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Giles L. French Editor



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STATE WATER BOARD

Governor Patterson appointed the members of the new state water board last week amid editorial statements as to the quality thereof and the power conferred upon them by the recent legislature. The legislature did the usual thing after being told in speech and story that our water was an economic asset that was about to become scarce. It passed a law. The new board has far too much power and we predict that if it attempts to use it the board and the law and the conservation of water idea will lose ground thereby. Furthermore, we think it should.

We have never been one to be easily convinced by the reformers. Those who dig up a statistic or two and proceed to show a trend that will eliminate the human race in a brief generation or so leave us very cold. Dry wells in California, the increase of irrigation all over, lowering water tables scared some people half to death although they might have been somewhat relieved to look at the statistics about the surplus of food. In other words we don't believe the conditions are as bad as painted nor that the water code will help it as much as claimed.

The board looks like a pretty sensible bunch of men. We will be able to tell better after they have been in office a year or so. If they start trying to throw their weight around and following the letter of that ill conceived law we will know that they are inadequate for the job. If they gather information about the uses of water (complete information) and disseminate it properly, use their brains a lot and their muscles sparingly, they can perform a service.

Conservation of almost any natural resources must be by public consent and cooperation, not by rigid adherence to some set of rules.

WHO PAYS TAXES

Into the continuing argument between public and private power has come again the idea that private corporations do not pay taxes. It is true that the route from private power purse to government pocket is one of the shorter routes taken by money but that doesn't change anything.

The public pays all the taxes, the consumer pays. He who buys a car helps pay the taxes of the steel companies, the auto companies, the transportation companies, the dealers. Indirectly he pays a lot more taxes including that of the laborers who built the car, the farmer who fed the laborer, and the power company that furnished the electricity or gas that cooked the feed that fed the laborers who made the car.

Taxes are taken out of the pot; they are figured in the price of everything. They are the rake-off the dealer (government) takes from the game. When the rake-off is too big the players quit. In the price of every item is taxes whether deliberately figured or not for a business that cannot pay its taxes quits.

Corporations pay up to 52 percent of income in taxes which is a high rate but they put it on the price of goods and some might even make a profit on it for all we know. People pay it while thinking how smart it is to make those big corporations pay and what wonderful legislators they have who tell them that corporations should pay the taxes and the people should be relieved of them. Actually the people would be better off to pay a sales tax direct to the government. But they have been told that sales taxes are economic wickedness.

What do you suppose an automobile or a refrigerator would cost without taxes? We don't know either and we have tried to find out without success. We think that a man could pay for a car with a decent profit attached and send \$500 to the government in a sales tax and be money ahead. Think how he'd howl.

OLD THRESHING MACHINES

Down in the valley they brought out some old steam engines and separators and did some threshing in the old fashioned way much to the amusement of the ancients

and the interest of youth. The new slick push-type combines that glide over a field with barely a sign of dust have so completely done away with the old threshing machine that it is a museum piece.

In its dusty heyday it gave work to thousands of itinerants who started in June or July in the south and ended in the far north with frost on their blankets in November, with money enough to live amid the pleasures of a city street all winter.

Down in the valley they had bundle pitchers but in these parts we had forgers and sack sewers. These were men of skill and strength in those days and still there are men about this county who would know how to set a Jackson fork or lace the top of the bag with a good solid dozen stitches.

The same class of men know how to adjust a diesel motor and set the points on a distributor or wheel a big truck. The skills of yesterday are forgotten and lost for want of use. Blacksmiths, type setters, tire setters, steam engineers and firemen were trained men in the olden days and drew money above the pay of the common laborer.

In the next 50 years other jobs will have succumbed to change (we almost said progress) and no one knows which ones they will be. Lucky the boy who picks on a trade that will survive through his lifetime.

FARM PROGRAM

The Democrats and the Republicans are both talking about the farm situation, the Democrats most gleefully because for them once the Republicans have ahold of that perennially hot poker—the farm problem.

We are sure that there will always be a farm problem as long as the government meddles with farm production, farm management and farm marketing. Getting rid of the government would relieve much of the problem.

About all the Democrats can be happy about is that the Republicans are trying a flexible price support plan, a minor adjustment to the Democratic plan of rigid price supports. The flexible plan hasn't controlled the surplus although it might do so if flexible enough. The rigid price support plan is worse.

As for wheat the policy of acreage reduction is a total failure. The crop base is 77,000,000 acres. The greatest reduction possible under the law is down to 55,000,000 acres. This was invoked last year. Because of droughts, floods, etc., there were only 47,000,000 acres harvested this summer, the lowest acreage since 1934. Even with normal exports we will do nothing to reduce the surplus.

