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EVERYTHING NEW AND UP-TO-DATE,

SPECIAL RATES TO COMMERCIAL TRAVELERS

Feats and Triumphs Of Hamilton

HAVING become somewhat accustomed to the daring exploits of the aviator, Charles K. Hamilton's recent flight from New York to Philadelphia and back is taken much as a matter of course. Yet it is a notable achievement, worthy to rank with the cross channel flights of Bleriot and Rolla, with the Hudson valley voyage of Glenn Curtiss and the London to Manchester dash of Louis Paulhan. In fact, in many ways it is more remarkable than any of these flights, one of the novel features being that it was made throughout practically upon schedule time, just as a railroad train would run. Hamilton covered the distance between his starting point on Governors Island and the landing place in Philadelphia in about two hours, without a stop and without a mishap to the mechanism of his dier. He prepared his own time table, calculating carefully the time required to pass from one point to another along his route, and adhered to it with the fidelity of an engineer driving the locomotive of a limited express.

Less than a year ago Hamilton began doing stunts with aeroplanes, making his first flight in one of these skimmers of the air on Nov. 28, 1909. What has brought attention to him in the past few months has been his propensity to do the unusual with his machines rather than to settle down to long distance flights.

Prior to his undertaking the trip through the air to Philadelphia and back, however, Hamilton made one long distance trip of fifty-three miles of which he is very proud. One day in January he flew from San Diego, Cal., a distance of twenty-six and a half miles across the Mexican border and back again without stopping. Thirty miles of this trip was over the Pacific ocean and a large part of it out of sight of land.

However, it was Hamilton's long glides through the air that won him notice. In making these the aviator



Photo by American Press Association.

HAMILTON BEGINNING A FLIGHT.

seems to "let go all bolts" after having mounted to a great height, usually from 800 to 1,000 feet, and comes sliding down through the air at a tremendous speed, driven only by the weight of his machine, the motor having been shut off. Several times Hamilton has had close calls while doing this feat, the closest having been when he miscalculated his distance while flying over Lake Washington, at Seattle, several months ago and dove into the water. The surface of the lower planes broke the force of his fall so effectually that he got off almost unharmed.

Hamilton prior to the development of the aeroplane had dabbled with every sort of flying device that had been invented. From the antiquated gas bag balloon, grown familiar to every one, he progressed to the dirigible when it was introduced and then experimented with the kites which immediately preceded the aeroplane. With all of them he is said to have had his thrilling escapes.

Perhaps the nearest to death that Hamilton has been in his career was once when he went up in a dirigible from Paterson, N. J. Right after he left the ground he lost his ballast, and the cylinder pointed up through the clouds like a rocket. It rose 6,000 feet while he was struggling with the valve cord, finding out that the valve was jammed and would not respond. At a height recorded by the aneroid barometer Hamilton carried as 14,000 feet the bag burst. The silk case fell over the framework of the carriage in such a manner as to form a parachute, and it sank gradually to the ground.

In another case, while trying out a kite, Hamilton's kite saved him. The whole structure of the kite crumpled while it was being towed by an automobile at a speed of twenty miles an hour. Hamilton was in a seat suspended beneath the kite proper. Drawing himself up between the kite planes, he hung on between them, and they protected him so effectually that, although the wreck crashed down from a height of 800 feet, he got off with only minor injuries.

NATIONAL AUTOMOBILE SHOW

Large Number of Exhibits and Beautiful Color Scheme in Decorations.

Probably the greatest of all automobile exhibitions ever held in the United States in point of beauty and in the total value of goods shown was recently inaugurated in Madison Square Garden, New York, when the tenth annual national automobile show was opened there in a setting of spectacular decoration. The spacious auditorium has been transformed into a Roman amphitheater, and from basement to dome a harmonious color scheme in the decorations is followed, showing off the beautiful cars to the best advantage. Under the steel girders near the roof is a cloth dome of azure blue, from which are suspended huge arc lights with colored shades. More than \$35,000 has been expended to make this year's decorative display the finest ever seen at an auto show. A new feature is the reservation of a number of boxes seating 1,000 persons in front of the arena.

At the entrance is seen a Roman fountain in plaster, and in the sparkling water which flows to the large basin goldfish are seen at play amid pond lilies and water plants.

