

The Observer.

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MORO, OREGON.

D. C. IRELAND & SON, EDITORS
C. L. IRELAND, MANAGER.

Send for advertising rates.

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To insure publication, articles for the Observer must reach the office before noon Wednesday. The mail comes daily.

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King Edward, traveling around the country kissing other kings, fully explains our idea of a waste of energy.

We haven't found him yet, but expect to some day discover a man who can tell by his corns when there is going to be an earthquake.

During April just past the building record of Portland exceeded by more than \$5,000,000 that of any other month in the history of that city.

Road supervisors, sheep inspectors, health officers, fault inspectors and deputies, must all be elected by the people in Washington, says the Supreme court, which has declared unconstitutional and void the legislative act providing for such officers by appointment.

Someone has been sending The Gridley Herald to this office for a long time past. "Devoted to the interests" of that portion of California, above all other notable things in it is the frequency of its allusion to, taxes, taxes, taxes.

The 1907 fruit crop in Oregon promises to be especially large and as a result of freezing weather in states of the Middle West prices will be high and the market active, bringing Oregon's fruit producing capabilities to the front in a forceful manner.

Chemists declare that the Pennsylvania cobbler's plan of burning ashes is a delusion and a snare. It is supposed that we will have to put that scheme down on our list of things that are "too good to be true."

General (?) Coxy is talking of leading another army on a march to Washington. The last time he "marched an army" across the country he accumulated a son-in-law, and had a horse named for him.

Mr. Bryans' selection of the imitative and refundum as the code of arms for the new democracy, shud create about as great a sensation as an announcement that a new breakfast food has appeared on the market.

A correspondent wants to know whether a socialist is an "undesirable citizen." Most certainly not, if he is a socialist in the proper meaning of the term. But just as certainly undesirable if he is of that type of men commonly called socialists who advocate violence and lawlessness, inciting members of the clan, in secret convales, to deeds of violence. Because a man differs in opinion from the majority of the people does not make him an undesirable citizen. In fact, a small minority, deeply in earnest in promoting new ideas in government, may be the most valuable citizens we have, though not appreciated at the time. But the exponents of new ideas must not grow too impatient if their views do not gain ready acceptance by others. They must not throw bombs or use language that will incite others less thoughtful to do so.

TO OUR VISITORS, GREETING.

The Observer does not propose to deliver a lecture to the visitors in Moro from Portland tomorrow.

But, Gentlemen;

We do intend, as one of the Journals of this great Inland Empire interests, and moulders of public opinion, to speak out straight to the point as to the opportunity of Portland to secure vast business and trade in the regions of Eastern Oregon, and

The duty of Portland Business Men to lead a Helping Hand, to Develop the Resources of This Immense Country.

An excursion train does not give you even a birds eye view of Eastern Oregon. You are spending a week on wheels, stopping off at 33 points in Oregon and also in Idaho, taking in as well as possible the intervening country. And thus you have seen nothing but a part of the towns people, and a glimpse of their local affairs.

How much can you learn about Sherman county by riding from Biggs to Shaniko and back and talking with the townsfolk who jolly them up along the line?

Very little.

To know what this county can send down to Portland in trade, a man must go out and see the vast wheat fields and the herds of full bred cattle, bands of horses without superiors anywhere; flocks of sheep from which the Old World draws animals to improve its breed, reversing the old order of things;

How many of you, gentlemen, are prepared to understand that Sherman county produces as much grain annually for export as the whole of your Wallamet valley sends down to Portland? You know the Wallamet valley—because you live in it. You know it is served by 400 miles of railroad—Sherman county has in all but 85. You can see the green fields of the Wallamet valley from the car windows of four different lines of railway. But from the car windows here you gain a nebulous idea that all Eastern Oregon is mostly mountains, sage brush and rocks, enlivened largely by coyotes and jack rabbits.

And what you have not seen; beyond Ontario and Shaniko, you may conclude must be even more mountainous, rocky, and scabby, than what you have seen.

Everyone will admit that Eastern Oregon does not look like the Wallamet valley. It is different, but it is a far better country. Its possibilities for trade, rich trade to Portland; are ten to twenty times more and better.

More than 4 fifths of the wheat; more than 9 tenths of the wool; more than 9 tenths of the horse, sheep and cattle, exported from Oregon annually, is produced east of the Cascade mountains.

On lumber, of which the Wallamet prides itself; The Inland Empire is a close second, and when it comes to fruit—the Wallamet valley is not in the comparison at all. On hops; Well, the Wallamet valley has the clinch on beer. We don't drink beer up this way.

Sparkling champagne, produced from our own vineyards and orchards, is good enough for us.

Gentlemen; You are now on your way home; you may fondly suppose that you have seen Eastern Oregon. You have seen a narrow strip of Eastern Oregon which has railroads and you've simply got to the edge of a region larger than the state of Ohio; a region without a mile of railroad within its borders; a region greater in resources of wholly undeveloped wealth than all the rest of this state put together.

