

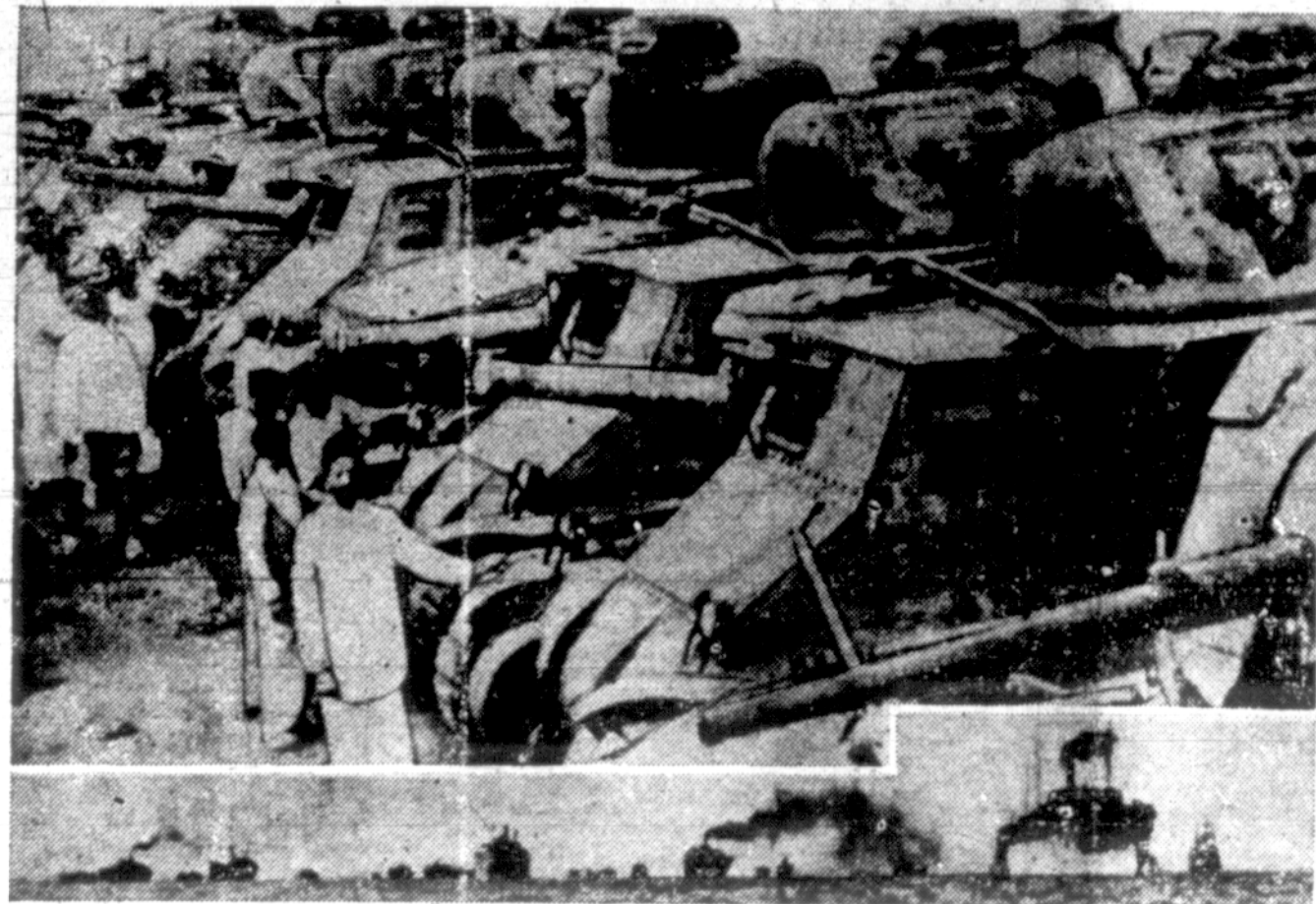
Sherman County Journal

Fifty-Fourth Year No. 42

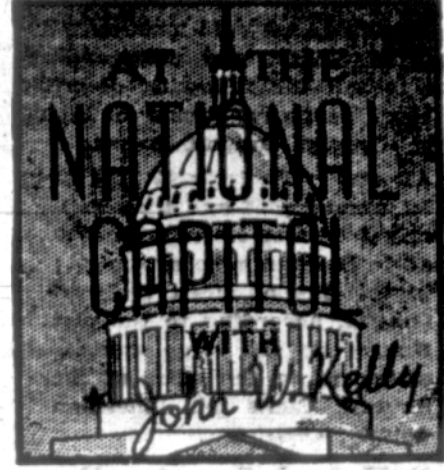
Moro, Oregon, Friday, August 21, 1942

Official County Paper

Safe Passage to India's Coral Strand



According to the censor, the picture at bottom shows part of the largest convoy to leave Britain for India as it neared an un-named Indian port. The ships brought soldiers, planes, guns and tanks for the defense of India. Above: This picture, made at some un-named Indian port, shows hundreds of tanks lined up ready to go into action against the Japs.



WASHINGTON D. C.—A new order on buses may be of immense benefit to various Oregon communities. It gives office of defense transportation control of all buses not disposed of and those to be built. Getting workers to and from war work is becoming increasingly difficult not only at Portland but at Corvallis and Medford. Under the new arrangement a bus for the city can be purchased through ODT, with a proviso that when ODT wishes to send it to some other section it can do so. A bus, in this arrangement, is ever under the control of ODT and will probably bear the ODT insignia.

A city bus cannot operate more than 2000 miles a month, about 64 miles a day. Grants Pass, sending workers to the Medford cottonment, or Salem sending workers to the cottonment at Corvallis (or Salem to Portland shipyards) are eligible to an intercity bus, which is limited to 4000 miles a month. These limitations are made to preserve tires for what may be the duration. If ODT decides that a bus is needed somewhere else the first purchaser is paid the first cost of the bus minus a small percentage for each month the bus has operated.

War department refuses to store all its aviation gasoline in one spot on Columbia river. The planes at Walla Walla, Pendleton and Pasco will each have their own gasoline storage facilities. Ordinarily, in peace time, says the war department, it would be good business to consolidate the supplies at a convenient spot, but war presents a different picture and costs are forgotten. The war policy is to distribute gasoline depots and thus make it more difficult for an enemy to destroy the supply. A suggestion was made that a storage be located on the river bank at Umatilla.

Shortage of lumberjacks in the Oregon woods has reached a point where the war department, manpower commission and the US employment service are trying to figure how relief can be given. One suggestion is that soldiers be sent into the woods, as in the first world war when the spruce division filled the forests along the Oregon coast and back into the mountains. Labor organizations however, have protested use of soldiers, who would draw soldiers' pay, which is much less than a lumberjack receives from his logging boss.

