

Sherman County Journal

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Official County Paper

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

While farmers in Washington and Oregon, and in every state throughout the country, have been in desperate need of farm machinery with which to produce the quotas of foodstuffs asked for by war food administration, more than \$50,000,000 worth has been sent to foreign countries under lend-lease according to statements made on the floor of the senate. The committee on agriculture and forestry also reported that next year the manufacture of farm machinery will be reduced by 40 percent, although no reduction has been made in the quantity which may be sent abroad.

These alarming facts were offered by Senator Langer of North Dakota as justification for an amendment introduced by him during discussion of the lend-lease act which would forbid the manufacture for, or disposition to, any foreign government of any machinery, implements or equipment suitable for use on the farm. Senator Langer offered for the record more than 100 telegrams received by him from North Dakota farmers and others stating in impressive terms the manner in which they had been handicapped by the shortage of farm machinery and forecasting the dire effect such shortage would have on the 1945 food production. Not only is there a shortage of farm equipment but it is now almost impossible to obtain parts for the machinery which has suffered from long use.

Senator Barkley opposed adoption of the amendment on the grounds that it would prevent the supplying of machinery to countries where American troops are now operating and thus make it impossible for the liberated peoples to aid in the production of food needed by the army and for their own subsistence. No corn, wheat or other food product of any kind could be grown in many foreign countries for the purpose of aiding starving peoples, he said, if the machinery is denied them, for the reason that their manpower shortage is just as acute as in the United States.

The Langer amendment was defeated by a roll call vote of 28 to 46, Senators Mangunson of Washington and Morse of Oregon voting nay and Senators Cordon of Oregon and Mitchell of Washington not voting. The division was not along party lines and seemed not to have been influenced by Senator Langer's presentation, although, none of the senators saw fit to give a reason for his position for or against the proposed amendment.

Secretary of Agriculture Claude Wickard has issued a statement estimating that in the post-war period there will be 67,500,000 employed and 2,000,000 unemployed in the United States producing a net national income of \$150 billion. Most post-war planning is based, he says, on the assumption that the nation will find the means to reach and maintain such full employment. The department of agriculture, however, says the secretary is making some provisions as to what lifebelts farmers might fall back upon in case full employment is not maintained and emergency measures are found necessary to protect their welfare in case there should occur a condition of more or less severe depression.

Cutbacks are predicted in war munitions within 90 days, providing the resistance of the Germans continues that long. While the battle of the Pacific will engage millions of Americans and they must be completely supplied, the total

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Humus Retention Purpose of Soil Program Now

Trashy Fallow Measured
and Found Wanting

Organic matter is the priceless ingredient in the soil that enables it to produce crops and the only immediate contact the wheat farmer has with it is through his use of straw," said E. R. Jackman of OSC, here this week to work with LeRoy Wright, County Agent, on a trashy fallow survey.

"If the straw is wasted, the organic matter declines just as surely as a large check will reduce ones bank account," Jackman continued. "The most important single chemical needed by wheat is nitrogen and the organic matter contains all of the nitrogen in the soil. It is the only part of the soil that can contain and hold nitrogen. In addition, it has 90 percent of the other available minerals needed to produce wheat. So a soil without organic matter is worthless."

As the organic matter declines, the soil tends to work or blow, and to bake or crust. The organic matter is also the only part of the soil that can hold much moisture, so as it declines, a crop is more and more dependent upon summer rainfall. In other words, an inch of rain doesn't go as far as it once did.

"The only chance to hold up the organic matter is to save the straw and if the straw is saved on the surface, it has an additional value in holding the soil and checking erosion. For this reason the AAA is paying out taxpayer's money to those people who save the straw on the surface."

"This year, for the first time, a step has been made toward paying farmers in accordance with the amount of straw saved. This is sound and sensible. If it can be worked satisfactorily, the principle can be carried still further with a payment of so much per hundred pounds. This year the payment is 75 cents per acre for 300 pounds up to 1000 pounds where it increases to \$1.25 per acre."

Mr Wright reports that a preliminary survey shows that very little of the moldboard plowing can qualify for the 300 pound payment, whereas some of the duckfoot plowing can qualify for the larger payment. With the one-way plows, practically all can qualify for the lower payment, provided no burning was done, and some can qualify for the \$1.25 rate.

With a one-way, the amount of straw left on the surface seems to depend upon the depth of the plowing, and especially upon the speed of the tractor. The faster the rate of travel, the less straw there is on the surface. On Thursday of this week a meeting was held at the Moore Bros. farm where Joe Belanger, of the Soil Conservation Service operated weeding machinery on land with a full two ton of straw on the surface. Wright concluded "I hope to see the day come when there will be rivalry among farmers over which can get the largest amount of straw on the surface."

NORTHWEST EXPANDING

One eastern firm out of every three either has definite plans to expand in the Pacific Northwest or is making serious study of the region's industrial possibilities, according to the experience of H. W. Derry, new industrial manager for Pacific Power & Light company, just back from an extensive trip through the industrial east.