News stories have told why. A man in the Willamette valley grew 82 bushels per acre on 15 acres; in Jefferson county a man produced 90 bushels per acre. Now 90 bushels per acre on 15 acres cannot be reduced under the present law. A man has a right to grow that much wheat without penalty.

That is 1350 bushels. With irrigation such a wheat grower is equal to a dry land farmer with a half section of ordinary land on which there might be 250 acres tillable, half each year. His reduction would be about 40 percent and his crop about 20 bushels per acre or less. If a full 20 he would have 1500 bushels to sell to the government.

The whole world is subsidizing wheat production and the consumption is going down largely because the price is too high. Fear of war and the desire of a nation's rulers to be independent of imports probably causes much of the subsidization.

It is to be expected that both political parties will make the highest possible bid for farm votes. Probably neither will be able to pass the plan they propose for farmers are divided themselves on the kind of aid they want. We do know that little farmers will get the breaks as long as farming is handled politically and that the 15 acre wheat grower with an irrigated crop every year is going to beat the 3000 acre wheat grower in a summer-fallow country because the 15 acre farmer is politically 200 times as important as the big farmer. If no one grew wheat on more than 15 acres we would have enough wheat for 10 or 15 years.

Government aid and the blight of democracy will eventually put the big farmer out of business. His best bet is to support the plan that reduces farm support the most.

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Deep Cleated Tires Provide Safety For Driving In Mud and Deep Snow



Here is the tire industry's challenge to Old Man Winter. In the big picture, you see tough, deep-cleated rubber cleats on the typical new mud-snow tire. Below, the same gripper tread literally walks a car through heavy mud. Modern mud-and-snow tires are truly versatile.

NEW YORK—In its present day mud-snow tire, the rubber manufacturing industry has come up with a long needed answer to the motorist's prayer—the motorist, that is, who lives in the snow belt or who must drive at times on unsurfaced roads.

The accompanying pictures tell the story. A few years ago, the average driver would be stuck helplessly at the foot of this hill. Riding on today's high-flotation tires—deep cleated with mud and snow tread—motorists take snow covered grades and muddy roads in their stride. Greater traction and increased skid resistance spell substantially improved safety, according to George Flint, Chairman of the Tire Division of the Rubber Manufacturers Association.

These factors, plus the attractive fact that the new tires relieve motorists of the inconvenience of applying costly accessories which might otherwise be needed for traction in winter driving, have made mud and snow tire fans out of millions of new motorists this year, according to Mr. Flint. As a winter accessory, they are always on the car when needed for surer, safer service. He explains that there is no overall increase in tire cost, since the use of mud and snow casings simply represents "deferred mileage" on the conventional tires which they replace for the winter driving period.

Tests reveal that many modern mud and snow tread designs can materially reduce braking distance on glare ice. Conventional tires braked on glare ice at 20 miles an hour required a stopping distance of 209 feet. On dry pavement at that speed they would brake to a full stop at 21 feet. While the new mud and snow tires greatly reduce the braking distance on ice, glare ice remains one of the most serious safety problems in the winter driving period. On behalf of all tire manufacturers, Mr. Flint urges all motorists to keep those braking limitations constantly in mind.

HUNTING LICENCES

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Moro Personals

Children Lois Axtell, Bob and Bill Platt gathered Wednesday to celebrate the birthday of Mrs. Lilian Platt.

Mr. and Mrs. Lamer Sayrs left last Tuesday for San Diego, Calif., to see their son, Larry, before he takes off for the Orient on a cruise.

Mr. and Mrs. Carroll Sayrs are spending a month at Cannon Beach recovering from the hot harvest with a dose of salt air.

The women's society of the Moro Presbyterian church will meet on September 14, at the home of Mrs. Eugene Amidon. A pot luck noon luncheon will be held. Guests are expected from Portland—to be on the program. The members are reminded to bring guests—this being the annual guest day meeting.

Gus Thoele Jr., 13 year old son of Mr. and Mrs. Gus Thoele was taken to Portland by his parents and entered Doernbecher hospital for an operation on his ear which was performed Monday. Reports from his parents who returned Wednesday is that he is getting along well and can be expected

Dr. Otis G. Perkins
Optometrist
405 E. 2nd St.
(Across from Stadlerman-Bonn Hardware)
Phone 5362 The Dalles, Ore.