More than 7,000 additional feet of space has been added for the exhibitors, and this was obtained by erecting platforms about the amphitheater. These platforms are surrounded by Doric columns, which are decorated in white and gold, surmounted by an eagle on a wheel, the emblem of the show. All the newest designs of models produced by the Association of Licensed Automobile Manufacturers are on view, including every conceivable kind of motor vehicle.

The show this year is larger in number of exhibits than ever before. There are more than 325 different displays, of which fifty-four are exhibits of complete cars propelled by gasoline, electricity and steam; 246 are exhibits of accessories and parts, and there are 23 motorcycle exhibits. The cars range in price from \$750 to \$7,500. There is a comprehensive line of motor trucks and business wagons in the basement of the Garden. Here also is a complete exhibit of motorcycles.

There is an unusually large number of inclosed cars on exhibition. Many of the limousines are particularly luxurious. One has a spacious body constructed to permit carrying a washstand and other toilet facilities as well as carrying five passengers in the back. On the roof is space for two trunks. A rack for three more is in the rear. Among the luxurious electric cars is a coupe finished in black and gold, upholstered in golden-brown brocade satin, with tufted satin head lining and silk shades. It has a cut glass flower vase, and the metal parts are gold mounted. It has cardcases and other dainty conveniences.

PEARY ON ANDREE BALLOON.

Quite Sure Lost Explorers Never Got to North Pole.

Just before one of his recent lectures on the north pole Commander Peary took occasion to discredit the reports of the discovery of the remains of Andree's balloon 900 miles north of Prince Albert, Saskatchewan, near Reindeer lake, in the arctic circle, which have been sent out by Catholic missionaries in that region. He is confident that the Andree expedition never reached the pole.

"Similar reports of the finding of wreckage from the ill-fated Jeanette on the north coast of Siberia were heard for years until they were finally discredited by the knowledge that Melville and De Long had landed in the Lena delta," said Commander Peary. "In my opinion, Andree's party came to grief and their balloon dropped into the polar ocean shortly after they were started. The chances are that they starved either drowned or that they starved miserably to death upon an ice floe. I doubt if their exact fate will ever be known."

CHICAGO'S NOVEL "COURT."

State Attorney to Hear Criminal Cases to Clear Docket.

A department said to be unique in criminal court annals of a large city was recently established in the office of State Attorney Wayman at Chicago. It is to be known as "the state attorney's courtroom." In the new "court" all the old criminal cases on the docket, about 1,600 in all, will be practically tried before Assistant State Attorney George Guenther.

Mr. Guenther will go over the evidence and hear witnesses. If he thinks the evidence against the defendant is sufficient the case will be tried before a regular criminal court judge. If the state's side of the case does not appear strong enough Mr. Guenther will have it nunsuited. In this way it is expected to clear the docket of all cases, some of which are several years old, and also save a great deal of time to the regular courts.

War on Plague Squirrels.

While the danger from bubonic plague is declared by experts to be localized, it is admitted to menace other sections if not fought vigorously. "Kill the squirrels!" is the cry, and the United States government biological expert is in California investigating the most desirable and economical bait for this purpose.

"If there any possibility of the plague spreading beyond the Rocky mountain range?" was asked of the biological bureau the other day. "No; we won't let it," was the answer. "It might possibly get into Oregon, but we are working hard on the situation and purpose to stop its spreading anywhere, if possible."

THEY'RE THE LAST CRY.

If in Doubt
Buy a Red Hat.



THE CHERRY TRIMMED TURBAN.

"Cherries red, cherries ripe"—you may have them for your dinner and you may have them on your hat. But be sure to hang them on a red creation such as the millinery triumph pictured.

A huge red velvet bow helps to break up the center of gravity at one side, of the creation, but milady is wary, and she has studied exactly the right angle to perch the hat knowingly on her pretty little head, and she has succeeded, has she not?

A Dainty Foulard Gown. There seems to be no end to the popularity of foulard silk this season as a dress material. Even tailored suits are made of this fabric, which until now was thought to be suitable only for house dresses and street gowns. And for these uses the silk is most decidedly at its best. The frock sketched is of black and white



CHARMING EFFECT IN BLACK AND WHITE.

foulard, and the effect is somewhat that of a Russian blouse suit, but with a difference that is very smart. The skirt is adorned with an elaborate design in swiss insertion, which is further augmented by a battlemented band of plain black satin. This insertion is attractively used on the bodice, which has at the side a band of narrow insertion that reaches to the skirt trimming. Black velvet ribbon loops trim the band and flash in a bow at the bottom.