Of the 186 firms he called upon to tell the story of the Columbia basin, 15 are definitely going ahead with Pacific Northwest development plans and 84 are making studies of the field, Derry reported.

Prospective industries range from the manufacture of wooden toys to thermo-plastic, and from breakfast cereals to farm machinery, according to Derry.

Wasco Resident Dies From Heart Attack

Milton M. Gilman, 66, a farmer in the vicinity of Wasco, died Saturday afternoon at a local hospital, following a heart attack. He had been a resident of the Wasco community but a short time. Surviving are the widow, Laura of Wasco, three daughters, Mrs Ora Workman of Wasco, Mrs Jed DeMers of Aurora Grande, California and Mrs Wesley Weygrant of Portland, a sister Mrs Ijora Rissberger of Tacoma, a brother, James of Weiser, Idaho, and three grand children. The body is at the Callaway chapel. Funeral services were held Thursday at 2 p. m. at Hood River with committal in the Hood River cemetery.

Mrs Ted Proudfoot and small daughter of Seattle have been visiting in Wasco.

Mrs Mae Pollick returned to Portland Monday after spending some time visiting at the home of Mr and Mrs Pat O'Meara.

George Moon is remodeling his shop to provide an efficient and modern repair service.

The Co-op is preparing to paint and re-shingle the home of Mr and Mrs George Harris, manager of the Co-op.

Rev and Mrs Cannell and daughter were Sunday dinner guests of Mr and Mrs G. A. Sargent.

Funeral services were held Monday from the Callaway chapel at two p. m. for Peter James Dillinger, 64, who died Wednesday from a heart attack while en route to The Dalles from his home at Klondike. The Rev Lloyd Anderson officiated. Committal was in the Odd Fellows cemetery.

C. H. Alford and children, Pat and Donna came up from Portland to attend the funeral of Pete Dillinger.

Stella Benson and daughter, residents of Portland but formerly of Moro, attended the Pete Dillinger funeral Monday.

The Standard bearers had a meeting and pot luck Thursday evening.

Patricia Kaseberg was an overnight guest of Phillis Medler Tuesday.

A movie will be held at the Wasco High school Friday evening at 8:00 p. m.

The Junior bridge club and their husbands had dinner at Helmick's "by the falls" Saturday evening. After the dinner the entire group went to the home of Mr and Mrs Pat Kaseberg where they played bridge and had a midnight lunch. High prize was taken by Ormand and Lois Hilderbrand and low by Hildred and Gladys Zell.

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Indian Feast Day Much Like Picnic By Whites Except For Lack of Noise, and Disorder

White folks who went to Celilo last Sunday to observe the feast of the salmon by the Indians went from curiosity. They went to see an aboriginal race in one of its primitive rites. The differences will be marked and duly noted by the whites with conscious superiority. There were many more similarities than differences.

The Indians met in their long hall, a simply constructed box house with few windows and no floor. Their first service was one of worship in which there was thanks given for the salmon run and prayers for the Indian boys who are in the war. White men had gathered that day to give thanks for their daily bread and pray for white boys in the war.

Days when the Indian lived on game and fish and pounded camas root are gone with the days when the whites lived on fish and game and soda biscuits.

The tribesmen and women who gathered at Celilo ate the same food as graced the tables of their white visitors the same day. There was salmon roasted in halves over an open fire or baked in the many stoves in the kitchen by the long house. There were vegetables in dishes, salads, a



Portlanders wait their turn in the lobby of the First National Bank of Portland Main branch, to sit in the helicopter which was bank for the week ending April 26.

Helicopter Shown In Bank For First Time

The first display of a helicopter in Oregon which took place recently in the lobby of the First National Bank Main branch invoked the interest of thousands who viewed the vertical flying aircraft.

It also brought a request from the owner of a large Eastern Oregon farm for information as to where he could purchase a helicopter.

"Farming as I do some 6,000 acres scattered over two counties I think this type of plane would answer my needs," he wrote. "Have asked and watched for this type of plane, but have never been able to get information on same."

Aware of the new interest in flying for both business and pleasure on the part of individuals all branches of the First National Bank now offer a new finance plan for purchase of aircraft that makes the deal as simple as buying an automobile. The First National Bank was a pioneer in aircraft finance. Plans and services have been streamlined to meet the large volume of demand expected for civilian planes and helicopters.

Loans for flight instruction are made as well as for the aircraft itself.

A traveling examiner of operators and chauffeurs is scheduled to arrive in Moro, Monday April 30, 1945 and will be on duty at the courthouse between the hours of 10 A. M. to 4 P. M.

Playground Project Started By Pulling Trees

The trees in the part of the city park that is to come under the new playground project were removed Monday and Tuesday by the county bull dozer and pulled away to a vacant spot where they can be worked up into posts or wood.

The plan now is to install the water system as soon as possible and the pipe for it is expected to be here early next week. It is hoped that the organization can obtain seven units of the irrigating system which is recommended by the Maupin field manager. Five have been used there but seven are thought better.

