Sherman County Journal
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Giles L. French ..... Editor

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SALES TAX

It was to be expected that a bill for a sales tax would be introduced this session of the Oregon legislature. It is one of those recurring things.

Naturally the legislature is not going to adopt any such bill in exactly the same shape as it is on introduction. And it would be possible to make a sales tax bill that would, in some ways, improve the state's tax system. Such a bill would include a sales tax of three percent with food exempted and would increase the income tax exemption to $4000.

One trouble with a sales tax is that it raises too much money and citizens vote against it for that reason alone feeling that the state doesn't need to spend so much. Certainly any tax that increased the state's take from citizens by as much as $25 or $30 million dollars, however raised, would find opposition.

Another trouble with all sales tax bills heretofore has been the distribution of the money so raised. A distribution to schools on the present basis would not be equitable; increased aid to counties is not justified; highways as self financed; general government isn't worth any more money.

Regardless of the noise made over the shortage of ready funds we find citizens much more concerned about paying more taxes than about possible reduction in services. Not many ordinary citizens get any services; all of them get taxes.

THERE WERE GIANTS IN THOSE DAYS

Walter Parry writes short sentences meant to describe the men who were active in the town and the county over 50 years ago and his opinions of them check very well with others who have described these men.

The reader will wonder why they were remembered through all the years by Mr. Parry and others. They were not all what is now called "characters" in fact, were not that way at all, but serious minded business men interested intensely in the new county.

There were other such men in Wasco and Grant and Grass Valley and in other young settlements of Sherman county. Between them they established the businesses of the county, built the railroad, put in the telephone, erected warehouses, surveyed and plowed out the roads, burned the brick for permanent buildings, started the schools, incorporated the towns. When money was needed they found it although it was a commodity harder to come by than in these days.

They were pushing on the collar, anxious to get ahead and not much given to looking backward at the scenes they had left in far off Illinois, Kentucy, or New York. They had come here to make their home, intended to stay and wanted to make it just as good a place for living as they could and just as quickly as they could.

The result was that in a little over 20 years they changed this whole county from a rolling bunch-grass range to productive wheat and stock farms with towns, schools, county and city governments, transportation, and an interesting social life. They were pioneers in the sense that they "went on before to prepare the way: one who begins some enterprise, course of action". They were not afraid to try and, with Mr. Parry, we bow in respect to their honor.

EQUAL VALUATION BILL

We find ourselves with a great deal of sympathy for a bill introduced by Senator Sweetland for the purpose of making valuations of utilities the same for rate making as for taxation. It would bring about an equalization which many have long sought.

Some time ago an official wrote a letter saying that there was now a difference of about five percent in such valuations but the amount isn't so important.

Anyone who has studied taxation knows that utilities are valued at a higher percentage of true cash vale than is other property. Also they are valued every year according to a formula used by the tax commission and understood best by it.

The bill in question would be unfair unless it would also raise other valuations to compare with that of utilties for there is no fair minded person who thinks that one kind of property should be taxed differently than any other. Such a bill would immediately make it necessary to revalue all property and place it on the tax roll at its true cash value. It would also make it necessary to revalue it each year.

That is a goal that tax minded persons and individuals have been working toward for many years. It would in one stroke raise the valuation of the property of the state from around two billion dollars to at least five billion and more likely eight or ten.

A MATTER OF RATES

Mr. Van Reitmann, who writes about freight rates, is a farmer near Ajax butte in Gilliam county and was chairman of the transportation committee of the wheat league last year.

He has no fear of losing a branch railroad but fails to note that barge lines are under no control as to rates, neither state nor federal so long as they haul less than three commodities. Barge and truck combinations could reduce rates temporarily and cause abandonment of a branch line. The editorial about which Mr. Reitmann writes said that coop wheat shippers could easily obtain barge or truck facilities but could not reconstruct a rail line. That point seems important.

The 1953 bill specified state PUC control over minimum rates of all types of transportation. It cannot get control over barge lines. Control over minimum rates would mean delay in obtaining them because other types of transportation would protest. In this area we have done well by forcing lower rates and we do not want to lose that right.

A better solution than any would be to remove controls on all types of shipping so there could be freer competition. President Eisenhower has suggested some relaxation of controls. If that were done truck lines would have the competition (which was often beneficial) of farmer trucks that could be used occasionally. It might also reduce some truck charges which have made some considerable fortunes recently.

