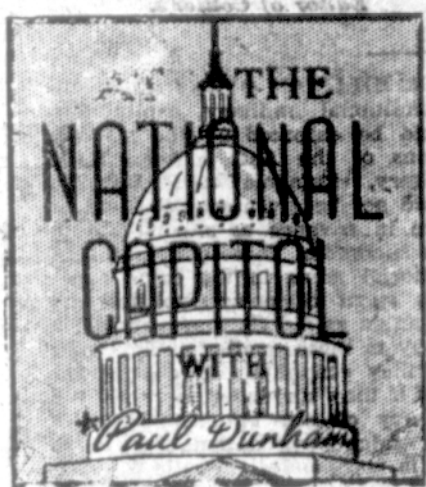


# Sherman County Journal

Fifty-Fifth Year No. 42

Moro, Oregon Friday, August 27, 1943

Official County Paper



Washington D. C.—CERTAIN western railroads are planning to employ Mexicans for maintenance crews. The several thousand nationals of the republic south of the border who have been brought into the Pacific northwest to harvest the crops have given the railroads the idea. These alien workers, who are giving a generally satisfactory service in the fruit growing and vegetable districts are in the United States through negotiation of the state department with the Mexican government on temporary permits and under agreement that they will be returned to their native land when the harvesting has been completed. In no sense were these laborers designed to become permanent residents.

Notwithstanding the agreement under which the aliens were admitted, the railroads are figuring how a sufficient number of these transients can be detained and employed in the maintenance-of-way division. So hopeful are the rail carriers that some plan will be worked out that they are already making preparations for sheltering the Mexicans. A type of housing considered suitable for the foreigners is now being constructed by the railroads, but there are so many war worker dwellings being erected that the buildings financed by the railroads have not attracted special attention.

Handling the greatest volume of business in their history, the western railroads are having difficulty engaging sufficient common labor for maintaining roadbeds in proper condition. This being the case, the roads are of the opinion that if Mexicans can be imported to gather vegetables and fruit for the American farmer they can also be imported for keeping the tracks in good order for the carriers, arguing that transportation is now a war activity and the movement of war supplies is as essential as the saving of food, if not more so.

With a petroleum company preparing to drive a well in the Coos bay section of the Oregon coast, there is a report current that something of the sort is in prospect near Bellingham. A study has been made quietly in that area by a geologist covering a period of five years.

The evacuation of Kiska by the Japanese is simplifying the American attack on Japan. There is not the need now that there has been for an aviation base in Siberia (which Joe Stalin has refused to permit) for, with Attu, the most western island of the Aleutians, the northernmost post of Japan is scarcely a three-hour flight and this little Japanese outpost has already been bombed twice. Now that the Aleutians are cleared of Japs the United States has control of the northern route to the heart of the Japanese empire, and this route will play a leading role when the high command is prepared to strike.

Months ago a high American officer predicted that Japan would feel the strength of Uncle Sam before the end of this year, and that may well materialize for some day the citizens of the northwest will hear of a major engagement off the shore of Japan, and that will be the first intimation that the United States has struck.

These boys who are flying fighters and bombers in the sky of the Pacific northwest are not wasting gasoline. They are in the serious business of learning the technique of war, and the war they are being trained for is that in the Pacific.

Continued on page two

## Mrs. von Borstel Elected President of Auxiliary

Mrs. Frank vonBorstel of Grass Valley was elected president of the American Legion Auxiliary at the Baker convention last Saturday afternoon. There was no opposition to her election.

Mrs. vonBorstel has served as president of the Kent unit, was elected district commander of the 5th district to succeed Merrill Richmond of Cascade Locks who has served two years. B. M. Martin of The Dalles is vice-commander of the district.

Dan McDade of Portland is the new state commander succeeding Hugh Bowman of Pendleton. Moss Palmateer of Salem succeeds E. L. (Buck) Knight as national commander.

## Scrap Metal To Be Paid For

Assurance of payment for the three cars of metal scrap sent out from Moro last September was received by Joe Peters, scrap chairman, last week after several months of correspondence with recipients of the iron.

Total value of the three cars is set at a little over \$1000, some what smaller than was received for other shipments. Of this sum the school will get \$497 for the work done in gathering scrap last fall.

Payment has previously been received for scrap iron shipped from Kent, Grass Valley and Wasco.

## New Notices For Taxes Due

A number of taxpayers are going to have to make out another form and send it in to the collector of internal revenue by September 15, he announces. In this case, he is Guy T. Helvering, the income tax big boss, himself.

