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RAILROAD

In September quite a number of citizens of Sherman county testified as to the value of the railroad to the county. Some of them stated under oath that it was more satisfactory to ship stock by rail than by truck.

Nevertheless, nothing readily apparent has been done to cause more use of the railroad for stock shipment. Perhaps the matter needs further analysis.

The Union Pacific officials strangely seem to be hurt worse over the loss of a large part of the livestock business than gratified over the steady wheat business. They feel bad over the loss of oil and building material freight, too.

The freight rate on wheat is now low enough that the railroad company can make but little return on the line from wheat shipments. In 1940 and 1941, even under the ICC method of figuring, the Union Pacific lost money on the Shaniko branch.

It is certainly to the interest of the railroad company to stabilize the traffic on this line so there is a little profit in running this branch. It is certainly to the interest of the citizens of Sherman county that there is enough traffic here to keep the railroad in operation.

Far be it from this newspaper to advocate any restrictions on the freedom to ship as they please on the part of the stock raiser. They can, and will, ship by whatever method they choose. If they realize that they are jeopardizing the retention of the railroad by shipping stock by truck and still do so, that is their privilege.

The Union Pacific can do something about the situation, too. The officials should recognize that most farmers have too few stock to ship a carload at once. To remedy this it might be possible that shipping in transit be permitted. Thus a part of a car could be started at Kent and more stock put in at other stations until full.

Local station agents might be enlisted to aid in gathering carloads of stock for regular shipments. We know of no reason why a station agent should not be a salesman for railroad business.

The railroad could provide a more satisfactory service. There are complaints about delays in shipment of stock cars. This may be due to wartime conditions, but stock shrink in weight, whether the nations are at war or not, and shippers don't like that.

Now, the problem isn't going to be solved by farmers standing on street corners and talking about the railroad company. Neither is it going to be solved by railroad officials sitting around their offices and talking about the farmers. It may be admitted that each side understands its own business. The question now is to get each side to understand the other fellow's business.

The railroad is the best organized of the two. A representative of the railroad can come to Sherman county and speak with authority. It is practically impossible for any farmer to go to Portland and promise what other farmers will do. They are independent and a bit unpredictable.

So, if the Union Pacific wants the livestock business, it is hereby suggested that it try to get it by the good, old, direct method of going out after it and meeting competition on the ground. And it is hereby suggested that the shippers begin to realize that, despite the present favorable situa-

tion regarding rail removal, the Shaniko branch will eventually be taken up unless it makes some money.

SOLID SOUTH

The southern senators don't want the poll tax to be removed by federal law. The poll tax is one of the ways they keep the negroes from voting. They are willing to talk all day and all night to keep the remainder of the nation from passing a law against the poll tax. They may do it, too.

The administration does not quite like the idea of a tax on the voting privilege. Such things were repealed years ago in most of the states. Yet we have the senators from the solid south attached, many of them unwillingly, to a political party that bravely advocates the repeal of the very thing that makes the south solid. Most of the senators know that the Roosevelt party is not the democratic party, but they still get their patronage and would like to stick along.

There is a lot of arm waving, and a lot of voice wavering back in the senate. The war and the necessities of war legislation are as nothing when the sacred poll tax is waved in front of the solid south. The victories of the Solomon and North Africa bring no smile to the men from below the Mason-Dixon line nowadays.

From the standpoint of the democracy we boast we are fighting for, the poll tax is beyond the pale. There is no excuse for it except to keep a part of the population from exercising its right of citizenship. It is an undemocratic as Hitler. Yet it will probably remain on the statute books of the southern states because, politically it is the life, or death, of the solid south.

Some things become sacred very quick. For instance the 40 hour week. It is so sacred that instead of even giving it a little vacation during war time we prefer to draft 18 and 19 year old boys. Other warring nations have a work week of 60 hours or over. Neither England nor Canada are drafting youngsters. England remembers what has held her back for the twenty years since the last war; it was lack of educated young men in business, trade, industry, army and navy, because they were killed in the first World War. We haven't learned that yet, but we do know that labor leaders want a 40 hour week.

