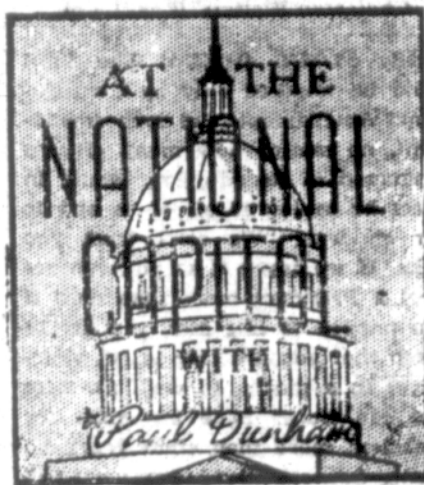


Sherman County Journal

Fifty-Sixth Year No. 8

Moro, Oregon Friday, December 31, 1943

Official County Paper



Explanation of Gen. Behron Somervell that he ordered the Canol investment of \$130,000,000 in the oil field at Port Norman and the building of a pipeline and refinery to prepare for the third war does not satisfy Harold Iches, secretary of the interior and petroleum administrator. General Somervell did not consult Iches nor the war production board on this war department funds, he told Iches, and this makes both WPB and Iches peeved at being by-passed. They regard Somervell as acting too high-handed. No other official has gone ahead on his own initiative for such a vast sum of money, but Somervell is like that and he, it should be remembered, is a buddy of President Roosevelt's closest friend, Harry Hopkins.

Secretary Iches says the United States has furnished 95 percent of all the aviation gas that has been used by the allies in this global war. Others of the United Nations have large supplies but which hitherto have been inaccessible because of war conditions. This means that only five percent of the gas for the international fliers has been furnished by the British and the Russians. After the war, Iches says the United States should protect its supply of gasoline and should assist American citizens in efforts to develop oil fields in other parts of the world than the United States. He estimates that there is a supply of oil that should serve this country some years but that the demand for fuel oil, motor gasoline and aviation gas will be so tremendous that the wise thing for Uncle Sam to do is to begin looking every where for new fields.

Mr. Iches is still protesting that the war department declined to open oil wells in Alaska instead of going to Canada, the Alaska fields according to government reports being far superior to the pool in the Fort Norman district. Originally, Somervell explained that the Japanese threat of invasion caused him to direct the Canol deal, but later he qualified this statement and announced that the Canadian enterprise was also designed to meet a possible situation in world war No. 3. This still does not suit Secretary Iches, for if the Alaska territory is to be a hot spot years hence the Alaska oil should be developed.

The administration forces are very anxious to enact legislation which will enable soldiers to vote in the primary and general elections, whether they are in Australia (Washington and Oregon federalized national guardsmen), in Italy, India, Sicily or anywhere else on the globe, as well as at home. President Roosevelt, back from Cairo and Teheran, has expressed himself as being in favor of these absentee voters. As most of the Republicans and many of the southern Democrats see the picture the administration hopes to capture the soldier vote, and they are insisting that state laws should govern elections and the absentee balloting.

Southern Democrats, for example, argue that if a federal law governing the election is enacted the poll tax qualification will be ignored and this would enable thousands of voters (many of them colored) to vote who never have paid a poll tax and who, if they were in their native state, would not vote, for they would not be sufficiently interested in voting to pay the tax.

In the past the southern Democrats have not for any reason returned bakery products they have bought.

Amphibious Truck Gets Cargo



Pvt. Domenico Parrine of the born in Caserta, Italy, talks with U.S. Army, whose parents were an Italian worker in Caserta.

Reunion In Italy



Slings of Allied war material lowered into an amphibious truck at Naples.

Ben Andrews Dies At 80 Years

Benjamin Lewis Andrews, pioneer of Sherman county, died suddenly at his home north of Wasco December 23. Funeral services were held Monday and interment made in the Wasco Sunrise cemetery. Rev. Fields officiated.

