like to submit this statement to Harold Ickes, along with a query as to whether bread wasn't as important a factor in living as is electricity about which he has been positively rabid on occasion.

In fact, a government that sets out to give the benefits of easy living to the people has many things to consider. The presumption that government has tried to bring easy living is unwarranted; the government has rode a popular wave to obtain and retain office.

Vengeur, Tom Fraser's grand champion Belgian stallion, has brought fame to Sherman county as a producer of fine horse flesh. He has been one of our finest advertisements. Now he is dead as he was getting into his prime.

A consolidation of the AFL and CIO would make the president of that organization about the most powerful man in the nation, able to dictate to president and senator alike. Maybe a way will be found so that all can work for big wages and live cheaply as well.

An apple a day keeps the doctor away, but not the green kind put into summer pies.

A German broadcast the other day said the English had flown over Dusseldorf where they had dropped bombs on two hospitals and injured a few civilians. Who said Americans were masters of understatement?

In Other Days

From the Observer Aug. 10, 1923 Dan McLachlin has had a severely injured left forearm the past week caused by being caught in a separator chain on his harvester.

Sheriff Hugh Chrisman returned early Thursday from a visit at The Dalles. He reports making the return trip in an hour and three quarters time by way of the new Sherman highway from Biggs, which he says is now surfaced with fine gravel from Wasco to a connection with the Columbia highway at Biggs.

G. E. Mathews has bought a 4-year old racing mare from Art Earzee which has been named Lady Moro in honor of its hometown.

The pendulum is swinging back towards the rusty old horse, according to reports made to delegates attending the annual convention of the International Union of Journeyman Horseshoers.

From the Observer Aug. 8, 1913 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 to the acre.

Hcn. Chas. W. Moore of The Dalles has purchased the brick building now occupied by the Moro Hardware & Imp. Co. from L. Barnum.

Mrs. M. A. Bull is chauffeur in charge of the A. B. Mathews combine harvester. This is the second season Mrs. Bull has driven a combine harvester and the only woman to our knowledge who has ever sat in the driver's seat of a combine when in operation, not saying anything about driving.

E. E. Kaseberg is averaging daily between 500 and 600 sacks of threshed grain with his gasoline propelled combine west of Wasco.

From the Observer Aug. 7, 1903 R. Fowler lost his header over the bluff while heading on the Shelby farm.

Grass Valley Cornet band are now receiving instruction from a competent teacher of band music. C. K. Cochran's Rigabee header and thresher will be in Moro this afternoon, if nothing happens.

Messrs. J. J. Scharffer, Henry Schadowitz, J. W. Bottemiller and W. H. and M. H. Bennett have consolidated their mercantile trade in Kent under the name of the Eastern Oregon Trading Co.

Thompson Bros. harvester will need a few unimportant changes made in its construction before it will do effective work. The plan is alright.

Navy Worker Visits Parents At Kent

Miss Nellie Wilson is home from Bremerton to spend a few days with her parents, Mr. and Mrs. J. C. Wilson.

Mrs. Robert Schilling and daughter, Bobetta and son, Ernest and brother Jack Lyons, were visitors in Grass Valley Saturday.

Mr. and Mrs. Dale Howell and family are here to help his father, George Howell in harvest.

Mrs. B. A. Hogue took care of Nancy and Arthur Decker and Deanna Bekkedahl while their parents were in The Dalles Friday.

Mr. and Mrs. Merle Miller and small son, Albin and niece Shirley Strader were afternoon guests of the Sathers.

Miss Helen Sather is home for a month helping in the harvest field. She is tending separator.

Mrs. J. C. Wilson and grandson George motored to Bend Saturday when Mrs. Wilson took George home to his mother.

Mr. and Mrs. J. E. Norton and family, Warren Norton, Dorothy and Connie Wilson, Hugh, Florence and Eleanor Hoskinson and Doris Stiles were down to the Decker place Sunday afternoon.

Miss Joyce Wallace, after spending a few days visiting at the Robert Wallace's, returned to her home near Wasco Sunday.

Mrs. Walter Wilson and sons were business visitors in Moro one day last week. Eugene Norton accompanied them home.

Miss Margaret Reckmann of Grass Valley spent Saturday with her aunt, Mrs. John Reckmann. She stopped while on her way to Bend to visit her aunt, Mrs. H. C. Nelson.

Mr. and Mrs. Wren Hogue of Grass Valley were here one day last week visiting with her parents, Mr. and Mrs. L. W. Amick.