In Other Days

From the Observer Nov. 23, 1923
W. L. Dillinger has sold his lease on the O. W. Davis farm near DeMoss to M. B. Hatley, formerly of Kent. The deal also included lease of part of the Dillinger place although W. L. retains his home and small acreage adjoining.

A deal was concluded Monday whereby Arthur Phillips has purchased the J. F. Belshee stock of harness goods, building and the 100 x 100 foot corner lot where the building is located. Mr. Belshee retains the residence.

Miss Lillian Schilling of Grass Valley and Walter Theodore Kindt of Eugene were united in marriage at the Presbyterian manse in this city Wednesday afternoon in the presence of Mr. and Mrs. Jos. S. Newcomb of Grass Valley as witnesses. Rev. H. G. Hanson read the wedding ceremony.

From the Observer, Nov. 21, 1913
Otto H. Bucholtz of Grass Valley, was the lucky holder of number 72 that drew the fancy quilt raffled this week at the court house by Deputy Sheriff Ross Ornduff. The quilt was sent him by a convict in the Montana penitentiary for that purpose as a means to raise funds to be used when he was released from prison.

E. W. Knapp was in the city Wednesday from his farm east of Wasco at what he humorously called "Hog Point" because so many in that neighborhood had become interested in hog raising. Mr. Knapp said he was introducing a new breed of swine in the county called the Hampshire, better known among swine raisers as thin rind.

Frank M. Marshall was in Monday from his farm in Hay Canyon. He reports all his fall seeding done and a good part showing up nice and green.

From the Observer, Nov. 20, 1903
Messrs George P. Slink, W. A. Kentner and G. W. Spoonamore of Kent were Moro visitors Saturday.

Manager George T. Parr of the Eastern Oregon Land company had fine weather on his trip to Burns, but run into a ten day blizzard on his return trip home. The Grant school is progressing fine with an attendance of 16 pupils. Mrs. Arnold is the teacher. Mr. Hoffman walked up to Moro from Rohr Villa and back Sunday afternoon. He is a plucky pedestrian.

Kelly's Column

Continued from page one.
ten Secretary of the Navy Frank Knox, saying that the battleship should not be taken for that purpose until it is absolutely necessary. He suspects that "the greedy grasping hands of junk dealers have egged the matter on, as the wreck is due to make \$25,000 or \$30,000" and he thinks the disposal of the battleship has been promoted by "taxpaying bastards in Portland to free the state from making an appropriation for the maintenance of the ship".

Secretary Knox replied that a commercial wrecker will dismantle the vessel and that he must be paid but that there will be no profiteering by junk dealers or anyone else.

OPA, OWI, WPB, ODT, ETC.

Continued from Page One
ment with a measuring spoon to decide how much coffee needed per cup to serve the family. Also, they advise housewives to keep coffee tightly closed in a cool spot to help retain freshness, especially when coffee comes in paper bags, and that's the way most of it will be arriving soon. By Christmas it is expected that the stacks of coffee packed in tin will be pretty much on the way out, and the glass jars with metal screw tops may go soon after.

Kent Items

Miss Doris Stiles, Mrs. Louis Sather and daughter, Leona were visitors in The Dalles Armistice day when Leona received medical attention.

The Kent Grange held its annual meeting Nov. 14 with twenty five members present. They elected officers as follows, Louis Sather, master, Laura Sather, secretary; J. M. Wilson, treasurer, Robert Schilling, overseer; George Wilson, steward; Jay McKay, assistant steward; Doris Wilson, lady assistant steward; Paul Wilson, chaplain, Glenn Sather, gatekeeper, Leona Sather, Ceres; Helen Howell, Flora; Doris Stiles, Pomona; and Mrs. J. L. Matthes, Mrs. Jay McKay and Mrs. J. M. Wilson, executive committee with Mrs. Wilson as chairman. Before the Grange held its meeting its members had an oyster dinner inviting the community. They plan to hold a dance soon.