Think of it, gentlemen; a region greater than the great state of Ohio, with its 4,000,000 people and 8,000 miles of railroad, and soil capable of producing 100,000,000 bushels of wheat annually, and supporting a population six times greater than the present population of all Oregon. That, gentlemen; is but one division of this Great Inland Empire that you have not seen even one quarter section of, on this six days excursion which you bring to a close tomorrow.

A few energetic investigators and explorers, like one of your party, Hon. Joseph Gaston, have penetrated the great plateau of Central Oregon from North to South and East to West, and every corner of it; examined its resources of land, water, soil, timber and mines, and given most interesting reports of it to the world.

But what signifies all this, if the country cannot be penetrated and developed by railroads?

Portland is now a progressive and wealthy city, and has a monopoly of the trade of that portion of Eastern Oregon now reached by rail

roads; but these roads are of no value to Central Oregon, and are powerless to aid in the production of another bushel of wheat ten miles beyond their termini.

What, then, is the duty of Portland Capital and Business Men towards this great undeveloped region beyond Shaniko? What does Portland propose to do about it? What has Portland done to develop trade in Eastern Oregon?

The gold mines built up the old Oregon Steam Navigation Company a monopoly that made its projectors millionaires. Henry Villard took over that old corporation, financed its assets and possibilities and raised from it the money that built the Oregon Railway and Navi-

DesCHUTES A WORLD BREAKER

"It is not gold, silver, copper, nor diamonds; that will make the great fortunes of the future. It is the hidden power in the air, the water and the sunshine, which will build up the wealth of the next few centuries." This statement was made not long ago by a mining engineer of world-wide reputation.

The value of water power, wind power and sun power, as commercial factors, is indeed just beginning to be realized. It is estimated that throughout the world about 20,000,000 electrical horse power is generated daily now from waterfalls and streams. More than one quarter of this great horse power is generated

the wasted energy of any flowing stream in the world, and force it to do the work of manufacturers and turn the wheels of commerce so cheaply that coal will cease to be a necessity for that purpose.

His most recent invention, and one that is attracting the most attention is a device for raising water his hydro-pneumatic pump, so named from the fact that the pumping is done by forcing air into the water under high pressure. The principle is entirely new and original, and is based upon the well known scientific fact that every particle of atmosphere is equally electrified. By the introduction of a device in the form of a nozzle, through which



The Sherman County Court House, Moro.

gation Company line from Portland to Huntington, and the farmers, the miners, and the horse, sheep and cattle men, have dug the coin out of the ground to build all the feeder and subsidiary lines.

But what has Portland done? E. E. Lytle raised a little purse from amongst his personal friends, and after sweating blood for a time succeeded in enlisting the farmers, and with some old hand rails etc., borrowed from the O. R. & N. Co., built the Columbia Southern Rail way.

Now if Almsworth, Thompson and the Bradfords could start in with

in the United States, with Canada a good second, and Switzerland 3d. At the lowest estimate it would require 25,000,000 tons of coal to generate 2,000,000 horse power continuously by the ordinary steam engine, and allowing \$5 a ton for the cost of the coal this would represent a saving of \$125,000,000 on 2,000,000 horse power.

The DesChutes is one of the leading streams of the world for power, and so very few there are who see it daily that appreciate its worth, we are pleased to extend praise of it, for the value of a stream for power purposes depends upon the sum of water flowing and also upon its

he forces a stream of compressed air into a standpipe at the bottom the air becomes highly charged with electricity, expanding enormously, and rushes upward through the standpipe, lifting the water with it and converting it into a big spouting geyser, from which it may be piped any distance rated to the power. The new hydro pneumatic pump has been clearly tested, and is pronounced by mechanists who have investigated it, to be thoroughly practical. It is just the thing with which to settle the water and light and power question forever in the upland cities of Sherman county.

The Oregon State Grange will meet at Hoodriver May 28th.

Wagon and Buggy

For sale or trade, at reasonable figures, both in good fair condition, only little worn and nothing broke. Wagon is a light Democrat that will carry a ton easy. Have bought a hack that does the work for me better than the two vehicles, hence will sell. For particulars call at my house, or address

JOHN TOSKIN, Moro, Or 261]

Lost Mare—Reward

A bay mare, weight about 1050 pounds, roached mane, branded on the right stifle with the Frank Watkins brand thus, 7 and the English pound mark 2. She left my farm Wednesday night, April 10th. Any person returning her to me at the farm formerly known as the Mc Donald farm, 2 miles south east of Monkland, or addressing me through the mail giving me information as to where she may be found, will be properly rewarded.

J. O. ELLIOTT, Moro, Or 260]

Summer Pasture.

