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RATE HEARING

Now going on in Portland is a hearing on the suit of the Inland Navigation company against several western railroads with the Interstate Commerce Commission's head examiner taking the testimony.

This county and this area is vitally interested in the hearing and the decision the ICC may make from the testimony given there.

If the Inland Navigation wins the railroads will be forced to make joint rail and water rates along the Columbia river, that is joint rates for rail and water haul, and these rates will be 20 per cent under the rail rates. On the surface that looks like a good thing for it gives the promise of lower rates on wheat.

Actually it would do the opposite. No one can expect the railroads to maintain and operate railroads on the branch lines if they are only to haul the grain to the river where they would have to provide sidings for the barge line to unload from.

The rather recent attempt to remove the Shaniko branch brought forth figures that show such an operation to be financially impossible. The railroads could make a showing of loss very easily if they did not get to haul the grain farther than Biggs or The Dalles.

That would mean truck transportation for all wheat and other freight from the mid-Columbia wheat belt. Testimony given at the Shaniko branch hearing showed that to be much more expensive and practically impossible. Ordinary wheat is not so high a priced article that it can be trucked long distances. It has been a handicap that has prevented the development of many a good wheat growing district, this lack of rail transportation.

It is doubtful if the barge company has enough barges to haul the mid-Columbia's grain, nor that there are facilities for handling it at the terminals.

And further, it does not appear proper that one kind of transportation should resort to law or to the ICC to obtain the business of another. If the barge line wants to compete with the railroad by hauling by truck to its landings that is OK, but it is not fair for it to try to force the rails to do the freight gathering job while it reaps the profitable haul.

A barge line is in a most fortunate position. It pays no taxes on its barges or tow boats. In most cases it leases harbor facilities from cities or port districts that are municipally owned and pay no taxes. The government keeps up—at huge expense—the "road bed" which is a waterway in this case.

Actually the hearing is caused by an attempt of a comparatively small barge company to take over the business of a successful transportation system that has a much larger investment, hires more help and performs a much more complete service.

When, and if, there is successful transportation on the Columbia and adequate facilities both along the river and at the terminals and better roads, transportation by water may be feasible. But to try and shove the huge wheat crops of this section through the meager facilities of Inland Navigation company is absurd and impossible.

BONNEVILLE FUNDS

The word slinging between Senator Gordon and Representative Stockman may result in some break in the past pleasant relations between members of the Oregon delegation in Washington. Although this group of six have often differed they have hung together pretty well when matters pertaining to the state have been before the congress.

In the first place it seems very inefficient to have all Bonneville funds paid into the treasury and then have Bonneville dependent for ordinary operation funds on the will of Congress.

It is proper, of course, for congress to establish the principles on which Bonneville should act. Whether power should be sold

at the dam or transmitted is a question for congress, but operation and general expense might be better left to administration.

It seems inconceivable, as we have said before, to limit Bonneville in its regular function of producing power. It also seems improper that private utilities should be limited if they desire to expand. If the northwest needs power—and most experts seem to think it does—then let it be built and transmitted.

Private companies are not going to build big dams on the big rivers. Not with government competition facing them, anyway. There is going to be government power. Also there should always be private power. One of the arguments for government power in the first place was that there was a need to check on private power costs. The same rule will work as to public power for there is as much danger of public power getting monopolistic and costly as there is of private power doing the same. Both are managed by human beings and the public will be best served if it retains competition.

In Other Days

From the Observer, July 27, 1928
 Heavy damage was caused to Sherman county farm and business interests on Tuesday and Wednesday of this week by a series of three fires, two grain field fires on Tuesday and a barn fire on Wednesday. The first fire was on the Dave Fulton place burning 90 acres of standing grain. The second fire started on the Richelderfer place and burned through 450 acres of grain and a wheat truck. The last fire was on Wednesday morning at the Hay Canyon farm of Rob't W. Belashee. A barn, all its contents, including nearly capacity load of hay and three automobiles parked in the shade of the barn—Henry Ruggles last Monday turned over the operation of the city water pumps to M. R. Schade-witz and the care of the city park to Sam Brisbane, and left on his annual vacation to the lakes and mountain resorts south and west of Bend.