As to hauling of oil, that comes in by pipeline which hurt the barges who had all the business anyway.

Many efforts have been made to prove that some rail rates were not compensatory but none have succeeded.

It is this writer's opinion that the shippers of this area will be better served by more competition and less regulation than by less competition and more regulation.

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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
C. O. Burnet, N.G.
Leo Watkins, Secretary

SILHOUETTES OR MORO AROUND THE TURN OF THE CENTURY

1. Tall, dignified Walter Moore, the banker, and his congenial brother, Henry.
2. J. O. Elrod, the big booster or the inland empire.
3. Old Cap Stanley of Civil War fame, who furnished the tallow for the gun boat Merrimac, in its battle with the U.S. Monitor.
4. M. Fritmaurice, the hotel man, who set the best drummer's table.
5. Dr. Goffin, always laughing and talking.
6. John Foss, who knew a lot about base ball.
7. William Cullen Bryant, a fine school teacher.
8. Jim Belshee, who ran the livery stable.
9. Scholarly Will Ragsdale.
10. D. C. Ireland, who knew a lot about newspapers.
11. J. B. Hosford, a lawyer, who impersonated dignity and honesty.
12. Sheriff William Holder, "who always got his man"
13. Dick Bowen and his corn cob pipe, a husky blacksmith.
14. The Heydt boys who ran the harness shop, also foot races.
15. The famous DeMoss quarette, who sang for Queen Victoria singing "Oregon, Sweet Oregon".
16. J. N. Bolton, the first druggist in Moro.
17. The barber shop in the old Moro Hotel, baseball headquarters.
18. Rev. A. Jack Adams, the minister whom everybody liked.
19. Doc Logan, who would rather play baseball than eat.
20. B. F. Pike, the grand army man, who spent a year in a southern prison.
21. Henry Page bringing in anoth beef, with "Old Butch".
22. Simon Elcock, the drummer boy at "Shiloah".
23. Frank Watkins, on his famous big sorrel horse, which won the race from Condon to The Dalles.
24. County Clerk William Henrichs, "the penman".
25. George Meader, who liked to tell stories about the Civil War
26. Honest Steve Hayes, who's word was always good.
27. Big hearted Drew Barnum, who knew everybody.
28. The Biggerstaff boys, who ran the old Mazeppa saloon.
29. Will Raymond, the best carpenter ever.
30. Ace Hoover, who ran the first brick yard in Moro.
31. *The farmers sitting out in front of the old Moro Hotel, on a hot Sunday afternoon, swapping yarns.*
32. Postmaster John M. Parry, a neat orderly gentleman of the old school.
33. O. P. Hulse in his rubber tired buggy, buckskin harness, driving his high stepping "bays".
34. And last but not least, a brand new railroad, which was the beginning o a new era.

WANT ADS

Booming business makes opening available for responsible man or woman with car to call on farm women in Sherman county. Full or spare time. Opportunity to make up to $40 a day. Write McNess Company, PO Box 14, Bayshore Station, Oakland 23, Cal.

YOUR OWN BUSINESS—Get established in a sound one-man business without capital investment, selling Watkins Nationally Advertised Products in this locality. Income up to $500 a month or more possible first year. Operate from your own home. Truck or car required. Write The J. R. Watkins Company, 137 Dexter Ave., Seattle 9, Washington. 12-17c

LOST: 30 year Rebekah jewel pin. Tuesday in Moro. Mrs. Sam Brock, Wasco. 12p

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MAY ELECTRIC, electrical contracting, Moro, Oregon, Phone 722. 19 tfn

FOR RENT: Portable cattle chute by Sherman Cattlemen's association. Call County Agent. 12c

MISPLACED: A two and a three foot chlorate spreader. Please return to County Agent. 12c

LOST: Girls pink eye glasses between home and school. Call John Paul, Moro. 12c

People's Column

Condon, Oregon
January 14, 1955

To the Editor:

An editorial in a recent issue of the Sherman County Journal discussed minimum control on intrastate rail freight rates. As was pointed out such control does not exist at present for rail freight but is in effect for freight hauled by trucks. As far as interstate freight movement is concerned, minimum rate control is exercised by the Interstate Commerce Commission on both rail and truck transportation. I might say further, that minimum control is in effect on power and phone rates.

