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Washington does not appear to be a place to incubate such ideas although new social ideas spring rull-blown from the heads of those who benefit from the jobs created when government essays to take care of the "ill-fed, ill-housed, ill-clothed" (and perhaps ill-trained).

Our own members of congress have conducted themselves pretty well. The record shows that problems eloquently either with some of them have studied the problems before them carefully. Some of them have talked about their problems eloquently either with study or without. Even so a visit with the home folks will help them, either strengthen their good intentions or eradicate some of the other kind.

WHO'S YO PAPA

For weeks the office and back shop workers of the Sherman County Journal (which is a family) have been forced to observe that purebred cattle are well equipped with pedigrees. The catalogue for the coming cattle sale provides the proof. The Shorthorn cow that contentedly munches her cud along the roadside is possessor of a full record of parentage than most of the superior creatures who ride quickly by and appraise her loins as a possibility of steaks.

Not only is there a record of the name and number of her numerous fathers and mothers (including grand and great-grand) but who owned them and the color are noted.

Men and women probably know grandpa's full name, but how many can recall great grandmothers last name before she married into the family?

Stockmen keep the record because it is an old axiom in the cattle business that "like begets like." Good papas and good mamas make good calves and it is only rarely that calves are not colored and built like their ancestors. It is very important in the stock business.

We humans say a person's parents are of no consequence; it is the man himself that is important. Cattlemen know that a long string of red ancestors produce red calves.

One wonders whether it was Truman's dislike that purged Roger Slaughter or the powerful Pengast machint. The latter has had more political success.

If the OPA doesn't quit announcing ceiling prices there will be no end to price rises.

William Helrens is said to have a dual personality; both bad.

An English girl has ordered a midriff swimming suit through Portland's Mayor Riley. Now that the GI's are gone from merry England the competition may be harder.

In Other Days

From the Grass Valley Journal August 10, 1917

Sixty Sherman county young men were called to Moro this week to take the physical examination to join the colors, Gilbert Davis, Andrew Ireland, Arthur Munger, Frank Stone, Alex McLeod, Frank Schamel, Alex Hanley, Eugene Vinton, Omer Sayers, Aaron Noyes, L. J. Sturza, were accepted by the local county board Wednesday. Out of 17 examined 12 were accepted.

Several threshing crews have been at work this week and in most all cases the grain is turning out just a little better than first counted on. H. Ziegler left for Portland Wednesday morning with a car load of hogs.

From the Observer, Aug. 9, 1907

Mr and Mrs Ira Messinger have sold out in Tekoa and returned to Sherman county.

Wednesdays rain at The Dalles spread over Sherman county yesterday morning.

Attorney W. H. Ragsdale has just completed some desirable improvements at his Moro residence.

J. W. Coppinger and his four sons, are harvesting a 15,000 sack crop of wheat near Echo, at the rate of 500 sacks a day. Isn't he in big luck to have sons like that.

From the Observer, Aug. 12, 1927

A daughter was born to Mr and Mrs Omer Sayers on Wednesday August 10th.

A new wooden tank has been ordered by the county fair board to replace the old tank which has rendered useless. The old timber tower will be strengthened as support for the new tank.

About 8:30 Wednesday evening the entire interior of the big barn on the Damon place, farmed by Clarence Sparling, was discovered to be blazing fiercely and within a few minutes was a total loss, including about 20 tons of new hay and a wagon stored within the barn.

WASHINGTON COLUMN

Continued from Page One

with timber which the Nips had formerly obtained in Washington and Oregon as "Jap squares". The suggestion that Russia send lumber to the United States will not meet with rejoicing in the industry owing to the low cost of production in the Soviet, for Russia can ship in the lumber cheaper than it can be produced here. There is a shortage of pulpwood, but the wages in the pulp-and-paper plants is substantially higher than Soviet rates and such importation could raise resentment against Secretary Wallace, should his agents make a firm commitment with the Russians to assist in supplying the American market.

Revival of the Ku Klux Klan is a different proposition from what it was in 1922-3. Attorney General Tom Clark is determined that the Klan shall not flourish like a green bay tree this time. He has instructed the FBI to watch for any violations of the law by the hooded organization. The recent multiple murder of colored people in the south has not helped the Klan, whether that organization is innocent or guilty. In its revival 25 years ago

Wasco Men Fly To New York After Plane

Jerry Barnett and Walt Blau flew by air liner to New York the early part of the week to pick up a "Sky Ranger" for Clarence Morrison.