Excused are those who derive 80 percent of their income from farms who have until December 15 to file. Blanks have been sent to all income tax payers, together with instructions as to who is to return them. Those who have incomes in excess of \$2700 subject to withholding, those who had incomes from other sources than wages and those whose 1943 wage will be less than for 1942 should all return the form.

Credits allowed are payments made in March of this year and withholding taxes paid. These may be deducted from 1943 estimated income as of September 15.

## Storage Problems Pile Up With Wheat

Whether this county is going to have much wheat as in the past two years or not is still a question. But if the troubles of Wendell Baisiger about storing the crop are an indication the 1943 crop is as big as any.

Of course complications of storing wheat are cumulative to a marked degree and the fact many houses were full when harvest began does not help any. Then cars have been hard to get and if it cannot be shipped out it fills an elevator bins very quickly when a string of trucks are always waiting to unload.

So far the only difficulty has been long waits for wheat haulers caused by the necessary shifting from barley to wheat. Erskine's elevator was plugged briefly Tuesday night but the blower was moved to that point after filling the red warehouse.

An order for twelve cars a day during harvest has resulted in the receipt of two cars so the wheat piles up.

## County Taxes Higher; City Taxes Lower

Towns Reduce Millage While County Taxes Increase For Year

Tax notices sent out by the sheriff sometime in October will be larger than for last year because of an increase in county taxes. Millage for state and elementary schools will be nothing again as it was for the 1942-43 tax year but the tax for county will be 3.8552 mills as compared to 1.2674 in the previous tax year.

However, there will be no market road tax for 1943-44 as this item has been abolished. The school per capita tax will be .4448 instead of .4973. Total millage for the above purposes will be 4.3 or nearly twice the 2.2 it was last year.

The non-high district tax was 1.8 in 1942-43 and will be 1.6 in the next tax paying period.

## Road Tax Up

There will be a general road tax of 1.6 mills for this year and a millage of .5 for post war road improvement. The road tax totaled but .5 in 1942-43.

## Cities Lower Levies

Towns in general have lowered their tax rate. Wasco's millage dropped from 22.2 to 15.5, Moro's from 16.1 to 12.4 and Grass Valley's from 15.3 to 7.9 making a substantial reduction in levies against city property.

Twelve school districts will levy a tax in 1943-44 whereas but eleven did so for the last tax paying period. Rufus is levying 5.4 mills. Rufus addition 2.9, Wasco 8.1, Kent 5.9, Gordon Ridge 1.2, Moro 5.8, Monkland 8, Boardman 2.5, Rosebush 2.6. All other districts Grass Valley 6.6, Rutledge 2, levy no special school taxes for 1943-44.

In some districts taxes will be less than last year. This is true of all the towns. In Moro, for instance, the millage is 24.6 as compared to 26.1 last year. In Wasco the millage is 27.4 this year compared to 32.8 last year. In Grass Valley it will be 20.9 as compared to 26.4 last year. These reductions are caused by a greater drop in city taxes than the raise in county taxes.

Property owners in rural districts where there is no school tax will pay 4.3 mills county tax and 2.1 mills road tax and 1.6 mills non-high school tax for a total of 8 mills. Last year the millage for such districts was 4.5.

## Ration Record For Next Month

FUEL OIL: Period 5 coupons in old rations remain valid thru September 30. Period 1 coupons in new rations are valid now. Occupants of oil heated homes are urged to return their applications for next year's fuel oil to their ration boards promptly and when issued new rations to place orders with their dealers for summer fill-ups.

SUGAR: Stamp 14 good for five pounds through October. Stamps 15 and 16 are good for 5 lb. Each for home canning purposes thru October 31. Housewives may apply to their local ration boards for more if necessary.

SHOES: Stamp 18, one pair, is valid thru October 31.

STOVES: Consumer purchases of rationed stoves must be made with a certificate obtained at local war price and rationing board. MEAT: Red stamps T, U, V, and W valid thru August 31. X valid thru October 2. Y becomes valid August 29. Z becomes valid September 5, and both remain valid thru October 2.