The absence of minimum rate control by the Oregon Public Utilities Commissioner on intrastate rail freight is a new situation to Oregon shippers. It was only last summer that the Oregon Supreme Court in a case brought by the railroads handed down a decision which removed all control over rate reductions on rail freight. In winning their point regarding intrastate movement, the railroads have attempted to establish themselves as being unique and in a different category from trucks hauling both intrastate and interstate and railroads hauling interstate. It seems to me that if minimum rate control is needed for one phase of transportation, it is needed for all phases of transportation.

In the last session of the state legislature an unsuccessful attempt was made to pass a minimum rate law. The proposed legislation would have made all transportation agencies (rail, water and truck) equal in that they would ALL be subject to both maximum and minimum rate regulation. It seems to be a foregone conclusion that a similar bill will be introduced at the present session.

In his editorial on minimum rates the editor seemed to feel that minimum rate control would result in abandonment of the Sherman county branch line. This line of reasoning I fail to understand. I assume that the editor believes that with minimum rate regulations, truck and barge companies might be able to offer attractive rates on wheat from farm and elevator storage, thereby securing most of the business. The fact of the matter is that wheat movement to tidewater terminals is considered to be in interstate commerce and therefore is not subject to any regulation by the Oregon Public Utilities Commissioner but comes under the jurisdiction of the Interstate Commerce Commission. The Agricultural Exemption Clause of the Interstate Commerce Act leaves uncontroled minimum rates on agricultural products moving in interstate commerce. Obviously, minimum rate regulation by the Oregon Public Utilities Commissioner would in no way interfere with the transportation companies desire to lower rates on wheat moving from the Columbia Basin to market. They can lower rates now and will be able to lower rates if minimum rate control on intrastate rail movement is authorized by the legislature.

Those favoring minimum rate control contend that such control will prevent transportation companies from hauling at non-compensatory rates in an effort to drive out competition. I believe that there is good deal of merit to this contention. It is a matter of record that rail rates on wheat are substantially lower now from points in Oregon and Washington where there is barge competition than these rates were during the period from 1930 to 1934. This situation is hard to reconcile with present inflated costs of all kinds including labor, materials, equipment and taxes. It appears to me that either the rates were exorbitant in the thirties or are non-compensatory now. It is also a well known fact that rail rates from points beyond barge competition average around 175% higher now than they did during the 1930-1934 period.

The present low rate from points having barge competition points up two things. First, there is a distinct possibility that either non-compensatory or exorbitant rates may be charged and second, there is a great necessity for maintaining the economic well-being of all forms of transportation. Competition is essential if wheat farmers in our part of the Columbia Basin are to continue to enjoy the present low rates.

As I see it, the opposition of the railroads to minimum rate control stems from a desire to lower rates on oil and other products moving east which would either cause economic disaster to the barge companies and hardship to the truck companies or force them to raise their rates on wheat in order to offset reduced income from hauling oil and other products east at the lower rates they would have to charge in order to meet competition. If the rails did not raise their rates on wheat also, the barges would be left with little to haul and less reason for staying in business. Wheat farmers would find that either alternative, that is lower rates on goods eastbound or elimination of the barges, would mean higher freight rates on wheat. It is obvious that elimination of barge competition could easily result in rather large increases.

It should be remembered that minimum rate control does not mean that rates cannot be lowered. It means instead, that petition for a reduced rate must bear the same scrutiny as a petition for a higher rate. It means that the Oregon Public Utilities Commissioner will have the power to prevent one form of transportation from driving out competition and dominating the field to the detriment of the shipper. I believe that we need competition and that we need minimum rate control to insure the preservation of competition.

Sincerely,
Van Rietmann

MARLENE BEEM MARRIED

Miss Marlene Beem, daughter of Mrs. Roland Falk of Bremerton, Wn., and Warner Beem of Portland became the bride of Charles E. Wallace, son of Mr. and Mrs. Glen Wallace, Wednesday, January 12 during a 2:00 p. m. double ring service. Rev. Edwin B. Towle of Goldendale Methodist church officiated.

For her wedding the bride wore a navy blue coat dress with blue and pink accessories. The couples attendants were Mr. and Mrs. Stanley Krusow of Lyle, Wn., The Krusows are brother in law and sister of the groom.