Through the courtesy of the Barnett Air Service, Helen Blau of Portland flew to Wasco last week to spend a few days with her brother Kenneth Blau and family.

Mrs Hal White was a visitor in Portland last week. Mr and Mrs Wade Hull of Portland visited Mr and Mrs Free Crews, Mrs Ida Andrews and Mrs Hull Sunday.

Weekend guests at the home of Mr and Mrs Kenneth Blau were Mr and Mrs Daryl Carlson of Portland.

The Klan left a trail of blood and murder in the south and were under suspicion in some northern states. The theory of Tom Clark is that prevention is worth a pound of cure and by giving attention to the activities of the Klan now the organization can be kept clean.

Mrs Gina Medler, who has been visiting relatives in the East has returned to Wasco.

Mr and Mrs Marion Crews spent the week end in Portland.

Mr and Mrs A. D. Edgington of Seattle were overnight guests of Mr and Mrs Joe Hilderbrand Thursday.

Mr and Mrs O. G. Hilderbrand were Sunday guests at the home of Mr and Mrs Arthur Smith.

Rev and Mrs Charles Neville and family who have been visiting at the home of her parents, Mr and Mrs Arthur Sargent, returned to their home in Corvallis Sunday.

Rev and Mrs F. L. Cannell, Mrs George Van Gansbeck and Mrs Ida Andrews spent Monday in The Dalles.

Mrs Ora Workman and Janet and Mrs Julius Medler visited relatives in Portland Sunday.

GAS AND OIL

Three-Accessories

E. H. MCKEAN and SON

INSURANCE Grain, Feed, Flour, Fuel Farm Implements, Bags, Twine BARBED WIRE—GOOD POSTS PHONES

Feedstore Office Residence 163 162 182

WASCO OREGON

CHURCHES

Wasco Methodist Church Sunday School 10:00 a. m. Morning Worship at 11:00 a. m. F. L. Cannell, pastor.

Moro Community Church Sunday School 10:00 a. m. Church Services 11:00 a. m. Rev. J. MacFarlane: Guest Speaker, Sermon Theme: "The Woman That Married the Right Man"

The pupil committee will have a brief meeting after the morning service.

Grass Valley Baptist Church Sunday School 10:00 A. M. Christian Science Society

Subject of Christian Science Lesson Sermon 11:00 A. M. "SPIRIT"

Wednesday meetings first and third Wednesdays of each month include testimonials of healing. The reading room in the rear of the church contains all authorized Christian Science literature which may be borrowed, purchased.

NOTICE OF FINAL ACCOUNT

Notice is hereby given that the undersigned have filed in the County Court of the State of Oregon for Sherman County their Final Account and Report as the Executors of the Estate of Nancy Jane Dunlap, deceased, and that Wednesday, the 4th day of September, 1946, at 10:00 o'clock A. M., of said day, at the courtroom in the courthouse, in Moro, Sherman County, Oregon, have been fixed by the court as the time and place for hearing of objections to said Final Account and Report and for the settlement of said estate.

Virgilia D. McKee Vleda D. Van Gansbeck Clifton I. Dunlap Veva D. Marshall Executors.

Attorney for Executors T. Zester Johnson,

NOTICE OF FINAL ACCOUNT

Notice is hereby given that the undersigned has filed in the County Court of the State of Oregon for Sherman County her Final Account and Report as Administratrix of the Estate of J. P. Yates, deceased, and that Wednesday, the 4th day of September, 1946, at 10:00 o'clock A. M., of said day, at the courtroom in the courthouse, in Moro, Sherman County, Oregon, have been fixed by the Court as the time and place for hearing of objections to said Final Account and Report and for the settlement of said estate.

Casha Yates Administratrix T. Zester Johnson, Attorney 39-42c

NOTICE OF FINAL SETTLEMENT

NOTICE is hereby given that the undersigned has filed her account with the County Clerk of Sherman County, Oregon, in the estate of Carl Victor Anderson, deceased, and that the 23rd day of August, 1946, at the hour of 10 o'clock A. M., of said day in the County Court Room in Moro, Oregon, has been fixed as the time and place for the hearing thereof. All persons interested are hereby notified to appear at such time and place and show cause, if any there be, why such final account should not be allowed and an order made discharging said executrix.

