

Heppner Gazette Times

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SHERMAN LINE REMAINS

Sherman county citizens by presenting a solid front won a substantial victory in saving part of the Union Pacific branch line, from the Columbia to Grass Valley, which had been ordered removed from Shaniko to the river. Retention of the line as far south as Grass Valley will assure transportation for grain and other products of the county which were threatened with isolation by the original order.

Producers of Gilliam and Morrow counties can well look upon this latest phase of the Sherman county line with assurance that the Heppner and Condon branches will remain intact, for an indefinite period at least.

Looking back to the construction of the Shaniko branch some 41 years ago, it is recalled that the line extended into the outskirts of central Oregon, then mostly included in Crook county. With the advent of the railroad, Shaniko became the largest prime wool shipping point in the west, wresting the honors from Heppner which formerly drew shipments from a vast empire. By many it was thought the Union Pacific hoped to reach central Oregon via the Shaniko route and was diverted from that purpose when the Hill interests headed up the Deschutes canyon for Bend. To keep pace with the northern competitor the Union Pacific had to seek a route of similar grade and thus was started one of the most spectacular railroad building fights the west has ever seen.

The Shaniko line continued to serve a considerable portion of eastern Crook county, later Jefferson, as well as southern Wasco and all of Sherman, until the City of Prineville built its line to Redmond and the advent of auto freight whittled its receipts down to a non-profit basis, leading the company to seek an abandonment order. That the line will be retained to Grass Valley is a source of gratification to the people of Sherman county and a matter in which neighboring counties readily join in extending congratulations.

MUDDLING THROUGH

It is difficult for the average citizen to figure out his status these days, what with this order and that order being issued from headquarters and more than likely before any of them can go into effect they are countermanded. Occupied with his own affairs and trying to figure out how he can buy all the war savings stamps and bonds expected of him, haul in the scrap iron and the countless other duties entrusted to his care, he has had little time to keep track of the foibles and misplays of the over-populated bureaucracy in Washington. Nevertheless, Mr. John Citizen is muddling through, following as many of the regulations as he must to keep out of jail and at the same time

deliver his full share of work and means to energize the war machine.

And is he complaining? Not that anyone knows of. He realizes that to shirk his duty may mean the loss of an American soldier's life, or several of them; or it may mean the sinking of a ship, or the loss of a bomber—one or several things which will prolong the struggle and make final victory harder to attain. He is convinced that democracy will triumph but sometimes wonders if a real effort is being put forth to speed the day.

So it is that when the order goes forth to conserve rubber, with an order to drive no faster than 35 miles per hour instituted to aid the saving process, John Citizen promptly accepts the dictum and cuts his speed in half. He has been led to believe that unless this is done there will be no rubber tires after the old set wears out. Then along comes a statement to the effect that if all American car drivers are good little boys and girls, abide by all the driving rules and the share-your-car-with-your-neighbor policy, there will be rubber enough to go around.

Now we ask you is John Citizen the only guy that's just muddling through?

OUR OPINION CONFIRMED

Last week this column went out in support of Lowell Stockman for congress from this district. That was before the writer had met Mr. Stockman and contents of the article were based upon information gathered from various sources. This week there was an opportunity to meet the man and to size him up. It was not a difficult task, for he measured up to and beyond what was said about him in the previous editorial. In other words, we are glad we spoke our piece, for we believe more than ever that he is the man eastern Oregon should send back to Washington to help pull this country through the present crisis. He is young, has a good education, is acquainted with the needs of the district, and above all, has no political past to hamper him, yet he has had sufficient business training and contacts with political subjects to prepare him for the responsibilities of a national lawmaker.

GIVE THIS MAN YOUR SUPPORT

In looking over the list of candidates there is one name that should receive favorable consideration from the voters of the 22nd representative district. Henry Peterson is too busy with fall farm operations to make a canvass of the district. He feels that food production is more essential than campaigning, and by that very attitude shows his fitness for the job of representative.

If you have friends in the other counties of the district, pass the word along that Henry Peterson will perform the duties of a legislator with credit to the district and honor to himself.

It is said that Hitler is dissatisfied with Quisling. That just about makes it unanimous.

Farmers are worried about a shortage of help. The farm hand who used to go to town on Saturday night now has gone to stay.

When the war is over and sugar is no longer rationed, Uncle Zeke opines that life will be sweeter.

For the emergency union leaders would do well to see that their "no-strike" pledge is kept.

EXPERIENCED LEADERSHIP!



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