

The Redmond Spokesman

MEMBER OF STATE EDITORIAL ASSOCIATION

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By M. W. PETTIGREW, Editor and Publisher

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Entered as second class matter July 14, 1910, at the postoffice at Redmond, Oregon, under the act of March 3, 1879.

A Thrift card in your pocket beats a half dozen flags on the lapel of your coat.

President Wilson has signed the daylight saving bill and it is now a law.

The death of more than 100 heavy horses for war purposes at Covington, Ky., led to an investigation which developed the fact that they were poisoned.

Portland had a waste paper and rag drive on Saturday, for which payment was made in Thrift stamps. It was a brilliant success and netted 206 tons of paper and 17 of rags and netting the workers—mostly children, \$1383. The drive was good in more ways than one, in that it cleaned up the garrets and other places of a constant menace from fire.

If the Philadelphia inventor and manufacturer of the depth bomb is worthy of credence, the war should be settled very quickly. He asserts that he has an aerial torpedo that has a range of 500 miles, and that he can destroy Berlin in 30 days. The torpedo is certain to go to its target and carries half a ton of high explosives. He has our permission to turn them loose on the Kaiser, at least. It may become necessary to destroy Berlin, but that should come as one of the last resorts.

WILL CONSERVE DAYLIGHT

The daylight saving bill has passed both houses of congress and between March 31 and October 30th, American clocks are to be advanced one hour.

CONCRETE SHIPS

The first concrete ship of the Pacific coast was launched at San Francisco last Thursday. It is of 5,000 tons burden and bears the name of Faith. The building company claims that it can turn out 54 such vessels in 18 months. It is believed that concrete vessels will prove a complete success and they can be quickly constructed.

CUSICK FOR STATE TREASURER

Of the several candidates for the office of state treasurer, E. D. Cusick, banker and state senator of Albany, appears to be the logical man for the place. He has had a broad experience in state affairs, is a successful banker and has served his county in the state senate for a number of terms. He is patriotic and always leads in Liberty loan and other campaigns.

LIBERTY MOTOR SEAPLANES

Delivery of the first American fighting seaplanes equipped with Liberty motors has begun, and it has been announced that the last possible defect has been corrected and the machine is considered perfect. A large force of these battle engines will be added to the various arms now engaged in fighting German submarines. The Bristol model of battle plane also has reached the production stage.

The Liberty motor seaplanes are substantially similar to the British flying boats and are equipped with two Liberty motors, which provide approximately 700 horsepower. This is understood to be much in excess of the power used in similar British craft, and their performance is expected to be proportionately better.

Officials are satisfied that the output will tax shipping facilities before July.

The success of the Liberty motor is known to have attracted the attention of both French and British air service officials, and both governments have had experts in this country studying its construction. It is anticipated that a large number of foreign planes, particularly British, will be using Liberty motors during the present year.

POTATOES WILL GO WITH FLOUR PURCHASE

Potatoes may be used as substitute for wheat in the recent 50-50 substitute order, according to announcement of State Food Administrator W. B. Ayer.

"Owing to the extreme scarcity of substitutes in this state, the food administration telegraphs from Washington that, temporarily, potatoes may be added to the list of substitutes on a basis of four pounds of potatoes to one pound of other substitutes to the extent of one-half the quantity of substitutes purchased.

"The pound-for-pound regulation as to substitutes for wheat flour is

not affected by the above, except to the extent that a new substitute is temporarily added. This does not mean that a consumer is compelled to accept potatoes as a substitute, but if he does not accept potatoes he must purchase the full pound for pound of one or more of the following substitutes: Hominy (not in cans), corn grits, corn meal, corn flour, edible corn starch, barley flour, rolled oats, oat meal, rice flour, buckwheat flour, potato flour, sweet potato flour, soya bean flour, feterita flour and meals.

"The above rules will also apply to retailers in their purchases from wholesalers, jobbers and mills."

THE OLDEST REIGNING FAMILY

The Japanese celebrate in February the festival of the accession of the Emperor Jimmu, the first monarch of the empire of Nippon. This is one of the three great holidays of the island empire, the others being the emperor's birthday and New Year's day.

The present Japanese dynasty is by far the oldest in the world, for Yoshitomo claims to be the 122d monarch of an unbroken line, dating from the seventh century before the Christian era. The early history of Nippon, as recorded in the holy book, Shinto, begins with the dynasties of the gods and is wholly mythical in nature. The dawn of real history begins with the reign of Jimmu Tenno, whose memory is revered today by all the sons of Nippon.

Jimmu the Great, forced the savage tribes to accept civil institutions and extended his beneficent sway over the entire country. He established his capital at Kioto. He formulated a code of laws, established courts, encouraged industry and, in fact, laid the foundation for that marvelous advance made by the Japanese during the 19th century.

The title of mikado, which means "Honorable Gate," was derived from Jimmu. From the days of this ruler Japanese power in the Orient increased. The successors of Jimmu, like the great emperor himself, were worshipped as gods upon earth. Women were not excluded from the succession of the throne, and there are many famous empresses in the history of Japan.