Ben Andrews was born in Glasgow, Missouri, January 9, 1863 and came to Oregon at the age of 19 to settle in the new land. He had lived on the same place for most of the years since 1882. He is survived by his widow Agnes Ramsey Andrews, two daughters, Mrs. Virginia York of Portland and Mrs. Belle McPherson of Wasco, three sons, W. H. of Wasco, R. F. of Portland and Roy in the army and one sister, Mrs. A. B. Gifford of Los Angeles, a grand daughter and a grandson.

ENRICH OTHER

BAKERY PRODUCTS

The food enrichment already applied to white bread will be extended to coffee cakes, sweet buns, plain rolls, doughnuts, and all other types of yeast-raised commercial bakery products. Beginning January 16, in addition to white bread, these products must contain specified minimum food values to the extent white flour is used. The amendment to the food order also provides that consumers of bakery products cannot for any reason return bakery products they have bought.

December Days Just Miserable; No Good To Any

December weather can best be described as being nothing. There was a little of everything but not enough to count. There was a little fog, but not enough to call it a foggy month; there was some cold weather but nothing extreme; there was a little sun, earned little.

December has been pretty much of a blank meteorologically speaking. Just 31 days of weather generally disagreeable, but not enough to justify an unfavorable comment. Nothing has been damaged except dispositions and patience. Wheat is alright, stock is doing fine. People would welcome something else, even a good snowstorm, but what good would that do?

USE RIGHT STAMP FOR SHOES

Because some people have used the wrong stamps in Book Three for shoes, OPA has issued the following statement: "War Ration Book Three has four pages of black picture stamps showing guns, tanks, ships, and airplanes. The page of airplane stamps is next to the brown food stamps in the back of Book Three." The shoe stamp shows a miniature airplane in flight and is labeled "Ration Stamp No. 1." This stamp came into use on November 1, and it will remain valid indefinitely, along with Stamp 1P in Ration Book One.

Sherman County Program Now Contemplated

Another program based on history of this area will be given sometime the last of January. General subject of this event will be Sherman county.

Sherman county has a rather interesting history it being on several of the trails that fanned out from The Dalles in early days. The main stage road to Walla Walla passed through the north end of the county, following the general route of the Old Oregon Trail. The first road to Canyon City went the length of the county, crossing at the mouth of the Deschutes before Sherman built his bridge. Indians normally used the route through this county when going to their fishing grounds.

The progress of this county from grass to grain is similar to that of any pioneer country. Here it is not so old that it cannot be recalled by many still alive. Purpose of the program is to bring some of this information to light as well as to entertain. Suggestions will be welcome.

Clyde E. Crites Buried Wednesday

Clyde Crites met death by his own hand at The Dalles the afternoon of Christmas day and funeral services were held from the Moro Presbyterian church Wednesday afternoon at 2:00 o'clock with Rev. J. D. Moberg giving the sermon.

Clyde Elwood Crites was born in Jackson, Mich., February 4, 1881. About 25 years ago he came to Moro and had been farming here for many years. He had been in ill health for a number of years and until this fall had lived alone on his place east of town.

Surviving are two daughters, Mrs. Claudia Haggard and Dorothy both of Vancouver, Wash., and one grand daughter, Patricia Haggard, and one brother, Clarence of Jackson, Michigan.

Many Driving Faster Than 35

November highway speed checks in Oregon indicate average speeds are creeping upward in the face of increased need for gasoline and tire conservation, Secretary of State Bob Farrell disclosed today.

During November, the average speed of 85 percent of the motorists traveling the Pacific highway was 49 miles an hour, 14 miles over the wartime speed limit of 35 miles an hour. Only 12 percent of the motorists traveled 35 miles an hour or less, Farrell revealed.

"Speed too great for conditions is a factor in 42 percent of reported traffic accidents," Farrell pointed out. He emphasized the fact that speed is a factor in every accident to the extent that it determines the gravity of the accident. Studies have shown that the severity of injuries increases in direct proportion to the increase in speed. The following table shows the number of fatalities to injuries at various speeds: Less than 20 1 fatality to 70 injuries

20-29 1 fatality to 45 injuries
30-39 1 fatality to 37 injuries
40-49 1 fatality to 30 injuries
50-59 1 fatality to 13 injuries
Over 60 1 fatality to 11 injuries

In addition to contributing to accidents, higher speeds cause excessive wear on tires and uses greater amounts of gasoline, two essential items that are becoming scarce in this country, Farrell said.