Mr. and Mrs. Carl A. Barnett and Shirley Schadewitz of Madras were Sunday visitors here.

Mrs. John Palmer and daughter Jennetta returned to Maupin Wednesday where Mrs. Palmer will visit a few days with her parents before going back to work.

Mr. and Mrs. J. H. Wilson and Mr. and Mrs. Louis Sather were dinner guests of the J. M. Wilsons Sunday.

Mrs. Max Plumpke returned home last Monday after spending a few days in Portland.

George Witter returned home after a week in Portland.

Mrs. B. A. Hogue came home from Portland where she attended the funeral services for her son in law.

Roy Barnett and daughter, Mrs. William Jefferies and Wilbur Harkery were in The Dalles Saturday.

Mr. and Mrs. Louis Sather, Mr. and Mrs. J. H. Wilson, George Howell and Jerry Wilson attended the funeral of Wilford Belshe in Moro Sunday.

George Malrus and Robert Menzies of Portland were overnight guests at the J. E. Norton home.

Mrs. E. English, daughter of Rev. O. W. Jones, is here to stay awhile with her children, sister, Mrs. Beryl Brown, and father.

What You Buy With WAR BONDS

A Flying Fortress is to America's air fleet what heavy artillery is to the Army. This gigantic four-motored bomber, equipped with heavy cannon, carries about three tons of bombs and reaches a speed of about 300 miles an hour.

These ships carry a crew of seven to nine men, weigh about 22 1/2 tons, have a wing spread of 105 feet and each motor develops 1,000 horsepower. We need more of these "Flying Fortresses" to compete with the Nazi air force. You can help by investing at least ten percent of your income in War Bonds every payday. Buy them from your bank, post office or other convenient issuing agent.

Top That 10 Percent to Win This Banner



The Flag of Achievement—More than 25,000 factories and business firms in the nation are eligible now to fly this T emblem, symbolizing the fact that employees are converting 10 percent of their gross payroll into War Savings Bonds every pay day.

U.S.S. Oregon Makks Last Contribution

A fighting ship in time of war cannot sit idly by—even when stripped of her fire power and consigned to the status of a relic. So it is that the U.S.S. Oregon, once the pride of the navy, will soon leave her berth on the Willamette river in Portland to make her last contribution to the gods of war—her tons of valuable scrap metal. One of the largest contributions to the scrap campaign will be hers, every pound of her precious metal being readily convertible into more modern weapons.

In 1925 she was disarmed and brought to Portland from Bremerton where she had lain rusting since the close of World War I. For the past 17 years the old ship has been honored as a shrine by the people of Oregon.

To her belongs an illustrious and well honored past. Not quite two years after she was commissioned in 1896 the Oregon broke all speed records for the time in a dash from San Francisco around the Horn and up the east coast of South America to join Admiral Sampson's fleet which was holding Cervera's Spanish Armada of four ships under blockade in Santiago bay. She made the 14,700 mile voyage in 68 days.

The Spaniards slipped through the blockade on July 3, 1898 and were well toward making their escape effective when the relentless pursuit of the Oregon and her heavy fire drove them one by one to surrender. This defeat forced Spain to sue for peace and brought an end to the Spanish-American war. As a result of this battle her Captain, Charles Edgar Clark and her crew drew the acclaim and devotion of the entire nation and Clark was made an admiral.

To the Oregon belongs the distinction of being the first ship to pass through the new Panama canal. The president of the United States was a passenger aboard her on this trip. Already out dated as a fighting power when the first World War broke out, she saw service as a training ship, and in 1918 she took the lead in an escort of transports for General Graves' expedition to Siberia.

