

Sherman County Journal

Fifty-Sixth Year No. 34

Moro, Oregon Friday, June 30, 1944

Official County Paper

**A column of news
About Government,
Politics and People
with especial emphasis
on the Northwest**

With the easing of restrictions on the manufacturers of farm machinery the manufacturers are running up against the manpower situation and this is continuing the shortage, although a larger supply of implements is being produced. One of the largest concerns hired 3,259 new workers in April but the total of employment went down to 702. A maker of corn pickers and combines hired 123 in April and lost 143. Another plant hired 301 and lost 390. A large part of this turnover is due to the restlessness of the people who are new to industry and who, after working a month, hear of another job they would like and so they quit.

Because of the manpower shortage the companies are accused of laying down on the job, but this they resent. Their experienced help scattered when the concerns had to practically shut down on making farm goods and take on war work. WPB has recently issued quotas 247, which will take effect on known as schedule B of order L-July 1. Unless the manpower situation becomes worse than at present this order will result in more farm machinery, but the total will be substantially below the supply of 1940. As the manufacturers were notified of the quota and are now in production, they will be able to speed up without months of delay in obtaining material from the steel plants.

There may be a handicap in such farm machinery factories as have been making tanks owing to the increased demand for greater quantity of implements of war. Months ago tank production was cut back and practically came to a stand still when Russia sent word that it did not want or need the quantity which was then being shipped under lend-lease. Now, however, American troops have lost such numbers of tanks and trucks on the European battlefield that it has been decided to restore production at the earliest possible moment. In addition to tanks and trucks being lost overboard while being transported there were severe losses on the beach head in France and these losses will continue. To the high command tanks and trucks are now more important than that farmers be provided with agricultural machinery and this may interfere with the increased production of the latter.

How the government is pocketing a profit from its purchases of sugar in Cuba is explained by Senator Vandenberg of Michigan, who stated on the floor of the senate that, while the sugar is imported free of duty since purchase is made by a federal agency (the Commodity Credit Corporation) the tariff rate is added to the price charged the refiners and this represents an outright profit to the government. However, the money does not find its way into the treasury but is added to the operating funds of Commodity Credit Corporation. When the purchases first began the tariff rate was paid to the government as would be the case if a private concern was doing the buying, but Commodity Credit Corporation saw an opportunity to build up its funds and took advantage of a 1940 law which suspends the tariff on government transactions.

This arrangement costs the government nothing because Commodity Credit Corporation is financed by congressional appropriations, but it is unsatisfactory to the Cuban producers and it is indicated they may file a claim for the amount of the tariff rate. They also believe that when the present emergency is over the arrangement should be continued.

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Farmers See Experiments At Field Day

Interest Shown In Varieties, New Fallow and Grasses

Over forty farmers of Gilliam, Sherman and Wasco counties attended the annual field day at the experiment station Saturday afternoon and saw the results of the year's experiments and heard the talks of Merrill Oveson, superintendent, Orman Weaver, assistant, Joe Belanger, soil conservation experimenter and D. D. Hill of Oregon State college.

After a brief study of charts showing the protein content and total weight of hay cut at various times the crowd was taken to the "in can farm" where Orman Weaver talked about the danger of dwarf smut that is becoming prevalent in districts near this county. There is, so far no prevention of this type of smut but the station is conducting experiments to produce a wheat that is not susceptible to this smut.

A short glance was taken at the hog feeding experiment, but comments were that farmers did not care for hogs in the flesh with the price of wheat and hogs as they are.

First stop of the trip through the station was at the erosion plots of the soil conservation staff. From there the crowd went to see the pea experiments and looked over the rate and date of seeding experiments as well.

The varieties were next and the standard kinds of wheat and the crosses that are being multiplied were seen by the crowd which appraised them. The grass rotation plots with alfalfa alone, alfalfa and grass and grass alone were shown together with check plots of wheat. A part of this experiment will be plowed next spring to see what effect the growing of these crops has had on future wheat crops.

A stop was made at the nursery where Oveson explained the method of testing the new varieties made by crossing wheats with different characteristics. The peas, oats, barley, corn rotation showed good crops this year and good feed crops are often grown on it. It was stated.

Virgil Hawk arrived to show his grass plots where several of the most important grasses of this area are being grown under field conditions. Best yielder, and the one that has made the most headway against the cheat was the blue bunchgrass (poa amplexicaulis) to this county.