Dorothy Miller, Executrix Estate of Carl Victor Anderson, dec'd. Gavin & Gavin, Attorneys for Executrix The Dalles, Oregon.

38-41c

On Sunday when the truck driver and the cat skinner have gone to town its a good idea to take your wife out to dinner and let her see what other good cooks are doing to feed the laboring male. Next Sunday there'll be a good meal at OUR PLACE. Let us do your catering HOTEL MORO COFFEE SHOP

Wheels Straightened, Front System Aligned! We have a wheel press and front system alignment equipment that can't be beat. If your car steers hard or wanders on the road, see SUNSET. We straighten crooked wheels in a hurry. Our Reputation Is Your Protection

Sunset Motor Co. The Dalles Oregon CHEVROLET OLDSMOBILE CADILLAC MAKE EVERY MILE COUNT RECAPPING BY SPECIALISTS No Certificate Required Latest Factory Methods For Eligible Car Owners J.S. ROYAL DE LUXE The Tire With Reserve Strength Built In SEE US TODAY SUNSET MOTOR COMPANY

ORDINANCE NO. 70

An Ordinance to authorize the Oregon-Washington Railroad & Navigation Company, an Oregon corporation, and its lessee Union Pacific Railroad Company, a Utah corporation, their successors and assigns, to locate, build, equip, maintain and operate within the City of Wasco, Oregon, and in and upon certain streets and alleys thereof, a standard-gauge steam railroad, said railroad companies being the successors in interest to Columbia Southern Railway Company.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF WASCO:

Section 1. That consent, permission and authority are hereby given and granted to Oregon-Washington Railroad & Navigation Company, an Oregon corporation, and its lessee Union Pacific Railroad Company, a Utah corporation, and to their successors and assigns, to locate, build, repair and maintain a standard-gauge railroad consisting of one main track and two side tracks, one on each side of said main track, and to equip and operate the same by means of cars and steam locomotives in the manner usual and customary for such railroads, in, upon and across the following described and numbered streets and alleys, within the City of Wasco, Oregon, to-wit:

Upon and across the alley in Block Four (4) in Dunlap's first Addition to said City between Lots Five (5) and Six (6) and Seven (7) and Eight (8) of said block; upon and across Fourth Street from lots Four (4) and Five (5) in said Block Four (4) to lots Nine (9), Ten (10) and Eleven (11) in Block "A" of said Addition; upon and across the alley in said block "A" between Lots One (1) and Eleven (11) and Twelve (12) of said block; upon and across Church Street, the intersecting portions of Church and Third Streets and upon and across Third Street from Lots One (1) and Twelve (12) said Block "A" to Lots Eight (8) and Nine (9) in Block Four (4) of the original Townsite of Wasco; upon and across the alley in Block Four (4) of said original Townsite from Lot Ten (10) to Lots Two (2) and Three (3) of said block; upon and across Wilson Street, the intersecting portions of Wilson and Second Streets and upon and across Second Street from Lot One (1) said Block Four (4) of said original Townsite to Lots Seven (7) and Eight (8) in Block Two (2) thereof; upon and across the alley in said block Two (2) of said original Townsite from Lots Seven (7) and Eight (8) to Lots Five (5) thereof; upon and across First Street from Lots Three (3) and Four (4) of said Block Two (2) said original Townsite to Lots Two (2) and Three (3) in Block Two (2) of Biggs First Addition to said City; upon and across the alley in said Block Two (2) of Biggs First Addition from Lots One (1) and Two (2) to Lot Twelve (12) thereof; upon and across Biggs Street from Lots One (1) and Twelve (12) of said Block Two (2) of Biggs First Addition to Lot Seven (7) in Block One (1) thereof; upon and across Fulton Street from Lots Seven (7) and Eight (8) of said Block One (1) to Lots Three (3), Four (4) and Five (5) of Block Six (6) thereof; upon and across the intersecting portions of Fulton and Biggs Streets; upon and across Clark Street from Lot Twelve (12) of said Block Six (6) of Biggs First Addition to Lot Seven (7) in Block Two (2) of McPherson's First Addition to said City; upon and across Davis Street from Lot Seven (7) of said Block Two (2) to Lots Four (4), Five (5) and Six (6) of Block Three (3) thereof; upon and across the northeasterly portion of the intersection of said Clark and Davis Streets; upon and across the alley in said Block Three (3) last above mentioned, (heretofore vacated and is presumed to have been closed) between Lots Two (2) and Three (3) and Ten (10), Eleven (11) and Twelve (12) thereof; upon and across McPherson Street and the intersecting portions of McPherson and Ellis Streets from Lot Twelve (12) in Block Three (3) of said McPherson First Addition to the east line of said McPherson Street; and