An Oregon sawmill operator came to the national capital last week to ask for a priority on sufficient copper wire to connect his mill with a transmission line. He had to travel 6000 miles and pay railroad fare of about \$250 and a hotel bill in Washington. Then the priorities board informed him that it was not his place to ask for a priority but the company from which he hoped to obtain electricity.

Eighteen months ago the government found 147,000 head of horses in Oregon on which they placed a uniform value of \$61 a head, or \$8,972,000. That was before the Japanese took Malaya and the rubber plantations. With a scarcity of tires and gradual return to the horse, the animals in Oregon are now worth much more than \$61 a head.

Government officials say the army cantonment at Medford and Corvallis will require 20,000 gallons of milk a day. At that rate the drain will be rather severe on the dairy herds when, at the same time, they must provide for civilian needs.

One of Henry J. Kaiser's jobs is to convince aircraft makers that he does not intend competing with them; his proposition is to build something larger than they are fabricating and his proposed planes would be devoted exclusively to carrying cargoes.

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Office of War Information Reports On Regulations Newly Issued By Government Boards

Office of War Information With the familiar tag, "100 percent wool", getting scarcer, have you been wondering how you would know just what you were getting when buying new garments? The answer is that all woolen goods offered for sale must be labeled as to the amount and kind of wool and their fibers used. A recent WPE order limiting civilian use of new wool for all woolen articles, tends to stretch cur decreased wartime supplies by increasing the amount available for blending with other fibers. However, in blending, the least amount of wool permitted is 20 percent and the maximum is 6 percent. Technical experts of the OPA division say that the 20 percent minimum assures us that blended fabrics will be warm enough.

Apartment dwellers without an overabundance of space often get around the guest room problem by letting Aunt Minnie sleep on the studio couch in the living room. However, after November 1, studio couches and sofa beds containing iron and steel cannot be made. The same WPE order which dealt this death blow also prohibits the production of mattresses using iron or steel in interrupting construction after September first.