A new power and light line will be built as soon as material can be assembled, for service to the J. T. Henkle, Chas. Bullard, and C. R. Morrison farms. From the Observer, July 24, 1908
 W. S. Powell has one field that is good for 40 bushels of wheat per acre, within a mile of Moro. W. F. Jackson's next to it is good for 30 or 35-40 fold. Mr Powell's is the prettiest field we have ever seen in Oregon.

Sheriff J. C. Freeman was threatened with a serious attack of pneumonia last week, and has been confined to his room in Wasco most of this week, but hopes to be able to be about in a few days.
 Prof. W. C. Bryant has taken a few days off and will combine business with pleasure by selecting library books for Kent, Grass Valley, Wasco and Moro public schools, and for the circulating library at Moro.

O. L. Bejse has purchased the I. D. Calbreath combine, and will run it this season on his own and the fields of a few neighbors.

MRS BARGENHOLT DIES
 Mrs Idalia Bargenholt, 61, for 41 years a resident of Wasco, died Tuesday, July 8, at a Dalles hospital. She was born in Nebraska March 3, 1886.

Survivors include her husband, C. A. Bargenholt, a son, Delbert Johansen, of Sacramento, Calif., one grandchild, Mrs Eunice Costa, Baker, and two great grandchildren.

Services were conducted from the C. R. Callaway & Son Chapel Friday July 11, at 2 p. m. with the Rev. F. L. Cannell of Odell officiating. Committal was in The Dalles I. O. O. F. cemetery.

Lupine Rebekah Lodge No. 116 Meets 2nd and 4th Tuesdays of each month. Visiting members welcome. Irma Johnson, NG Clara Houston, Sec.

Eureka Lodge No. 121 A.F. & A.M. Meets on the 1st and 3rd Thursday evenings of each month. Visiting members are cordially invited to meet with us. E. E. Barzee, W. M. H. B. Pinkerton, Secretary

Moro Lodge No. 113, I.O.O.F. Meets 1st and 3rd Tuesdays in I.O.O.F. hall. Transient and visiting brothers are cordially invited to meet with us.

John Lawrence N.G. A. R. Kessinger, Secretary
 Bethlehem Chapter No. 78, U.E.C. Meets Every Second and Fourth Thursdays in each Month. Visiting Members Invited.—Moro, Oregon Genevieve Powell, W. M. Edna Melzer, Secretary

Wheat Fire Burns Richelderfer Field West of Wasco

A fire here Monday afternoon burned approximately 150 acres of wheat on the Earl Richelderfer ranch. The fire, cause of which was not determined, started near Guy Andrews' house, burned through a pasture and spread rapidly to the adjoining Richelderfer field. Strong winds whipped the flames and efforts to stop the fire by plowing a strip through the field were unsuccessful. Had it not been for a field of summer fallow where the fire finally stopped, the whole town would have been endangered. It is reported that the wheat loss was covered by insurance.

Mrs John Foss entertained a group of former school classmates at a luncheon Tuesday for Mrs Robert Belknap who is visiting here this summer. Mrs Belknap will be remembered as Beryl Sheets. Places for luncheon were arranged at a large table centered with sweet peas. The afternoon was spent informally. Among the guests were Mrs James O'Meara (Alma Jean Watkins), Mrs Kenneth Blau (Margaret McDermid), Mrs Dewey Thomas (Catherine Fridley), Mrs Robert Bish (Katherine Richelderfer), Mrs Stone (Lavilla Gosson), the hostess, Mrs Foss (Hazel Watkins), and the honor guest.

Mr and Mrs Guy Weedman of Multnomah arrived Tuesday for a visit at the home of Mrs Weed-

man's parents Mr and Mrs A. B. Sargent. Mr and Mrs Henry Copeland of Walla Walla were here from Sunday until Tuesday visiting at the home of Mr and Mrs A. C. Kaseberg.

David Dunn of Portland arrived here during the week for a visit of several weeks at the home of his grandparents, Mr and Mrs Harley Dutton.
 Dr and Mrs Frank Ralston of Walla Walla arrived here Friday for a short visit at the home of Mr and Mrs A. C. Kaseberg. Mrs Ralston is Mr Kaseberg's niece. The Ralstons also visited at the home of Mr and Mrs Herb Root.