The industrial spur track now maintained and operated to serve Union Oil Company of California as described in Ordinance No. 56 of the City of Wasco, Oregon, upon and across the alley in Block "A" of Dunlap's First Addition to the City of Wasco between Lots One (1), Two (2), Eleven (11) and Twelve (12) of said Block "A" and upon and across Church Street between Lot One (1) of said Block "A" of Dunlap's First Addition and Lot Six (6) of Block Nine (9) of original Townsite of Wasco.

Section 2. That said railroad shall be laid flush with the surface of the streets and alleys and so as to offer as little obstruction to the lawful use thereof by the public, and to other lawful and proper uses of such streets, and alleys and where grades have been established upon said streets, when grades shall be hereafter established, then said railroad tracks shall without delay be made to conform to the said grades so established.

Section 3. That said Railroad Companies, their successors and assigns, shall from time to time, in accordance with the requirements, directions and specifications of the Common Council of said City of Wasco, improve the streets and alleys between the rails and between the tracks of their said railroad where the same touches upon or crosses any of the said streets or alleys and for a space of six (6) feet on each side of the center of the main track as now located of said railroad, and shall from time to time when required by the authorities of said City so to build, construct and maintain suitable approaches, crossings, sidewalks, and cross walks, over and across their said railroad and right of way, and keep the same in repair, and if upon any improvement, approach, crossing, sidewalk, or other work shall not be done within the time required by law, ordinance, resolution or direction, then said City reserves the right to make such improvements, do and perform any and all such work as required at the expense of said Railroad Companies or their successors and assigns.

Section 4. That said Railroad Companies and their successors and assigns shall indemnify and save the said City and its successors harmless from any and all claims for damages, resulting from the construction, repairing or renewing of the said railway, or from maintaining or operating the same.

Section 5. That the right hereby granted shall not in any manner restrict, abridge nor interfere with the right of the said City, or its successors in interest, nor the public to use the same as public highways, nor restrict, abridge nor interfere with the use and control thereof for the construction of any public works, or the granting of other franchises not conflicting with nor obstructing the reasonable use of the privileges hereby granted to said Railroad Companies, their successors and assigns, for the enforcement of the police regulations of the City and maintaining the public peace, the public health, the public convenience and the public safety of the said City and its successors in interest.

Section 6. That said Railroad Companies, their successors or assigns shall not run, nor operate, nor permit to be run or operated, any of their cars, locomotives, trains or other vehicles, in or upon any of the streets or alleys of the said City at a greater rate of speed than may be fixed by ordinance, and shall at all times exercise reasonable vigilance and care to avoid danger and accidents to persons and property, and shall give usual and reasonable warnings and signals, and shall comply with the police regulations of the City in the handling and operating of the cars, locomotives, trains and the railroad within the said City.

Section 7. That said Railroad Companies, their successors and assigns, shall manage their trains, cars and locomotives and business connected with the operation of said railroad, and manage and operate the said railroad in said City, so as not to obstruct the said streets and alleys, nor endanger private property more than is reasonably necessary; they shall not leave trains, locomotives, cars or other vehicles or things, whatever, standing or lying upon the streets or alleys, so as to obstruct the same, nor so as to hinder or delay travel thereon, or other legitimate use thereof, for a longer period than five minutes without, in cases of trains uncoupling and opening the same the width of the streets and in cases of locomotives and cars without removing them from the street crossings and in cases of other obstructions resulting from accident or misfortune, then within a reasonable time.

Section 10. That if the provisions of this ordinance are faithfully observed, the consent, permission and authority hereby granted, shall continue for a period of twenty-one (21) years from the date of its passage.

Passed by the Council the 5th day of August 1946. Approved: T. Zester Johnson Mayor Attest: Hal R. White City Recorder I Hal R. White, City Recorder for the City of Wasco, Oregon, hereby certify that this is a true and correct copy of the Original Ordinance No. 70. Hal R. White