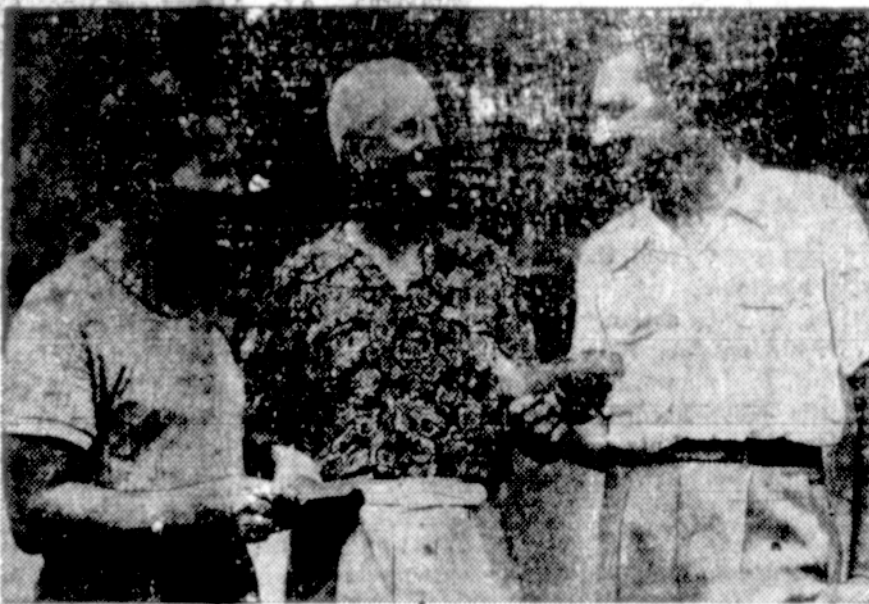
PROCESSED FOODS: Bine stamps R, S, and T remain valid thru September 20. U, V, and W become valid September 1 and remain valid thru October 20.

## Allied Skirted Soldiers Meet



Uniformed women of America and Britain meet on an English road and like their male contemporaries on other battlefronts, they get along as well as old chums. These WACs were among the first contingent of American women to arrive in England. They were strolling and the English WRENS were bicycling when the meeting occurred.

## McSpaden U. S. Golf Champ by One Stroke



Harold McSpaden is awarded the first prize check of \$2,000 after he nosed out Oneal White for the title of American open golf champion at the Tam-O-Shanter country club near Chicago. The final round was played before a tense gallery as McSpaden won by one stroke. Left to right: White, George S. May, president of the club, and McSpaden.

## State USDA Does Not Ask For Big Wheat Acreage In 1944

Oregon farmers are cautioned against any "plow up the fence rows wheat planting spree" by R. B. Taylor, chairman of the Oregon USDA war board, following the request of the War Food administration for increased wheat acreage in 1944.

Meeting the state's 1944 goal of 950,000 acres of wheat, an increase of more than 100,000 acres over this year's harvest, is not to be done by reducing acreage of high priority war crops, or by plowing up poor yielding, sub-marginal land that is especially subject to erosion, the war board chairman declares.

"While the state formerly grew more than a million acres of wheat annually, returning all of this land to wheat will neither result in the contribution to the war program nor be in the best interests of farmers themselves," says Taylor.

Crops which have been given priority over wheat—dry peas, dry beans, potatoes and canning crops—are being grown on some of the land which formerly produced wheat. There will be need for continued high production of these crops in 1944, and farmers who have been growing them are not asked to reduce plantings to increase wheat.

"Put every acre to its most productive use," is the formula Taylor asks farmers to follow in 1944. To assist in the careful plan-

## Elevator Operator Injured By Truck

LeeRoy Hansen, operator of the Erskine elevator for the Moro Grain Growers, was seriously injured about 11 o'clock Thursday morning when a grain growers' truck, hauling grain for warehouse storage, ran over his chest as he was at work.

Extent of his injuries is not known. He was immediately taken to the hospital in The Dalles.

Art Bucholtz moved his family out to the farm Tuesday and coupons issued to members of the started as a real dirt farmer at armed forces as a special further years as a dispenser of sodas or leave travel ration and food.

## Teachers Hired For Moro School For Coming Term

When school opens September 20th, Moro will have an entire new corps of teachers. Some of them will begin arriving the first week of September to enable them to get settled before school opens.

Tom Preece, formerly of Kent, will be principal. Teaching in high school will be Mrs. Preece, Maurice Letson of North Dakota and Vades Koonst of Portland. Mrs. Letson will teach the 7th and 8th grades, Ruth Catterson of Crane will teach 5 and 6, Mrs. Mona Moore of Halsey 3 and 4, and Mrs. Minnie Davis of Tulelake, Calif., 1 and 2.

## Robert Gillmor Married In East

Mr and Mrs. Clyde Gillmor have received word that their son, Robert E. and Miss Ruth Joan Davis of Klondike, were married August 12 at Pittsfield, Mass. by Rev. Floyd L. Roberts of the South Presbyterian church. Attendants were Mr and Mrs. E. Lorain Tinnes and Miss H. Clair Linquist. The story, from the Pittsfield newspaper, reported that they would live at South Street. Mrs. Gillmor is a daughter of Mrs. Clarence Morrison and a graduate of Tigard High School and Robert is a graduate of Oregon State, now employed by General Electric.