With factories turning out fewer rugs and carpets, the care of these in Mrs. America's home is a wartime must. Consider that in one 9 x 12 wool rug there is enough jute to make 32 sand bags for use in trench warfare, and, of course, there aren't many shipments of jute from India these days. A 9 x 12 rug also contains enough wool to make seven pairs of army trousers, and the wool, you know, that goes into floor coverings comes from Australia, China and South America. To help prolong the life of a rug, never beat or shake it, and it is a good idea to place carefully arranged newspapers, mats or padding under it.

Even the wooden clothespin has found its way into a price regulation. Darning eggs also were brought under a price ceiling with the regulation which covers many wood products made by turning or shaping lumber to a pattern on a cutting machine.

Lt. Gen. Henry H. Arnold, Chief of the Army Air Forces, said American airplanes generally are superior to those of the enemy. He said that in the Pacific theater since the war started 1110 army planes have battled with 1459 Japanese aircraft and have shot down 190 with loss of only 104. These figures do not include planes destroyed on the ground, those shot down by anti-aircraft fire, navy and marine action, or the work of the American volunteer forces in China.

Gen. Arnold said the goal of a 2,000,000 man Air force with 185,000 fighting planes would be met. He said the recruitment and training of pilots, bombardiers and navigators is progressing perfectly.

There is, however, a growing demand for gunners, various enlisted technicians, radio operators and glider pilots. Gen. Arnold said American planes are arriving in Britain every day in preparation for the aerial offensive against Germany in union with the RAF. The Navy raised the toll of Japanese ships sunk or damaged in the Aleutians to at least 22 by adding a destroyer to those hit in the surprise attacks of August 8-9 on Kiska harbor. US headquarters in the European theater reported Army Air force fighters participated with the RAF in 31 sorties off the coast of England in 48 hours ending August 13.

Air force heavy bombers based in India and China continued destructive raids against the Japanese. The Navy announced the sinking of seven United Nations merchantmen by enemy submarines, the lowest weekly number of such sinkings announced in the past 16 weeks.

Livestock price ceilings would require very complicated controls of marketing conditions, even to inspection at individual farms. Agriculture Secretary Wickard said. Such ceilings would benefit small packers, he stated, but would not increase supplies. If it becomes necessary, however, the de-

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County Claims Paid By Court In August Session

| Claimant | Amount |
|--|----------|
| First National Bank, General Assistance | 111.05 |
| First National Bank, Aid to the Blind | 5.00 |
| First National Bank, Aid to Dependent Children | 20.00 |
| First National Bank, Old Age Assistance | 145.00 |
| Marcus Mersinger, Janitor | 85.00 |
| Old-Columbia Typewriter Co., Overhaul of adding machine for clerk | 12.50 |
| Stevens-Ness Law Pub. Co., Clerk's office expense | 1.74 |
| Dept. of Agriculture, scales of weights & measures | 3.76 |
| Wasco-Sherman Public Health Department, Health Nurse salary 72.50, Health Nurse travel 38.20 | 110.70 |
| Neep Equipment Co. Fire Fighting Equipment | 181.12 |
| Neep Equipment Co. Fire Fighting Equipment | 109.50 |
| Dalles Iron Works, Fire Fighting Equipment | 210.93 |
| C. M. & W. O. Sheppard, Fire Fighting Equipment | 27.00 |
| C. H. Lowry Fire Fighting Equipment | 86.00 |
| Pcas & Co. Storage Sheriff's car 3.00, Courthouse expense 2.00 | 5.00 |
| City of Moro, Water for July | 10.15 |
| Fac. Power & Light Co., Lights for courthouse | 22.06 |
| Service | 1.00 |
| D. Moss Park | 1.00 |
| J. J. MacInnes, Indemnity for Bang's diseased cattle | 6.00 |
| D. C. Wax office Equip. Co. In lieu of lost warrant | 289.00 |
| H. H. White, In lieu of lost warrant | 3.00 |
| Leslie M. Scott, state treasurer, Budget item for Bureau of Biological Survey | 600.00 |
| Boys & Girls Aid Society Budget item - Sherman Co. | 100.00 |
| United Service Organization Budget item - Sherman Co. | 300.00 |
| Oregon State Agricultural College, first half 1942-43 budget appropriation | 11105.00 |