After a few days trip to Yakima and Spokane the couple returned home to Wasco to be surprised by a charavari group that evening at the home of the groom's parents.

LEGAL NOTICES

IN THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF OREGON

UNITED STATES of AMERICA, Plaintiff,
vs.
P. L. FINLEY and VIRGINIA FINLEY, husband and wife; NELL MEISTER; ARTHUR B. KEENAN; CARL T. SHEARER and KATHERINE SHEARER, husband and wife; HAROLD SHEARER and MYRTLE SHEARER, husband and wife; MABEL OHLEGSCHLAGER and WALDEMAR OHLEGSCHLAGER, wife and husband; MARY OHLEGSCHLAGER and ROY OHLEGSCHLAGER, wife and husband; BERTHA SPLITZER and AL SPLITZER, wife and husband; ROBERT NEAGLE, FORREST; The Unknown Heirs at law of George W. Hoffman, deceased; The Unknown Heirs at law of Bernard Keenan, deceased; The Unknown Heirs at law of Lydia Keenan, deceased; The Unknown Heirs at law of Alvin Keenan, deceased; The Unknown Heirs at law of Bertha Neagle Forrest, deceased; The Unknown Heirs at law of Grace Shearer, deceased; All persons unknown having or claiming any right, title or interest in 1.57 acres of land in Sherman County, Oregon designated as Tracts No. R-1800, R-1801, R-1800E and R-1801E of The Dalles Dam project; and SHERMAN COUNTY, a municipal corporation and political subdivision of the State of Oregon,
Defendants

CIVIL NO 7495
SUMMONS (NOTICE)

TO: Nell Meister, Bertha Splitzer, Al Splitzer, the unknown heirs at law severally of George W. Hoffman, deceased, Bernard Keenan, deceased, Lydia Keenan, deceased, Alvin Keenan, deceased, Bertha Neagle Forrest, deceased, Grace Shearer, deceased, and all persons unknown having or claiming any right, title or interest in 1.57 acres of land in Sherman County, Oregon designated as Tracts No. R-1800, R-1801, R-1800E and R-1801E of The Dalles Dam Project:

You and each of you are hereby notified that an Amended Complaint in Condemation has heretofore been filed in the above named court in an action to condemn the estates hereinafter set out in the lands hereinafter described adequately to provide for the construction of a river improvement for the purposes of flood control, navigation and other purposes incident thereto for use in connection with the establishment of The Dalles Dam, Columbia River, Washington and Oregon. That the estates taken by the plaintiff for said public uses are subject to existing easements for public roads and highways, public utilities, railroads, and pipe lines, and are as follows:

(a) The fee simple title to the lands hereinafter described and designated as Tracts R-1800 and R-1801.

(b) The perpetual right, power, privilege and easement on, in, over and under the lands hereinafter described and designated as Tracts No. R-1800E and R-1801E to permanently overflow, flood and submerge the land below elevation one hundred sixty-nine feet (169 feet) above mean sea level U.S.C. and G. S. datum, including the right to clear and remove timber, underbrush, debris, and other natural or artificial structures or obstructions below elevation 169 feet above mean sea level U.S.C. and G. S. datum and to maintain mosquito control, as may be considered necessary by the representative of the United States in charge of the construction, operation, and maintenance of the project, and the perpetual right, power, privilege and easement to occasionally overflow, flood and submerge the land above elevation 169 feet above mean sea level U.S.C. and G. S. datum, and to maintain mosquito control, as may be required in connection with the operation and maintenance of The Dalles Dam Project as authorized by the Act of Congress approved May 17, 1950; provided that no structures for human habitation shall be constructed on said lands; provided further, that no buildings or structures shall be erected on lands below elevation 169 feet above mean sea level U.S.C. and G. S. datum, except as authorized by special permission granted in accordance with existing laws and regulations for the protection and preservation of the navigable waters of the United States of America; and with respect to the lands above elevation 169 feet above mean sea level U.S.C. and G. S. datum, the written consent of the representative of the United States in charge shall be obtained for the type and location of any structures and-or appurtenances thereto now existing or to be erected; reserving, however, to the owner of said lands all such rights and privileges as may be enjoyed without interfering with or abridging the rights and easements hereby taken.