STANFIELD RECOMMENDED

Miles Lee, one of the heavy sheep owners of Eastern Oregon, recently subscribed \$5,000 to the campaign fund to boost R. N. Stanfield's candidacy for the U. S. senate, and as a reason for doing so, pays Stanfield a compliment that will carry weight:

"I first began to deal with Bob in 1906," he said. "I have had many business dealings since. I always found him on the square. He was a man of his word, and he never drove a sharp bargain, was always willing and really anxious to see the producer make money and receive encouragement. I discovered he was a big man, a very big man, although he was only a boy in years. I watched him develop. He and I talked over public affairs, and I found his ideas were far-sighted and patriotic, that he had a common sense view of public questions, and that he was always for the under dog. I also found he was working steadily for the upbuilding of live stock and agriculture. My admiration for him grew. I finally regarded him as the finest character I had ever known, as well as the ablest man. I was tremendously pleased when he announced he would run for the United States senate. The country needs a man of his character and big ability. We are at war and the problems are big. Stanfield has the brain and the moral courage. I knew that if the people generally could be made to know more about him he would be elected. I knew it would take a big campaign to stir the people up. So I sent my check for \$5,000 to help the campaign, and I feel that I never parted with any money that would do more good to our country and state. Bob is so honest and square and able that he will do a power of good in the senate. He is the kind of a man that is needed there, especially in times like these. And if more money is needed to help spread information about him, I've still got my checkbook."

Irrigation Matters

(Continued from Page One.)

and \$26 per acre for those lands under contract Form 3. However, this is one of the important matters which should be adjusted before all mater-

ial concessions to the company are made.

The attitude of the Federal government is important. Mr. Archibald, in his report states that until the excess acreage question is adjusted, no further lands containing excess acreage should be patented.

In patent lists 9 and 10 there are 2139 irrigable acres of sold lands containing excess acres. These settlers are entitled to an early adjustment of the question.

Basis for Patent

It should be understood that the foregoing figures are based upon Mr. Archibald's report, and are approximately 20 per cent in excess of what the State Engineer has heretofore been willing to accept as a basis for patent.

They are not based on the present capacity of the canals to deliver the contract amount of water, but approximately 10 per cent in excess. This is upon the basis of 40 per cent seepage losses, whereas present losses are approximately 50 per cent. To reduce canal losses to this amount would cost about \$144,000 according to the estimate of John Dubuis.

Then again, the above figures assume that 10 per cent of the water, which settlers have heretofore purchased, will not be delivered or used by such settlers, as part of their irrigable land will be occupied by buildings, roads, stock yards, rights of way for fences, canals, etc. This item is of course material to the company. For 4,593 acres above listed, at \$40 equal \$183,720. Should this item not be allowed, it is apparent no further sales could be permitted.

If these material items to the company are compromised at this time, it appears that all other items, material to the settlers should also be adjusted at this time.

Question of Patents

The most important is the question of patents. Settlers desire deeds so they can borrow money or sell. There are over 22,000 acres in Patent Lists 9 and 10. This area contains 2,856 acres of unsold land, which if not eliminated as recommended by Mr. Archibald, will either indefinitely postpone patents, or result in a fur-

ther compromise with the company, as this item at \$40 per acre represents \$114,240 to such company.

Since priority of sale gives old settlers a better right to water than present or future purchasers from the company, the settlers are interested in seeing that the company agrees at this time not to sell more water under the North canal than approximately 4,000 acres as recommended by Mr. Archibald, without providing storage. Settlers under the Pilot Butte canal will receive water from the same source, and are vitally interested in this matter. Mr. Archibald says: "before any lands can be patented, and the stamp of approval thus placed on the water supply for the entire project, it would seem that all of the land in Segregation Lists 6 and 19 under the North canal, except possibly three or four thousand acres should be relinquished."

Settlers under the first form of contract may only be entitled to one second foot for each 160 acres, instead of 100 acres as under the third form of contract. Mr. Archibald says: "it would, therefore, appear that this matter should also be adjusted by either amending the State's contract, or executing a new contract between the state and the company before the said land in Patent Lists 9 and 10 is approved for patent."

No Cause for Controversy

With the settlement of these disputed questions, no further controversies need arise, with unfavorable publicity as to seepage losses, adequacy of canal capacities, water supply, etc. Land values would accordingly increase, and land sales take place.

If agreeable to the settlers, I would be glad to cooperate in adjusting all disputed questions at this time. I have attempted to outline only the important questions.

It must be understood that only approximate figures can be given on account of the continuously varying conditions and the fact that no two estimates of the irrigable acres, land under the various canals, etc., exactly agree. However, the figures included herein are believed to be as accurate as any that can be secured. Trusting this information may be

of assistance in adjusting matters, I am

Very respectfully,
JOHN H. LEWIS,

State Engineer.

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WARNING!

Order Repair Parts Early
Delay May Mean Serious Loss

Don't rely on eleventh hour repair service this year. Overhaul machines and order repair parts a long time in advance of the season you expect to use the machines. Freight and express shipments move slowly now and because of increasing movements of troops and Government supplies, they are likely to move slower in the future.

Everything possible is being done by manufacturers and the Government to assure the farmer of ample repair parts. Nevertheless, he should take steps to avoid inevitable delays by planning ahead. If he waits until the minute he needs them before ordering, it may be impossible to get repair parts to him in time.

Order repair parts now, even if you do not expect to use them for several months. That is the only way to be sure and safe against the loss that you are almost certain to suffer if you delay until the last minute.

B. A. KENDALL

HEADQUARTERS FOR REPAIRS
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