Native lucern grass and lots of it. Abundance of water. Horses taken at \$1.50 per head per month. All feed. For any further particulars, apply to our address

P. F. MAUS, Moro, Or 259]

Watkins' Goods

Are guaranteed. You can have them by writing, or calling at my residence at Demos springs, Sherman county, Oregon.

ALEX. HUNTER, Agent 246]

Registered Percheron

(Name, OREGON No. 43282.) For Sale Black stallion, two years old in May, weighs 1500 lbs. Sire w-s 2200 lbs. weight. Just from Kansas city with a car load, and in good condition, was my choice of 40 head. Will be sold on reasonable terms. Come and see for yourself.

OWEN THOMPSON, Monkland, Or 255]

Watches Repairing, etc.

Send your watches, jewelry, etc., needing repairs, to me, and I will guarantee perfect satisfaction. Wm Rudolf is my agent in Moro, at whose place of business any article may be left to be forwarded, and who will return the same to you in good shape. O. M. HEACOCK, LaGrande, Or 241]

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Imported Percheron Stallion
PASTEUR
55,400 Hoof No. 705 40,078
Black, small star and snip, foaled April 30th, 1902. Bred by M. Caillon, Thell, Oron, France. Sired by Scipion (43667), dam Pastille (25678), by Louis D'Or (5691), 2d dam Pelotte (25247), by Chartrain (1405). Will make the present season at
The Farm of J. F. Belshee, Wednesday Evening until Saturday Morning
The Farm of John Christianson, Saturday until Monday Morning
The Farm of F. A. Sayres, Monday until Wednesday Morning
Moro at Noontide Mondays and Wednesdays
Pasteur is one of the very best draft horses that ever left France. His physical proportions are perfect, and he possesses an extraordinary degree of high finish and great activity which has made the breed of Percheron horses so famous. His pedigree, like his individual merit, is the best that can be found in France, his ancestors on both sides being the most noted prize winners and breeders in that country. His sire Scipion, was a prize winner at the Universal Exposition at Paris in 1900. He also won 1st prize at the two greatest shows in France in 1901.
Pasteur, on account of his great individual merit won 1st prize in Collection, at the greatest Horse show in the history of the world, at the World's Fair at St. Louis, in 1904.
TERMS—\$10 single leap, payable at the time of service. \$20 the season, payable at the end of the season. \$25 to insure, payable when the mare is known to be with foal. Mare and colt will stand good for services. Care will be taken to prevent accidents but will be responsible for none. Trading, selling, or removing the mare from the neighborhood, forfeits the insurance, and the money becomes due.
Percheron Horse Breeders Association
Nick Goetjen, Keeper.

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The Sherman County Observer Steam Printing.

three or four little dinky boats, any one of which could be hauled out of the river with a pair of mules, for repairs; and if Lytle, with the trifling aid he had, could manage to build 70 miles of a railroad in three years and come out a millionaire, why cannot the wealthy city of Portland take hold in earnest and by competition in building a road, or compulsion of freight interests, force Harriman to extend the Columbia Southern Ry, and other feeder lines, on South through Central Oregon to Burns, Lakeview and Klamath falls?

There is lots of money in your city, gentlemen. Millions of income bearing property, and auto-billion millionaires so thick that it is hard for one of us Country Cousins to cross the street without getting run down by one of them.

Eastern Oregon is furnishing the fuel to boil that pot, and we want something better than soup. We want Portland capital to open up this marvelous region. And it is a duty Portland capital cannot safely neglect; because there are other cities; other railroad systems and other sources of capital, both north and south of Oregon, watching events.

The wise patent medicine man is the one who hasn't yet pasted the spring fever label on the cold cure bottle.

The salary of the czar of Russia is \$23,000,000 a year. But the fact that he doesn't earn it is probably the least of his worries.

head; both of which are perfect in DesChutes river, with the additional great advantage of never overflowing its banks, but once in 100 years. Its one cubic foot of water a second may equal in energy the total stored energy of many millions of tons of coal. The railroad now in course of construction along its west bank to Central Oregon from the Columbia river, will require no fuel account in its operating expenses.

Prof. A. H. Perry, the venerable scientist, explorer and inventor, of St. Louis, has recently secured a patent on a mechanical device for operating an electrical dynamo by water power furnished by a running stream of water by which he can, as a ridiculously small cost harness

The question arises: Would Mr. Carnegie be willing to have all armor plate beat into ploughshares and pruning hooks?

CHEAP WOOD FOR SALE

The Observer can furnish first growth fir on board cars for \$4.50 per cord. Pine at \$4.75. Oak \$6.00. Willow wood \$3.25.

Willow Wood is better than slabs any day, for heating or cooking, especially wet slab.

Freight on any of this wood to Moro, is only \$2.25 per cord. For particulars, Address, THE OBSERVER, Moro, Ore

President Roosevelt will talk on the subject of railroads on Memorial day. He thinks he will find it much more interesting than to go fishing.

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