That the lands in which the above estates are condemned are located in Sherman County, State of Oregon, and are more particularly described as follows, to-wit:
TRACT NO. R-1800: A parcel of land lying in Government Lot 4, Section 9, Township 2 North, Range 16 East of the Willamette Meridian in Sherman County, Oregon, said parcel being more particularly described as follows:
Beginning at the quarter section corner common to Sections 8 and 9 in said township and range, which also is the northwest corner of Lot 4 in said Section 9; thence S. 0° 14' 03" W. on the west line of Government Lot 4 a distance of 165.43 feet to a point that is 150 feet distant southeasterly, when measured at right angles, from the centerline survey for the relocation of the railroad of the Oregon-Washington Railroad and Navigation Company; thence N. 61° 31' 37" E., parallel with and 150 feet distant southeasterly from said center line survey, a distance of 157.95 feet to a point opposite Engineer's Station LR 3430+00; thence N. 28° 28' 23" W. a distance of 50.0 feet to a point that is opposite and 100 feet distant southeasterly from said Engineer's Station LR 3430+00; thence N. 61° 31' 37" E., parallel with and 100 feet distant southeasterly from said center line survey, a distance of 45.0 feet, more or less, to a point that is 50 feet distant southerly, when measured radially, from the center line survey for the relocation of the railroad of the Grass Valley Branch of the Oregon-Washington Railroad and Navigation Company; thence easterly, concentric with and 50 feet distant southerly from the center line survey for the relocation of the said Grass Valley Branch, on a curve to the right having a radius of 360.28 feet a distance of 450 feet, more or less, to a point opposite Engineer's Station G.V. 236+69.22 P.C. equals existing Grass Valley Branch railroad Engineer's Station 236+69.22 P.O.T.; thence N. 29° 02' 23" W., parallel with and 50 feet distant southwesterly from the center line of the existing Grass Valley Branch railroad track, a distance of 105.48 feet; thence northwesterly, from a tangent which bears N. 29° 02' 23" W., concentric with and 50 feet distant southwesterly from the center line of the existing Grass Valley railroad track on a curve to the left having a radius of 369.44 feet a distance of 162 feet, more or less, to a point on the north line of said Government Lot 4; thence S. 88° 44' 54" W., on the said north line a distance of 365 feet, more or less, to the point of beginning.

There is excepted therefrom that part lying within the boundaries of the Columbia River Highway.

The parcel of land above described contains a net area of 0.71 of an acre, more or less.

TRACT NO. R-1801: A parcel of land lying in Government Lot 3, Section 9, Township 2 North, Range 16 East of the Willamette Meridian in Sherman County, Oregon, said parcel being more particularly described as follows:
Beginning at a point on the north boundary of the right of way of the Columbia River Highway, said point being 60 feet distant, when measured at right angles, from the center line of said highway at Engineer's Station 252+00, said point also being 663.6 feet north and 1,350.2 feet east of the west quarter corner of Section 9 in Township 2 North, Range 16 East of the Willamette Meridian, which also is the southwest corner of Lot 3 in said Section 9; thence S. 61° 41' W. a distance of 756.6 feet to a point; thence S. 33° 09' E. a distance of 15 feet, more or less, to a point that is 100 feet distant southeasterly, when measured at right angles, from the center line survey for the relocation of the railroad of the Oregon-Washington Railroad and Navigation Company; thence N. 61° 31' 37" E. parallel with and 100 feet distant southeasterly from the said center line survey a distance of 700 feet, more or less, to the north boundary of the right of way of the Columbia River Highway; thence easterly, concentric with and 60 feet distant northerly from the center line of said highway, on a curve to the right having a radius of 1,492.39 feet a distance of 55 feet, more or less, to the point of beginning.

The parcel of land above described contains 0.29 of an acre, more or less.

TRACT NO. R-1800E: A parcel of land lying in Government Lot 4, Section 9, Township 2 North, Range 16 East of the Willamette Meridian in Sherman County, Oregon, said parcel being more particularly described as follows:
Beginning at the point of intersection of the north line of Government Lot 4 of said Section 9 with the north boundary of the right of way of the Columbia River Highway, from which point the quarter section corner common to Sections 8 and 9 in said township and range which also is the northwest corner of Lot 4 in said Section 9, bears S. 88° 44' 54" W. a distance of 708 feet; thence southwesterly along the north boundary of said Columbia River Highway, on a curve to the right having a radius of 3,214 feet, a distance of 170 feet, more or less, to a point that is 50 feet distant northeasterly, when measured at right angles, from the railroad center line of the Grass Valley Branch of the Oregon-Washington Railroad and Navigation Company; thence northwesterly, parallel with and 50 feet distant northeasterly from the said existing railroad center line a distance of 120 feet, more or less, to the north line of said Government Lot 4; thence N. 88° 44' 54" E. on the north line of Government Lot 4, a distance of 200 feet to the point of beginning.
The parcel of land above described contains 0.22 of an acre, more or less.