When the water system is installed and the field wet down and settled and plowed the seeding will be done. E. R. Jackman, crops specialist from OSC, has recommended that some Chewing Fescue be mixed with the Kentucky Blue grass so that the turf will be tougher. The part of the park now in lawn is largely Chewing Fescue, he said.

Fertilizer is on hand to give the grass a start and sulphur will be applied where there is alkali. Jackman also recommended that chaff be put over the field after seeding and that watering be done every day or so until the grass is up. It is hoped to have the grass planted by May 15 and to have it ready for use by this fall.

L. Messenger In Hospital In Hawaii

Mr and Mrs Clarence Messenger received word from their son, Linden, Tuesday morning for the first time in several weeks. He is now in a navy hospital in Hawaii where he is recovering from a shrapnel wound in his shoulder he received on Iwo Jima, where Linden was a member of the Fifth Marines. He says that according to his count there are only three men left of his platoon that went into Iwo Jima.

Frank von Borstel jr. Wounded In Battle

Lt. Frank vonBorstel, son of Mr and Mrs Frank vonBorstel of Grass Valley, was in the casualty lists this week, having been wounded in Germany March 30. A letter to his parents written April 1, stated he was not seriously wounded and that he expected to be back on duty again. No further word has been received.

County Agents To Meet At Union

A meeting of the county agents in this district will be held at Union Livestock experiment station next Monday and Tuesday at which time the agents will go over the station and view the steers that have been fed out during the past winter. Harry Avery is the new superintendent of the station.

Preliminary Bond Meeting Held

A meeting of the Women's division of the state War Finance committee was held in Portland last week and was attended by Mrs Frank VonBorstel who explained the work that the American Legion Auxiliary has done in the war bond campaigns. Other talks were made by Miss Mabelle Blake, from Washington D. C., Peter Odegaard, of the treasury department, E. C. Sammons, state chairman, and Mrs Ellen MacVeagh, head of the state women's division. The group was told that it was the intention to sell as many bonds in two drives this year as were sold in three in 1944. The state E bond quota is \$55,000,000 and half must be raised by sale of E bonds. Drive dates are from May 14 to June 30.

CANNING SUGAR RULES

Application for canning sugar will be available about May 15th. This year applications will go through the Ration Board and will be acted on at its regular meetings. Twenty pounds per person, but not more than 160 lbs to any one family will be allowed.

Highway Plans Include Sherars, Cottonwood

Fulton Canyon Also To Get
Funds; Allotments Made
For Primary Highways

The Oregon State Highway Commission announced today that it has tentatively selected its three-year program of postwar highway construction. This program is to be financed by federal and state funds in the proportion of 60 percent of federal funds and 40 percent of state funds. The amount of federal funds available during each of the three years is approximately \$7,100,000. This, together with \$4,900,000 of required state match money, brings the total for each year to \$12,000,000. In accord with Federal law, \$6,315,000 of this amount is to be expended on the primary federal aid system, \$4,310,000 on the secondary federal aid system, and \$1,375,000 on primary federal aid routes in urban areas of municipalities having a population greater than five thousand.

In addition to the funds to be used on this program, approximately \$3,400,000 of forest highway funds will be available during each of the three postwar years for expenditure by the Public Roads Administration, this amount being exclusive of approximately \$2,000,000 of previously authorized forest highway funds, which funds were frozen at the outset of the war.

Many Help Plan Program

Of this amount, projects estimated to cost \$17,550,000 have been programmed on the primary federal aid system, \$12,200,000 on the secondary federal aid system, and \$3,800,000 on the primary federal aid system in urban areas.

In developing the program, the Highway Commission has endeavored to select the projects as to best fit the needs of each section of the state. In some cases this means a preponderance of primary federal aid projects; in others, of secondary; and in still others, of urban. One of the major objectives of the Commission in the selection of the projects was to provide completion for sections of highway now partially completed, to the end that the past investment on those sections can be put to immediate use.

In preparing the program, the Commission had before it the recommendations of the county courts, chambers of commerce and other interested citizens. These recommendations, with priority indicated, were requested by the State Highway Commission at the time of an inspection of the state highway system in 1943. In many cases the county courts and chambers of commerce indicated their preference for the construction of roads outside their respective areas in order to complete links in routes which would shorten distances to markets and thus save them time and expense in the movement of goods and services. The Commission takes this opportunity to compliment these officials and public-minded citizens in advocating such a far-sighted policy, which is a policy that appears to the State Highway Commission to be necessary in order to develop properly the road transportation system of the State of Oregon in a manner that will bring about the greatest good to the greatest number.

In making this selection, the Commission is not unmindful of the fact that some disappointments will ensue. The total of the requests made for the construction of roads by the people of the state is many times the money available for expenditure in the postwar era; therefore, it has been impossible to grant all requests. The Commission hopes that the Congress will continue the present rate of authorization of federal funds for the building of needed highways over the Unit

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