"In the interests of accident prevention and conservation of essential material Oregon motorists should eliminate unnecessary driving and observe the 35 mile wartime speed limit on necessary driving," the secretary of state said.

Sherman County News For 1943 Not Dramatic

County Has Peaceful And Productive Year With No Startling Events

A resume of the news of the year just ending indicates that the big wheat crop, being the third of bumper proportions in the mid-Columbia counties, was about the biggest and best news within the county for 1943. Not within the memory of the oldest old timer has this county produced three crops of such proportions as in 1941, 1942 and 1943. In addition to this prospect for a good crop in 1944 are better than usual.

The county's standing in the Third War Loan campaign was so excellent as to be a news story of mark inasmuch as Sherman county far outdistanced all other counties of Oregon in sale of "E" bonds per capita and is probably among the very highest of the nation.

Increased use of rationing to hold consumers to the amount of food and fuel available has been a constant developing program during 1943 and headlines in the Sherman County Journal each month have related some new article under governmental restriction.

Death has removed an additional number of old time residents of the county, men and women, whose life times were a part of the county's development from sod covered grazing district to fertile wheat land.

Although a cold spell in January did some damage temperatures were not more than 15 degrees below and the cold did not last long. The spring was cold and wet which was miserable for humans but good for wheat.

More men have consistently been drawn into the armed forces but quotas have been smaller in 1943 than in 1942. The war has had its effect on the life of the county, putting men and women to work in gardens, brought many who retired back to active farm work, made truck drivers out of women and header tenders out of small boys.

The warehouses that were so full of wheat at last year's end have been cleared sufficiently to allow normal storage while still giving the local co-ops a satisfactory return from storage.

Altogether it has been a good year, crops excellent, business fair; county progress good financially, excellent in participation in war time measures.

Val Workman Buried In Wasco Cemetery

Val Workman passed away December 22 at the St. Charles hospital in Bend after a three day illness. He had gone to Bend to spend the holidays with his son and daughter.

He was married in 1894 to Lulu E. Barber in Kansas City, Mo., then came to Oregon residing in Salem for a few years before coming to Sherman county in 1898 where he lived until death.

Mr. Workman was born in Bloomfield, Iowa, November 23, 1863. His survivors are one daughter, Ruby McCann of Bend and two sons, Leonard of Bend and Ora of Wasco, also two grand children.

Burial was in the Wasco cemetery, Monday December 27.

FARMERS TO GET BATTERIES

Approximately 20 percent of the fourth quarter production of flashlight batteries will be distributed to farmers, according to WPB. This makes enough batteries for about normal consumption available through farm outlets.

Slick Roads Stop Traffic On Highway

Friday morning, December 24, the highway and ditches thereof between the Moore place and Wasco were filled with cars and trucks that couldn't stay on the ice covered pavement. No one was killed and injuries were minor to both humans and automobiles. The mail truck was delayed until the highway crew could sand the road. Travelers who hit the ice reported that they could not stay on the road at all.

One car occupied by a woman from Arizona and two soldiers turned over above the Moore farm damaging the car somewhat but sparing the passengers who were able to continue their journey although with wobbling wheels.

Dale Younger Now In U. S. Navy

Verdell Duellon Younger, Box 2732, Moro, enlisted in the U. S. Navy, through The Dalles Navy Recruiting Sub-Station on December 21.

Verdell, enlisted before his eighteenth birthday, taking advantage of the opportunity to choose the branch of the armed forces he desired. His recruit training will last about eight weeks after which time he will attend one of the many Navy trade schools or will go on to an advanced training station for sea duty.

Emigrants End Long Journey

Arriving at The Dalles, the land party decided to take to the water too, for it seemed impossible to drive down the river or around Mt. Hood. The men felled trees and built rafts on which they loaded their wagons and other belongings. Some of the cattle were driven along the banks of the Columbia while others were taken over Indian trails around Mt. Hood. All was easy sailing down the river until the Cascades was reached where a slow arduous portage had to be made.