## Shaniko Branch Agreement Reached

The Union Pacific railroad has agreed to leave the rails on the Kent-Shaniko sector of the Shaniko branch until November 30 as its answer to a request for modification of the Interstate Commerce Commission order making September 5 the date for removal of the line. As had been presumed locally the railroad company had little intention of pulling up rails when there was wheat ready to be moved out over them.

The action of the company comes as a result of a protest made by a group of Shaniko residents last week which caused a telegram and formal request for amendment to go to the ICC.

The protest sent last week was over the signatures of George Flagg, now public utilities commissioner. William McCulloch, who signed "for the protestants generally," J. C. Verzie for the Eastern Oregon Land company, M. W. Wilkinson for Wasco county and John H. Carlin, assistant utility commissioner.

The effective date of the order was set for September 5 and the part of the line affected has been embargoed as of that date. In asking for more time the petitioners stated that there was 50,000 bushels of old wheat on the line that could not be moved immediately and that the 1943 wheat crop was coming in now and time should be given for its removal.

Thus, apparently, ends the Shaniko branch abandonment case.

## Holiday Travel Asked To Stay Home

Stay-off trains and inter-city buses over Labor Day week-end is the plea of Joseph B. Eastman, director of the Office of Defense Transportation. Mr. Eastman, in asking the public to spend Labor Day week-end at home, said that failure to follow this advice might result in travel congestion worse than that experienced over the Fourth of July. He pointed out that transportation equipment formerly available for holiday travel is now in troop service or used to handle the greatly expanded military and essential civilian traffic.

## Highway Group Hears County Road Needs

Rebuilding of Columbia Highway and Highway 97 First Wishes

The Oregon State Highway commission, with a party of 12, were guests of Sherman county for a few hours Thursday forenoon while on a trip through this part of the state to inspect the highways and get first hand information about local needs of road improvement.

The party met with the Sherman county court and were told by Judge Wilson that the primary need of the county was removal of the bottle neck caused by the crookedness of the Columbia highway. Improvement of Highway 97 was also requested by the judge who also spoke for additional work on secondary roads within the county.

The commissioners said that the program called for an expenditure of \$20,000,000 per year for three years after the war; that the rebuilding of the Columbia river highway would take \$12,000,000 of this sum. They wanted public reaction to expending a fifth of the state's total for this one project.

After the meeting the party was entertained at lunch in the park by the Moro Breakfast club with LeRoy Wright, president, and Lou Peetz, cook, being aided by a group of volunteers. They left to interview Jefferson and Crook county courts Thursday afternoon.

Members of the party were: T. H. Banfield, Portland, Chm. of Commission; A. W. Schaepp, Klamath Falls, Commissioner; M. R. Chessman, Astoria, Commissioner. R. H. Baldock, Salem, State Highway Engineer; H. B. Glaisyer, Salem, Commission Secretary; H. G. Smith, Salem, Construction Engineer; S. H. Boardman, Salem, Superintendent; Wm. E. Chandler, Bend, Division Engineer; Paul VanScoy, La Grande, Division Engineer; T. M. Davis, Portland.

Continued on Page Three

## Big Sandy Welcome To Pioneers

The emigrants had left the domain of the buffalo, and from now on there would be no fresh buffalo meat to eat, nor "buffalo chips" to burn. Their principal fuel would be artemisia (sagebrush), of which there was a plentiful supply. There would be little or no game to replenish their larders. The trail led on to the Little Sandy which was forded about ten miles above its junction with the Big Sandy.

Captain Gantt lead the way across a barren country to the Big Sandy which was reached on August 9. There another death occurred in the party, a man named Stevenson dying of mountain fever. He was buried in the sandy bank of the stream where a short prayer was said: "Earth to earth, ashes to ashes, dust to dust," and the train moved on. Dr. Whitman's advice to "keep moving" was heeded. Captain Gantt rode on to the southwest, the wagons following him, reaching the Green River just above where it joined the Big Sandy.

Green River was a wide, clear stream with a gravelly bottom. There the wagon-boxes came into good play as ferries in making the crossing. As the Green River flowed to the south, it became the Colorado River in Arizona, emptying into the Gulf of California.

The Spaniards called the Green River the Rio Verde. The Crow Indians called it the Seeds-Kee-dee or Prairie Hen River. Its banks were fringed with trees and grass, and it was a welcome sight to the thirsty, dust-covered emigrants and their weary livestock. Both man and beast drank deeply of its waters and cooled their heated blood after the ordeal of the desert.