TRACT NO. R-1801E: A parcel of land lying in Government Lot 3, Section 9, Township 2 North, Range 16 East of the Willamette Meridian in Sherman County, Oregon, said parcel being more particularly described as follows:
Commencing at a point on the north boundary of the right of way of the Columbia River Highway, said point being 60 feet distant, when measured at right angles, from center line of said highway at Engineer's Station 252+00, said point also being 663.6 feet north and 1,350.2 feet east of the west quarter corner of Section 9 in Township 2 North, Range 16 East of the Willamette Meridian, which also is the southwest corner of Lot 3 in said Section 9; thence S. 61° 41' W. a distance of 756.6 feet to a point; thence S. 33° 09' E., a distance of 225 feet to a point on the north boundary of the right of way of said highway, said point also being 60 feet distant, when measured at right angles, from the center line of said highway at Engineer's Station 260+06.9 and the true point of beginning of this description; thence N. 6° 30' E. 200.0 feet to a point; thence N. 37° 30' E. a distance of 120 feet, more or less, to a point that is 100 feet distant southeasterly, when measured at right angles, from the center line survey for the relocation of the railroad of the Oregon-Washington Railroad and Navigation Company; thence S. 61° 31' 37" W., parallel with and 100 feet distant southeasterly from the said center line survey, a distance of 200 feet, more or less, to a point on a line which bears N. 33° 09' W. from the true point of beginning; thence S. 33° 09' E. a distance of 210 feet, more or less, to the true point of beginning.
The parcel of land above described contains 0.35 of an acre, more or less.

The authority for the taking is The Act of February 26, 1931 (46 Stat. 1421, 40 U.S.C. Sec. 258a) and Acts supplementary thereto and amendatory thereof; The Act of April 24, 1888 (25 Stat. 94, 33 U.S.C. Sec. 591); The Act of March 1, 1917 (39 Stat. 950, 33 U.S.C. 701), Public Law 367 - 64th Congress; The Act of May 17, 1950 (Public Law 516 - 81st Congress, Second Session); The Act of July 27, 1953 (Public Law 153 - 83rd Congress, First Session);

You are further notified that if you have any objection or defense to the taking of your property above described, you are required to file herein and to serve upon the plaintiff's attorney at the address herein designated within four weeks after the date of the first publication of this Summons (Notice), an answer identifying the property in which you claim to have an interest, stating the nature and extent of the interest claimed, and stating all your objections and defenes to the taking of your property. A failure so to file and serve an answer shall constitute a consent to the taking and to the authority of the Court to proceed to hear the action and to fix the just compensation and shall constitute a waiver of all defenses and objections not so presented.

You are further notified that if you have no objections nor defense to the taking you may serve upon the plaintiff's attorney a notice of appearance designating the property in which you claim to be interested and thereafter you shall receive notice of all proceedings affecting said property.

You are further notified that on the 14th day of May, 1954 the plaintiff filed herein its Declaration of Taking of said lands and simultaneously therewith deposited in this court and cause the estimated just compensation for such taking.

You are further notified that at the trial of the issue of just compensation, whether or not you have answered or served a notice of appearance, you may present evidence as to the amount of compensation to be paid for the property in which you may have an interest and you may share, on proof of your interest in the distribution of the award of compensation.

This summons is served upon you by order of the Honorable Gus J. Solomon, Judge of the above entitled court, made and entered on the 3rd day of January 1955 by the publication thereof for four successive weeks in the Sherman County Journal, a newspaper printed and published in Moro, Oregon, and of general circulation in said county wherein said lands are located, the first publication of this Summon (Notice) being made in the issue of said newspaper on the 14th day of January 1955.

C. E. LUCKEY, United States Attorney, and ROBERT C. SOUTHAN, Assistant United States Attorney, 506 United States Courthouse, Portland 5, Oregon. 10-13c