Merrill Sather and George McKay are running the Kent elevator this harvest.

Kelly's Column

(Continued from Page One) ever announces that the road does not contribute to winning the war and it will take the rails and use them elsewhere.

Dr. G. R. Hyslop, chairman of the Oregon flax and linen board, has been advised that flax impurities are now restricted to government agencies. Commodity credit corporation has just closed a contract for flax from Peru, where seed was exported last year from the flax organization at Mount Angel.

With level country and plenty of sunshine, Ontario, Oregon, is asking the war department to establish a training school for fliers at its new airport. A war department engineer at Portland has been instructed to visit Ontario and make a study. The war department promises nothing, but says Ontario and its facilities and possibilities will be given consideration in the event new training fields are decided upon.

Men are dying for the Four Freedoms. The least we can do here at home is to buy War Bonds—10% for War Bonds, every pay day.

Judge not without knowledge, nor without necessity, and never without charity, Alex Whyte.

JVA's 'Tin Can Army' Goes Into Action



The first Junior Victory Army tin can assembly line goes into action in Chicago. At left one of the young members receives first aid from a JVA nurse as other members carry on. Next from left, another member removes labels from cans. A third, with a precision can opener, sees that both ends are opened properly and tucked in. Another pounds the cans flat and then final inspection is made before the cans are packed for shipment to the junk yard.

Victory Cyclist



Mrs. Harry Hopkins (the former Mrs. Louise Giff Macy) shown riding a victory bicycle on Park avenue in New York. The velocipede was donated by Price Administrator Henderson as door prize at a "bicycle luncheon." All luncheoners were requested to attend the affair on two-wheelers.