Dr. Hill, in speaking to the assembled grain growers, said that it was likely that the best future for the grain industry of this area would come from specialization in the pastry flour varieties. We can no longer grow protein or bread wheat in competition with the middle west where protein content is increasing in wheats. We must, he held, grow the pastry type wheat for cakes and other similar foods that are growing in popularity. Grass for stock production is also important, he said.

After refreshments on the lawn at the station buildings the group finished the day with a look at the Belanger tillage experiment on the Moore farm.

The report of the Washington Department of Highways and the Oregon State Highway commission on Trans-Columbia River Interstate Bridges published last February by the Oregon Highway commission has recently been released and its findings form the basis on which claims for construction of a bridge across the Columbia at Seufert's are made.

The report finds that the cost of bridging the river at this point would cost \$382,761. Interest and amortization costs would be \$50,740 per year. It is estimated that annual income would be \$36,181 and traffic benefits would amount to \$300,741.

Furthermore the report finds that "it is not necessary to improve any portion of The Dalles-California highway between the Columbia river and its junction with US-97 in order to justify the construction of the Seufert bridge."

The Seufert site is near the cannery by that name. A bridge could be thrown across the river there with a small cost as there

Yanks Land at Normandy



Battle-equipped American troops splash ashore to the Normandy coast of France in initial phase of the beachhead landings. Casualties were reported light and replacements were rushed ashore hour after hour. Little opposition was encountered during the landing of these particular Yanks, although during landing operations at other beachheads the casualties were heavier.

Kullick - von Borstel Wedding Held

A beautiful wedding was solemnized at St. Mary's church at Grass Valley Monday morning at 9:30 A. M. when Miss Rita von Borstel, daughter of Mr and Mrs Theodore von Borstel became the bride of Mr. C. J. Kulick, U. S. Army, son of Mr and Mrs J. G. Kulick of Gary Indiana. The double ring ceremony was read by Rev. John O'Brien of Dufur before an altar banked with calla and royal lilies. The bride wore a white suit of weathervane, white lace hat draped with white veiling and carried a white prayer book showered with a white orchid. She was attended by her sister, Miss Cassie von Borstel, who wore an aqua blue dress, with pink and black accessories. She wore a corsage of pink rosebuds. The groom was attended by Mr. Keith DeCourcy, U. S. Navy.

Following the ceremony a wedding breakfast was served to twenty guests at the home of the bride's parents. The tables were decorated with white single peonies and rosebuds. Later in the day the young people left for Gary, Indiana on their honeymoon. They will return to Oregon and make their home at Corvallis while Mr. Kulick is on duty at Camp Adair.

New Barn Burns

The large new barn on the Theodore von Borstel ranch was completely destroyed by fire Friday at 8 A. M. There were eighty-nine tons of hay in the barn, about half of which had been chopped. The fire was discovered by Frank von Borstel who drove into the yard while Robert Rohde, who was employed on the place was working on the windmill. As the hay on the upper floor of the barn was already on fire, razing could be done to save the building.

The same letter of information tells that the total rise amounts to 5032 feet and the total fall to 2031 feet on the Sherman highway. And the total rise is 6515 feet and the total fall 3472 feet on the Wasco county road. This is an engineers way of saying that the Wasco county road is much steeper, with greater heights to be climbed and deeper canyons to be crossed.

It is not stated in the report that other bridge sites were considered. It is possible that there is some point where a crossing could be made that would be able to utilize the admittedly better south approach through Sherman county and still give good service to the admittedly larger traffic that rises from nearness to The Dalles.

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From the same source it is learned that The Dalles-Criterion road has 395 curves with a total of 13,042 degrees of central angle. The above is an engineers way of saying that the Wasco county road is much less straight than is the Sherman county highway.

Although Sherman county has never been known as a poultry producing county, it may be in a few years if Sam Davis keeps on having good luck with turkeys. Last year Sam raised 300 turkeys on his mother's ranch south-west of Grass Valley and this year he has bought 2100. They are in small brooder houses in the field where they are kept warm and dry and well fed until time to take them outside where they can run on the rain and stubble.

When that time comes Mr and Mrs Davis will go along with them for turkeys are prone to stampede like cattle and the presence of a keeper prevents them from going too far. The average loss in turkeys according to the department of agriculture is one in five, says Mr. Davis and he expects to keep his losses within that figure. With good luck and plenty of feed the birds can be put on the market in six months.

Charles Anderson, who lives on Section 11, also is in the turkey business with 1400 birds.

Sam Davis Tries Turkeys On Big Scale

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Blood Donors Bleed Monday

Sherman county blood went to war in gallon lots Monday when groups of people from all over the county drove to The Dalles to be tapped for the blood bank.