The rainy season had set in, food was nearly gone, and the emigrants were in rags. Dr. McLoughlin, when informed of their plight, sent several boat loads of provisions to relieve their suffering.

Fort Vancouver Reached

Fort Vancouver was reached early in November. From there the emigrants made their way to Oregon City from where they later set out in search of donation land claims in the Willamette and Tualatin Valleys.

The homespun suits in which the emigrants started were worn out. Clothing of buckskin took its place. The women even made dresses of the weather-beaten wagon sheets. There was no money in the country, except what the emigrants brought with them. Wheat and beaver skins were used as a medium of exchange.

Much privation and suffering were eliminated by the generosity of Dr. McLoughlin, who extended credit where needed, and gave entry in Nesmith's Diary consisted of three words, "Went to work."

Log cabin homes soon dotted the broad valleys of the Willamette and Tualatin. And the Oregon Country became American by right of occupation.

The emigrants of 1843 pushed our western border from the Missouri to the Pacific, and made a two-ocean country of the United States. In the light of past accomplishments, the Oregon Country has been properly named, "Land of the Empire Builders." And the Old Oregon Trail has earned the title, "The Road that won an Empire." Thus ends the Saga of the Covered Wagons. This is "20"

1943 Weather Cold and Quiet, Wet and Fruitful

Year Has Less Wind Than Any Since Records Kept At Station

The passing 1943 has one distinction from the weather viewpoint that is certain to please everyone. It was the quietest year since 1911 when records were first kept. Average wind velocity was 4.2 miles per hour.

Wind velocities have a connection with the good and bad crop years it appears. In the first ten year period 1911-1920 the wind blew an average of 6.8 mph. In 1921-1930 there was more wind, 6.6 mph for the decade. The average for the 1931-1940 decade was 6.6 also but the first part of that period was very windy—and crops were very poor.

From 1931 to 1937 the wind blew over 7 mph, being 7.7 in 1932 and 1933. Since 1938 the wind has been much less, averaging around 5 mph with the 4.2 of 1943 the lowest. As usual May was the windiest month with August and July second and June and March following.

The hottest day of 1943 was July 31 when the thermometer reached 97 and the coldest day was January 18 when it was 14 degrees below zero. January is normally our coldest month as the thermometer has been down below zero 12 times in that month in the last 32 years. December and February are tied for second with 6 times below zero in the 32 years.

The crop year, September to August, just passed was the second wettest crop year in weather recorded history, there being 16.49 inches of rainfall. The 1915-16 year was tops with 16.62 inches. Seasonal rainfall was 3.80, a little better than the average of 3.26. Seasonal rainfall is that from March first to July 31.

Rainfall for the calendar year was 15.00 against the all time average of 11.28. Heavy precipitation fell in January, when 19 inches of snow fell, in June and in October which had 2.78 inches to best all Octobers since 1911.

1943 was a cold year with only a few months being above the average mean temperature. January was six degrees below average, March 2, May 2, June 3, August 3. The fall months were generally warmer with September being as warm as August, whereas it is normally nine degrees colder.

Ariel Morgan Weds Oklahoma Girl

Ariel Morgan, son of Mr. and Mrs. R. T. Morgan of Moro, was married Christmas eve at Goldendale to Oma Thomas Wells, daughter of Mr. and Mrs. Thomas of Oklahoma. The ceremony was held at 2:00 o'clock with Miss Thelma Morgan, sister of the groom and Dave Ransier, brother in law of the groom as attendants.

A reception was held at the Ransier home in The Dalles when the bride and groom cut the wedding cake which was served by Miss Zora Morgan, another of the groom's sisters. Other guests were Mr. and Mrs. Don DeMoss and Mr. and Mrs. R. T. Morgan of Moro.

Ariel has lived in Moro nearly all his life until the past few years when he has worked near Arlington, being now employed by the tractor company there.

The Navy has urgent need for 17-year-olds to train as RADAR technicians, announces E. A. Lang, in charge of The Dalles Navy recruiting substation. Applicants should have completed at least two years of high school mathematics or its equivalent and have some knowledge of physics and either electricity or radio.