Prominent Hobbyists

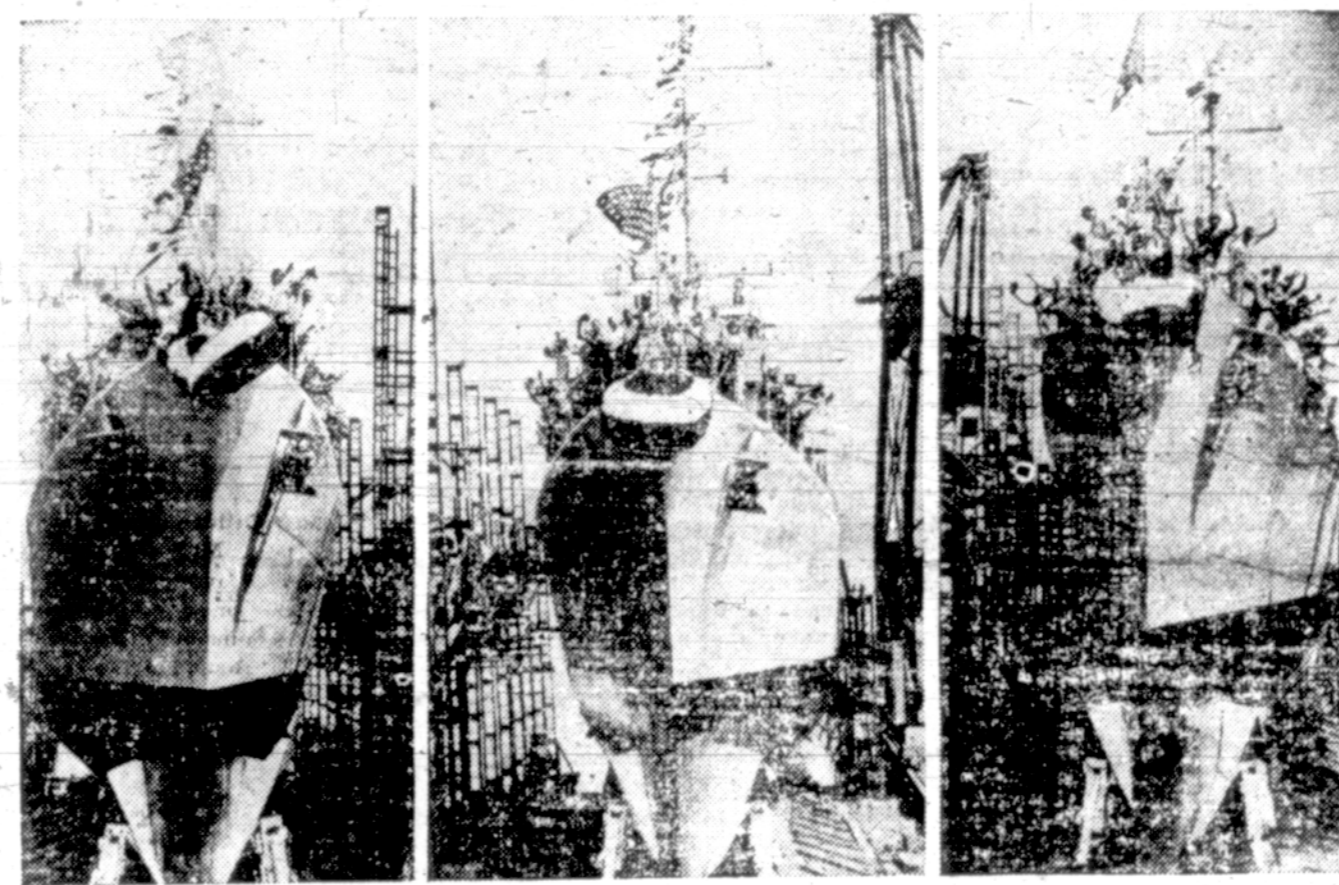


Mrs. Donald M. Nelson, wife of the chief of the War Production board, likes to mend toys in her spare time, while Maj. Alexander Seversky, aviation authority, likes to play the accordion. They are telling radio audiences about it on a recent broadcast.

Our Job Is to Save Dollars Buy War Bonds Every Pay Day

Not everybody with a dollar to spare can shoot a gun straight—but everybody can shoot straight to the bank and buy War Bonds. Buy your 10% every pay day.

Navy's Triple Threat to Enemy Submarines



Three destroyers in 35 minutes—that's the navy's newest triple threat to enemy sub. The triple launching occurred at the Federal Shipbuilding and Dry Dock company in Kearny, N. J. The three destroyers will soon be on the prow against the forces of aggression on the seven seas. They are the USS Davison, the USS Edwards and the USS Sauffley. The three destroyers were named in memory of naval officers.

Jobs Open In Civil Service

For the third time this year the United States Civil Service commission is holding an examination to recruit college seniors and graduates for federal war work. This examination is for the benefit of college students who will complete their courses in the summer session. Applicants are particularly desired in the fields of public administration, business administration, library science,

economics, statistics and mathematics through calculus.

Nursing education consultants are needed to cooperate with national agencies on nursing education problems in administering funds appropriated for training nurses in national defense, and to give consultation service to school for nursing. Positions are in the public health service and pay from \$2600 to 4600 a year. Registered nurses who have completed a course in a recognized college with a full program in advanced nursing education of at least a year, may apply if they have had

Unbeatable Team—Soldier, Bond Buyer

Help Him Every 13th you put into War Bonds buys the rifle bullets. Help Yourself Every 13th you put into War Bonds buys you back 14th. FOR VICTORY AT LEAST 10% OF YOUR PAY EVERY PAYDAY

Four new color posters soon will be seen all over the United States, emphasizing new themes in the War Bond campaign. The poster reproduced above stresses the double-purpose utility of War Bond purchases.

Applicants must show at least 30 appropriate experience. Geologists are desired for geologic mapping and studying of mineral deposits and ground water. Positions pay \$2000 a year, experience necessary.

There are no age limits. Apply by August 27 with the office at Washington D.C.

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.

Paul May, N. G. Percy Thompson, Sec. Bethlehem Chapter, No. 78, O.E.S., Moro, Oregon.

Meets Every Second and Fourth Thursdays in each Month. Visiting members invited. Marie Hoskinson, W. M. Thelma Douma, Sec.

Lureka 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 Tuesday of each month. Visiting members welcome. Lucille May, N. G. Florence Johnston, Sec.



You Can Help Make Telephone Service Meet Demands of War

- By keeping conversations BRIEF. By being sure of your number before you call. By using Long Distance for essential messages ONLY. By using station-to-station service wherever possible for toll calls.

Your cooperation will aid in this national emergency because the demands of war have loaded our long distance lines and many of our local facilities to capacity and beyond.

Materials required to increase circuits and switchboards cannot be obtained—they must go into the making of weapons and munitions. It is not now possible to build more plant.

Therefore, we all are confronted with the necessity of getting the most out of what we have. In following the above suggestions, you can save yourself time and expense and you will help us keep the way clear for War Messages That Must Go Through.

We appreciate your splendid response in helping to meet these problems which involve the safety and security of us all.