Among those giving blood were Mrs Vivian Wilson, Mr and Mrs Carl Thompson and Mrs Mae Fowler of Rufus, Mrs J N Wildard, Mrs Raymond Van Gilder, Mrs F M Crews, Catherine Friedley, Mrs Ormand Hilderbrand and Mrs Earl Richelderfer of Wasco, Carl Melzer, Charles Ruggles, Roy Powell, Mrs Dewey Thompson, Mrs Wily Knighten of Moro, Mrs Chester Anderson, Mrs Ed Alley, Mrs A F Balzer and Anita Barnett of Grass Valley.

Sherman County Acreage Up By 26,000 This Year

Removal of Federal Restriction Gives County More Producing Land

Production of wheat in Sherman county may be larger this year for a reason that has nothing to do with rain, cool winds or the lack of hot winds. We have nearly 26,000 acres more in wheat than in 1943.

Acreage figures have been compiled by LeRoy Wright, county agent, on all prominent crops grown in the county. They show that, according to farmer figures on crops on farms, there is now 121,257 acres in wheat as compared to 95,563 last year. Withdrawal of government restrictions on the acreage of wheat has made the change, it may account for an additional half million bushels.

The gain made in wheat is partly compensated for by a reduction in barley from 17,730 to 3775. Last year was a big barley year because farmers could not seed wheat and wanted the feed. Oats dropped from 2230 to a mere 530 acres since last year. Hay has been increased from 4820 to 5840 and alfalfa has been increased to 845 from 664.

Strangely enough summerfallow accounts for a large number of acres despite the increase in wheat. We have 125,111 acres in fallow as compared to 127,485 in 1943. Another loss is in the acreage in grass, which is now 29,140 acres instead of 34,601 as in 1943.

The totals do not check because of other crops being grown and differences in estimates on farms, but they do indicate that we are now using a large number of acres that were formerly in such classifications as seeded pasture and other similar titles.

We now have 161,487 acres in crop and 125,111 in fallow for a total of 286,598 acres being tilled.

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Wheat Damage In North End To Be Studied

Reports of serious injury to wheat, particularly Turkey Red, in the territory northeast of Wasco, have been prevalent this week. A look at the fields indicates that the injury concerns a smaller percentage of the plants than the reports have it, although there are stalks in many plants in the fields that are entirely dead and already turned white.

Rey does not seem to be damaged seriously and the later Turkey Red, which is still green, is apparently hurt the worst. Damage of this type may be foot rot, Merrill Oveson states, and plants from the area will be sent to Pullman for inspection by the department of agricultural plant pathologists there.

There is a possibility that some of the damage might have been done by the high winds, Oveson says, for whipping of wheat stalks may break them off at a joint or at the root.

Land Bank Buys \$6000 In Bonds

The Federal Bank of Spokane has allocated \$6000 in War Bond purchases to Sherman County, Victor G. Peterson, secretary-treasurer of the Dalles Group National Farm Loan association, announced today.

The Land Bank, which serves Montana, Idaho, Washington and Oregon, has invested \$2,000,000 in bonds, of which \$500,000 has been credited to each state. The state allocation, in turn, as been credited to each national farm loan association group office county on the basis of the number of land bank borrowers.

AAA CHANGES ASKED

Oregon's recommendations for changes or variations in the 1945 agricultural conservation program have been submitted to the western division of the AAA by N. C. Donaldson, executive assistant in the state office. The recommendations embody suggestions made by county AAA committees, state committee personnel, and the technical advisory committee of OSC.

The first proposal is that no change be made in the practice of eliminating definite farm allowances, tried for the first time this year. The Oregon men believe that earlier so-called soil-building allowances seldom bore any relationship to the soil conservation needs of any particular farm.

The state and county committees were also unanimous in recommending the adoption of a conservation program on a con-John Posa. Mr. Helberg is the Clatsop county representative in year to year with only minor alterations.

Bond Sales Pick Up, But Still Behind

County Has Not Bought Bonds As Speedily As Before

Although the sales of bonds in Sherman county took a spurt upward this week the county is not in as good a position during this drive as it has been at a comparable period in previous drives.

Partial cause of the increase for this week was solicitation around Moro Monday, although an increase was noted in sales from the Wasco postoffice this week.

Friday of last week sales of \$23,625 had been made at Grass Valley. The Wednesday night report from Wasco gave \$17,681.23 as the total there and the local bank has sales of \$50,970.75 of E bonds to report as of Wednesday. This makes a total of \$91,877 in E bonds for the entire county with a great part of the solicitation already done. Usually the county is over the top at this stage of a campaign.