Fac. Tel. & Tel. Co., Telephone rent for Oregon State Employment Service 6.73
Fac. Tel. & Tel. Co., Telephones at courthouse 24.96
West Coast Print. & Bind. Co. Sheriff's office expense 21.85
J. C. Freeman, P.M. Stamps for clerk's office 10.00
State Indus. Acc. Com. Peace officers protection 4.80
David Reig, county comm. 7.00
J. M. Wilson, county comm. 7.50
T. Lester Johnson, district attorney expenses 6.90
Geo. A. Potter, county judge expense 10.10
Willy W. Knichten, office help 59.00
Chester Barchenolt, driving fire truck, salary from July 22 to July 31, incl. 53.40
Charlton Laboratories, sheriff's office expense 8.00
Standard Oil Co. of Cal., Official car expense 24.91
Sherman Co. Journal, Co. Printing 35.20
Clerk's expense 4.50 39.70

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More Men Leave For Army Center; Have 14 Days

Eleven men left Wednesday morning for Portland to be inducted into the army if physically fit. Those admitted will have 14 days in which to finish up the harvest or other personal business. Local men going were: Frank Eugene Bayer, Antony Istle, Wm. T. Bardenhagen, John Rolla McCroft, Clifford L. May, Clarence Fritts, Ellis Leland Harper, Charles Lawrence Kenny. Also going were: James Arthur Strobble, Charles G. Davis and Charles F. Smith. Sherman county draftees leaving from other places soon are Roy Fauskee from Spokane, Arthur Rowell Spencer from Portland and Henry Carl Pockelman from Missouri. A recently announced change in the I-B classification will give more men a chance to get into the army.

Grass Fire Burns 10,000 Acres of Sharp's Range

Crews Battle In Vain To Stop Blaze Which Burns For Two Days

A grass fire that burned over 10,000 acres of range land west of Moro was stopped Saturday about noon after it had blackened the hills of the Deschutes from just north of the power line to Gordon Butte. The fire started when Charles Powell was burning some grass and weeds on the old Powell place west of Moro. Although men were called from town they were unable to put out the fire until it had spread to the breaks. The county fire truck could not get over the hills to the fire except near the top and the fight had to be carried on by men with pack cans and shovels.

One crew of men succeeded in putting out the fire that ran up the river just before daylight Friday. It had burned to Dead Horse canyon. Another crew backfired around the Carroll Savys land and kept the fire from spreading into wheat land. The main fire in the meantime had swept the hills from the tilled land to the river.

Although a small crew kept battling the flames Friday no progress was made against it. Friday afternoon fire again started just below the Carroll Savys house and only the assistance of a new crew from town saved the buildings. Nearly all of the Savys pasture was burned in the Friday blaze.

Paul Alley, G. A. Sargent and Marvin Howell (Howell at midnight) had to plow fire guards around their wheat fields. All were saved. The fire burned out Saturday when it burned to the steeper and rockier land west of Gordon Butte after destroying the grass on about 12 sections of land, most of which belonged to E. J. Sharp who has been running sheep on this range. Other losers were Carroll Savys, Paul Alley, Peters and Ginn and G. A. Sargent.

SCS Experiment Indicates Value Of New Tillage

Yields of wheat on the soil conservation test plots at the experiment station were computed this week by Joe Belanger who came from Pendleton to help harvest the crop and check results. These plots are divided into three types of tillage: moldboard plowing, disc tiller plowing and a lister bottom type of plowing that leaves all the trash on top of the ground. In addition to these fertilizer is put on some plots at seeding time and on some in the spring. Plowing is also done at five and eight inch depths. Overall yields of all kinds of treatment—give moldboard plowing an average of 38.6 bushels, the all trash on top an average of 26.1 and the trash mixed type an average of 37.7. These yields follow the trend of those of the past two years which include one very good year and one very bad one. The deeper plowing was a little better than the five inch.

The all-trash on top type of summerfallow is made with a 30 inch duckfoot especially designed for this kind of tillage. Mr. Belanger reports that it is of much lighter draft than bottom plow and can be used as a weeder as well. The plots are sown with a special drill, although one that is made commercially and can be obtained in normal times.