**GAS AND OIL
 Tires-Accessories**
**R. H. MOKEAN and SON
 INSURANCE**
 Grain, Feed, Flour, Fuel
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BARBED WIRE—GOOD POSTS
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WASCO OREGON

STANLEY SWETT
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 Wasco, Oregon
 Auto Repairing
 Atlas Tires
 Atlas Batteries
 CHEVRON
 GAS STATION

Lewis Keith
HASTINGS & McDONALD
**STANDARD
 OIL PRODUCTS**
 WASCO, OREGON
 Phone 552
 or 681

Important, Oregon Motorists!
Driver's Licenses Numbered SR-33,000 To SR-66,000 Expire During July!
 You must apply for renewal this month ONLY if your driver's license serial number is in the above group.

- No individual notice will be mailed to you.
- Do not apply by mail. Apply at the driver's license clerk or examiner in your community.
- No re-examination is required.

If your driver's license number is higher than SR-66,000, get a renewal schedule from any service station, police or sheriff's office, or license clerk or examiner.

Oregon driver's license SR-1 to SR-33,000 are already invalid. Look at yours to make sure you are not violating the law.

Robert S. Farrell, Jr., Secretary of State

Will you lose your home?

If your property has passed through many hands, title to it becomes a complicated matter. You could even lose your home. Take the case of Mr. Jones. Shortly after his family was settled in a new home he found a deed to the property had previously been recorded by another party. Jones had to go to court to save his home. A Commonwealth Insured Title search would have revealed this double claim to ownership and probably prevented a costly lawsuit. Your deed alone is no assurance that property is yours. If a Commonwealth Insured Title shows you own the property, you are protected against such claims. Avoid fear of loss. Have full protection of ownership. Ask your experienced realtor, attorney or banker about Commonwealth Insured Title.

Sherman County Abstract Co.
 Moro Oregon
Commonwealth Insured Title

Regardless of the funeral's cost the family is provided with every benefit of our modern equipment and experienced personal attendance.

Spencer & Libby
 Funeral home
 100 KELLY AVE.

IT COSTS NO MORE TO GO first class!

Portland 2.60 4.55 (Plus Tax)
 Call your local Overland Greyhound agent for low fares and departure times to anywhere in America.

THE TAVERN

GREYHOUND
 Operated by UNION PACIFIC STAGES, INC.
IT'S THE NEW

DEXTER TWIN TUB MODEL 488E
 Gets clothes whiter and cleaner in half the time. Does average family wash in about ONE HOUR. No soaking, boiling, rubbing.

JOHN M. DeMOSS
 PHONE MORO 857
 RESIDENCE, DEMOSS SPRINGS

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 his Final Account and Report as Administrator of the Estate of William G. Macnab, deceased, and that Wednesday, the 6th day of August, 1947, at 10:00 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.

Ronald S. Macnab
 Administrator
 T. Lester Johnson,
 Attorney for Administrator 35-8c

The Gay Shop
ALWAYS: New Dresses, Blouses and Hand Made Gifts
NOW: Nylon Hose, Anklets and Ladies Levis
 Wasco, Oregon

From where I sit... by Joe Marsh

"Not Responsible For Wife's Debts"

A young man came rushing into the Clarion office the other day and wanted me to print an ad—"right quick"—saying he won't be responsible for his wife's debts from now on, as he's leaving her for good immediately.

I allowed as how the forms were all closed up, and it was too late to take his ad. He says: "All right, Monday then"—and we agreed on Monday.

Of course, the forms weren't closed. But I had kind of an inkling of what might happen. Then Sunday he phones me, and says, kind of sheepishly: "You can forget that ad. Me and the missus have everything all patched up. And we're having a friendly glass of beer, right now."

From where I sit, if you give folks time enough to think things over, those hasty quarrels that come so often from misunderstanding will give way to tolerance and common sense.

Joe Marsh
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Look To The Leader
SUNSET For Service.

We have some good buys in used cars and trucks. See us.

Our Reputation Is Your Protection

Sunset Motor Co. The Dalles Oregon
 CHEVROLET OLDSMOBILE CADILLAC

Check your tires with this RECAPPING GUIDE.

TREAD ALMOST GONE
 WATCH OUT! MAKE A DATE WITH US TO RECAP

TIRES SMOOTH
 RECAP AT ONCE SEE US TODAY

FABRIC SHOWING THROUGH
 DON'T DELAY UNTIL THIS HAPPENS

US TRES SEE US FOR QUALITY WORK
SUNSET MOTOR COMPANY

Select the Sherman County Branch of the First National Bank to handle your grain loan

PROMPT AND EFFICIENT SERVICE