The sales of individual bonds other than Es is slow, as usual, a only \$4150 has been sold and the county quota is \$37,000. We have been making our quotas because we bought enough E bonds to make up for this lack of other individual bond purchases. This means that at least \$125,000 in E bonds must be bought to reach the county quota of \$176,000.

The corporation quota is \$31,000 and county headquarters has been told that purchases by the county and state will be counted against the corporation quota. The county has bought \$15,000, PPA&L \$6,000, Union Oil \$500, the NFLA \$6,000. The state has bought bonds but the amount to be allocated to Sherman county has not been announced. The same condition prevails for other corporations that are expected to buy.

It all sums up to everybody being very busy and some who have money in the bank in excess of their requirements have not been sufficiently impressed with the need for buying bonds.

Sherman county has probably the best bond buying record of any county in the United States. Its people have averaged over \$100 per capita in the two previous bond drives and have the ability to do as well again.

REPRESENTATIVE VISITS

Mr and Mrs Fred Helberg and daughter came up Sunday evening from Astoria to visit a few days with her parents. Mr and Mrs Helberg is the Clatsop county representative in the state legislature.

Seufert Site for Columbia River Bridge Not Definitely Settled By Report

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The Seufert site is near the cannery by that name. A bridge could be thrown across the river there with a small cost as there

are solid rocks and the channel is narrow. The present Columbia river highway would have to be changed somewhat to give enough elevation for an overpass over the railroad tracks. A new connection would be made with Oregon 23, locally known as The Dalles-Criterion road.

As for the Biggs site the report says that the cost would be \$1,489,534 and the total annual average cost of servicing and amortization, etc., would be \$73,713. Annual income is estimated to be \$21,826 and benefits are estimated to be \$248,868.

To quote from the report, "In view of the foregoing, therefore, the construction of the Biggs Bridge, while failing to disclose an economic warrant equivalent to that determined for the Seufert structure, yet, nevertheless, does find considerable economic justification. It would appear that the structure at Seufert should be constructed first, with a possibility of the Biggs bridge at a later date."

It is recommended that studies be made of the duPont plant near

Presser before final decision is made on the Biggs bridge.

The report requires a full book with charts, graphs and traffic counts, colored for easier understanding. It represents much work.

It is difficult to find anywhere however, that the cost of making a suitable highway from the high lands of central Oregon to the Columbia has been taken into consideration. Residents of this area, whether natives of Sherman or Wasco counties, are aware of the vast difference between the terrain traversed by Oregon 23 and US-97.

According to state highway commission figures the Sherman highway (US-97) between Biggs and Criterion Junction has 218 curves with a total of 6041 degrees of central angle.

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It is not stated in the report that other bridge sites were considered. It is possible that there is some point where a crossing could be made that would be able to utilize the admittedly better south approach through Sherman county and still give good service to the admittedly larger traffic that rises from nearness to The Dalles.

There has been some local discussion of the probability that the Fulton canyon site might be a good one for an interstate bridge. Were the Sherman highway to be routed down Fulton canyon instead of down Spanish hollow one of the crookedest parts of the Sherman highway could be eliminated.

It is possible that the road could come to the Columbia river high enough that it could cross the railroad track and go on across the river, using Miller's Island for a center span.

The south side of the bridge would not need to be expensive and its north span could be high enough to cross the railroad tracks and also be high enough to permit river transportation of any type likely to be used.

Additional advantages of this site is that connection could be made with the Washington sector of US-97 on an easy grade. Steepness of the Maryhill grade is one of the given objections to the Biggs site.

Those who attended the recent hearings of the US Engineers learned that there is still a possibility that a big dam may be built at The Dalles or just above that town. It is unlikely that the highway commission would want to build a bridge below that dam. It may be possible to use such a dam, if built, as a bridge, a solution that would settle all contro-

versary.

It seems likely from the wording of the report that further studies will be made before a final decision is made. Matters to be considered are the duPont development near Presser, as reported, and it seems probable that consideration will also be given to the fact that there may soon be a large irrigated territory in central Washington that is now devoted to wheat and stock.

Development of this area for agriculture or industry, will give increased reasons for the Biggs site or one near it. Truck traffic between the fruit regions of Washington and California was large before the war, and if irrigation is developed further in Washington, it is reasonable to assume that it will grow after the war.

It does seem most unlikely that highway authorities of either state will make a decision on so important a matter from studies made during the war when traffic is admittedly not normal, or when impending changes may alter existing conditions almost overnight.