THE ENTIRE STAFF HAS ONLY ONE PURPOSE to Please You

Hotel MULTNOMAH PORTLAND, OREGON



WOMEN AT WAR—Overalls, wrenches and Crills replace fineries as these war workers in an Army Arsenal march to tank repair shops. Note the determination on their faces. These women are typical of hundreds of thousands who are working in war factories and investing part of their earnings in War Bonds.



Mrs. Roosevelt (left) says women help men at front by buying War Bonds. At right is the lapel tag which volunteers will wear during Women At War Week, Nov. 22 to 25.

Oregonians hope that some new queen of the seas will partake of the courage of the gold Oregon through the fusion of her metal with the new, and they are resolved that her spirit will never die with the surrender of her shape and form.

C.L. Poley, M.D. Physician & Surgeon The Dalles Hospital

Methodist Chapter, No. 78.O.E.S. Moro, Oregon Meets Every Second and Fourth Thursdays in each Month. Visiting members invited

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

Epworth 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

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.

Engine Rebekah Lodge No. 1 Moro, Oregon Meets 2d & 4th Tuesday of each month. Visiting members welcome.

Lucille May, N. G. Florence Johnston, Sec.

One of the quickest ways to increase pork production is to hold hogs for 10 pounds extra weight before marketing, says H. A. Lindgren, extension livestock field man at OSC. This can be done without stockage in price, he says. Addition of high protein supplements gives more than enough grain to pay for their use, he adds.

NOTICE TO CREDITORS
All persons having claims against the Estate of Arvid T. Anderson, deceased, are hereby notified to present them, with the proper vouchers and duly verified, to the undersigned, the duly appointed, qualified and acting administratrix of the estate of Arvid T. Anderson, deceased, at Wasco, Oregon, within six months from the date of the first publication of this notice, to-wit: November 13, 1942.

Glennie M. Anderson Administratrix
Date of first publication Nov. 13.
Date of last publication, Dec 11.

NOTICE OF FINAL SETTLEMENT

NOTICE IS HEREBY GIVEN, that the undersigned, Administratrix of the estate of William H. Dingle, deceased, has filed in the County Court of Sherman County, State of Oregon, her final account as Administratrix of said Estate, and that Monday the 7th day of December, 1942, at the hour of 10 o'clock A.M. has been fixed by said Court as the time for hearing of objections to said report, and the settlement thereof.

HELEN DINGLE
Administratrix of the Estate of William H. Dingle, deceased
Gavin & Gavin, Attorneys for Estate. Oct. 30-Nov. 20.

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that A. H. McIntyre, of Wasco, Oregon, has been appointed Administrator of the Estate of Alexander J. McIntyre, deceased, and has qualified as such.

All persons having claims against said Estate are hereby notified and required to present the same, duly verified, to said Administrator at the above address within six months from the date of the first publication of this notice.

The first publication is October 16, 1942.
A. H. McIntyre, Administrator.
J. Tracy Barton, Attorney for the Estate.

IN THE COUNTY COURT OF THE STATE OF OREGON FOR SHERMAN COUNTY:

In the matter of the Estate of R. C. Cannon, deceased, as:

TO WHOM IT MAY CONCERN:
You are hereby notified that the undersigned has been appointed Administrator of the above entitled estate, and has qualified. Any body having claims against same are hereby requested to present them with the proper vouchers annexed to the undersigned, at the law office of Roy J. Baker in Grass Valley, Oregon, within six months from the date of first publication hereof.

First publication being Nov. 6th 1942.
Gus Engstrom
Administrator

Advertisement for Sunny Brook Kentucky Straight Bourbon Whiskey, featuring a bottle and the slogan "Friends, this is a cheerful occasion!"

Advertisement for Bank-by-Mail, The Dalles Branch of the United States National Bank, highlighting "Save Time by using this Modern Deposit Plan" and "Quick - Easy - Safe".