Moro Lodge No. 113 L.O.O.F.
Meets 1st and 3rd Tuesdays in L.O.O.F. hall. Transient and visiting brothers are cordially invited.
John Shipley, N. G.
Leo Watkins, Secretary

Lupine Rebekah Lodge No. 116
Meets 2nd and 4th Tuesdays of each month. Visiting members welcome.
Vada DeMoss, N. G.
Jo Gentry, Sec.

Bethlehem Chapter No. 78. O.E.S.
fourth Thursday in each month; visiting members meet every second and invited. Moro, Oregon.
Catherine Thompson, W. M.
Naomi Van Gilder, Secretary

Eureka Lodge No. 121 A.F. & A.M.
Meets on the 1st and 3rd Thursday evenings each month. Visiting members cordially invited to meet with us.
Frank Sayrs, W. M.
Clyde Gillmor, Secretary

home within two weeks.

BORN: To Mr. and Mrs. Gordon Lester Johnson, attorney at law, Hilderbrand at The Dalles, Sep. Wasco, Oregon, within six months from the date of this notice, to

Mr. and Mrs. W. H. Davis arewitt; September 2, 1955. Donaki O. McDermid Administrator 44-7c
E. Brandes of Vancouver, Wn., Attorney for administrator
Bill is gone.

Union Oil of California

Grass Valley, Oregon

H. L. Owens Consignee

Office Phone: 183

Residence: 182

WANT ADS

FOR SALE: Texas made saddle \$75.00 can be seen at the fair grounds. J. W. Coons, Moro. 45c

FOR SALE: Shetland ponies. See them at the Fair. Gordon Johnson, Wasco. 45c

WANTED: Stubble pasture for 100 head of cows and calves for 2 mos. D. W. Helyer, Kent. 44c

JUSTOM SLAUGHTERING — Meat cutting, wrapping, sharp freeze. Kenny's Market, Grass Valley, Oregon Ph. 242 47ftn

SPINET PIANO and bench. Will sell at sacrifice in this locality to save moving expense. Easy terms or cash. For information write Tallman Piano Stores, Inc., Salem, Ore. 43-5c

WANTED: Washing and ironing in my home. Phone 594 or inquire at Tavern, Moro. 42-5p

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, P.O. Box 14, Bayshore Station, Oakland 23, Calif. 43-4p

LEGAL NOTICES

NOTICE TO CREDITORS
All persons having claims against the Estate of Mai McDermid, deceased, are hereby notified to present them in proper form to the undersigned, the duly appointed, qualified and acting administrator of the Estate of Mai McDermid.

NOTICE FOR PUBLICATION—PUBLIC SALE — ISOLATED TRACT — UNITED STATES DEPARTMENT OF THE INTERIOR — BUREAU OF LAND MANAGEMENT

Land Office, 1001 N.E. Lloyd Blvd. Portland 14, Oregon

August 5, 1955

Under provisions of section 2406, U.S.C., as amended by section 14 of the act of June 28, 1934 (48 Stat., 1274; 43 U.S.C. 1171), and pursuant to the application of Wesley Edward Nichols, Moro, Oregon, serial No. Oregon 02802, there will be offered to the highest bidder, but at not less than \$1.00, for the entire tract at a public sale to be held at 10:00 o'clock a.m., on the 7th day of October next, at this office, the following tracts of land: Lot 9 sec. 7, T. 1 S., R. 19 E., W. M., Oregon, containing 90.74 acres, subject to a reservation to the United States of the right-of-way for transmission line and access roads across the land which was authorized September 15, 1952, upon application Oregon 02451 of Bonneville Power Administration, and all appurtenances thereto, constructed by the United States through, over, or upon the land, and the right of the United States, its officers, agents, or employees to maintain, operate, repair, or improve the same so long as needed or used for or by the United States, in accordance with Departmental instructions of January 13, 1916, contained in 44 L. D. 513.

Bids may be made by the principal or his agent, either personally at the sale or by mail.

Bids sent by mail will be considered only if received at this office prior to the hour fixed for the sale. Bids must be in sealed envelopes accompanied by certified checks or post-office money orders made payable to the Treasurer of the United States for the amounts of the bids. The envelopes must be marked in the lower left-hand corner "Public sale bid, Serials No. Oregon 02802, Sale, 10:00 a.m., October 7, 1955."

The highest bidder will be required to pay immediately the amount thereof.

Any adverse claimants of the above-described land should file their claims, or objections, on or before the time designated for sale.

Any contiguous owner claiming a preference right must assert such right within 30 days from the above sale date.

Frances A. Patton Manager 43-47c

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