Storage Problem Grows More Acute At Harvest Peak

Fifty-five farmers and farm workers gathered at the DeMoss warehouses Friday and Saturday and hurriedly cribbed two of the houses there so bulk wheat could be blown in to them. Action was taken at the request of the board of directors of the Moro Grain Growers because there was not available space in any of the elevators or warehouses in the district to hold the remainder of the crop. The cribbing of these two houses and the cribbing, partly with sacked grain, of the other one, will make an additional 75,000 bushels of storage for the farmers of the central part of the county. Much of the wheat that will go into the DeMoss houses will come from Hay Canyon where the elevator and annex are already full. Hauling began Sunday night. It is estimated by Wendell Balsiger, local manager, that this district will produce 750,000 bushels of wheat this year.

Elevators at Wasco and Biggs opened again Tuesday morning after being closed for several days. The new Biggs annex is finished making 150,000 bushels of storage available there and wheat is being hauled out of the Wasco elevator to The Dalles.

The elevator at Kent is full and hauling has been stopped until wheat can be moved into a warehouse. In this house sacks are piled eight or ten wide around the walls and the center is filled with bulk grain. The Bourbon elevator is filled and no more can be hauled there until the situation is relieved by shipments by train.

Since machinery has been installed in the Grass Valley annex there is storage space there, enough, it is thought, to take care of the wheat that remains to be harvested.

Local Horses Sold To South Dakota

W. O. Roberts, superintendent of the US government Pine Ridge Indian agency of Pine Ridge S.D. sent a light truck and trailed to the Claude Thompson ranch to pick up a registered Appaloosa stallion and mare for breeding purposes. Mr. Roberts is in charge of ten thousand Sioux Indians who own around 5000 breeding mares. They are breeding up their horse stock by using Appaloosa and Morgan stallions.

Association Formed To Handle Hearing

Sherman County Traffic Association Formed To Fight RR Abandonment

The Sherman County Traffic Association was formed Tuesday night for the purpose of carrying on the battle for retention of the Shaniko branch of the Union Pacific. Farmers and business men from all sections of the county met at the court house to hear of the progress made so far in the fight and make general plans for the hearing which is to be held September 8, in The Dalles.

It was voted to instruct the newly named officers of the association—Giles L. French, president and LeRoy C. Wright, secretary—to hire some competent man to co-ordinate the necessary information and prepare the case for presentation.

A large part of the information on which the case will be based has already been gathered, said those who have been working on it. The group was asked to decide on the advisability of hiring an advisor and to pledge support to the newly formed organization. Heretofore the work has been done by the executive committee of the Moro Breakfast club, acting as a service group.

Now the traffic association will be backed by the county as a municipal corporation, by the grain growers organizations and the cities. Several other groups are working against the abandonment including Wasco county. Their efforts will be coordinated by the new group.

Many Vegetables Can Be Stored

At least 15 vegetables commonly grown in Oregon are suitable for storage in the fresh state, thereby prolonging the supply of fresh produce through the fall and winter months, says A. G. B. Bouquet, vegetable crops specialist at OSC.

In one of the series of food for victory leaflets issued by the extension service Prof. Bouquet describes methods of storing beets, carrots, parsnips, salsify, turnips, rutabagas, cabbage, celery, onions, peppers, potatoes, pumpkins, tomatoes, squash and dried beans and peas.

One of the first essentials in successful storage is to choose only sound vegetables that are free from serious blemishes or injuries and then to handle them carefully while they are being placed in storage, says Prof. Bouquet. The leaflet, which may be had free at any extension office, describes both bin and pit storage and gives many hints on avoiding spoilage.

Stop Signs To Be Installed

Anticipating installation of stop signs at many railroad grade crossings in Oregon in the near future, Earl Snell today urged motorists to develop the habit of stopping at all grade crossings in the interest of their own safety and to avoid costly accidents.

Stop signs now are being installed at mainline crossings on state highways. Approaching these signs, motorists will be obliged to stop before proceeding across the tracks. Installation of the signs was ordered as a safety measure Snell pointed out. Many trains today are loaded with war material and train-vehicle collisions may cause great loss of life damage vital war material and hamper strategic war transportation.

"To some time, there will be some grade crossings guarded by stop signs and some that have no such signs," Snell said. "In order to avoid confusion on the part of the driver and to assure the greatest possible factor of safety at all our crossings, it is advisable that drivers develop the habit of stopping at major crossings."

Mr. L. C. Wright and children left Wednesday for a visit with her mother in Idaho.