To Wear on Shipboard.

A pretty fashion is that which makes it permissible for women who travel on the water, whether crossing the ocean or merely on an extended lake trip, to dispense with the long chiffon veils, which at best are hard to manage, and to appear instead in motor bonnets.

Even the woman who does not own a motorcar may buy a snug little yoke bonnet of the bewitching kind worn by the motor girl, and, tying this securely upon her head, appear on shipboard with perfect propriety. The bonnet is easier to adjust than the veil and gives more protection. With this can be worn a motor coat or ulster of either fur or cloth.

If, however, a girl chooses a long sweater coat as her deck costume she would do well to wear with it a white wool cap either in tam-o'-shanter form or of the kind worn at winter sports in Switzerland.

Summer Window Screens.

When the window screens are brought out for summer they often are in bad condition. If rusty, try rubbing them with vasoline, then with a bit of fine emery paper or an old nail file. Dust should be removed and the wire be given a coat of varnish and woodwork freshened with paint. If holes appear, patch by cutting pieces from wire cloth several inches larger on all sides than hole. Pull out wires on edge to make a fringe, push it through meshes of screen beyond holes and bend flat on other side.



Milady's
Mirror

Engraved faces are more often the result of habit than the marks of Time, that professional etcher that usually receives all the credit for feminine ugliness. Woman is not content with expressing herself in words. She must needs make little nooses and funny faces to give completion to her ideas. If you wait about your lack of beauty watch yourself for one short day. You will be surprised to find what wonderful things you will do with your own face. If countenances were not so substantially built they would sooner show the wear and tear imposed upon them.

Wrinkles and lines are indexes to one's life book. The fretter has a signboard on her forehead, and she advertises her profession of official worry by growing box plaits between her eyes, by allowing her mouth to droop at the corners and by taking on the plaintive portrait of misery in which she really rejoices.

But the optimist, the individual of good cheer and laughter, sails serenely along the high seas of existence with a smooth, nicely ironed face which makes her remain so young that she never really outgrows her happy days of mud pies and pinaflores.

If Possible Ride Horseback.

Horseback riding is one of the best known exercises for women. It gives grace and health. Anything that makes for health in women makes for beauty, for even the most famous beauty doctors will tell you to "begin at the root of all evil—the disordered stomach, where indigestion is centered. If you have indigestion I can do nothing for your complexion." Horseback riding is good to keep the liver wide awake and going all the time. A good liver means a good complexion, no bilious attacks, no head swimnings. Where can one find a greater delight than an early morning dash on a light footed, spirited animal? All the troubles that one had meant to worry about on that particular day fly on the feet of winged Mercury the moment the horse throws his head in the air and starts down the woody scented road at a brisk canter.

Chin Straps as Aids to Beauty.

Chin straps are peculiarly ingenious instruments of torture. The aeroplane figure calls for the long Gibson neck and throat and the Whistler chin, and in order to furnish the chin straps must be worn for eight or ten hours at a stretch. Tight fitting bands bind the superfluous flesh around the neck, while other bands raise the chin and compress it to the proper tilt. Other bands are fastened tightly around the forehead and smooth out the wrinkles on the brow, while still others pin back the ears and iron out the drooping lines that sometimes run from the nostrils to the mouth. The rubber jacket is used simply for the purpose of reducing flesh, being worn whenever hard exercise is taken, and, uncomfortable though it is, it gives a good account of itself on the weighing scales.

The Girl Who Motes.

Here is a simple beauty suggestion. For the girl who motes, says an expert, an ounce of prevention is as valuable as the proverbial pound of cure. Instead of getting the pores of the skin thoroughly filled with dust and dirt and then undoing the damage with cold cream she will find that her skin will be kept in better condition if she uses cold cream, taking care to rub it in thoroughly before putting on her veil. This prevents cold or dust injuring the skin, and just before she reaches her destination she can move all traces of it with an old, well-handkerchief. All who have moted for some time take this precaution. But do not often impart the knowledge of it to their friends, although to do so would be a kindness.

Lettuce Cream For Summer Use.

A good cream for healing tanned and irritated skin: Four ounces almond oil, one ounce spermaceti, one ounce white wax and two ounces lettuce juice. The lettuce must be scalded with boiling water and allowed to stand a few minutes. Pour off the water and pound the lettuce to a paste in an earthen bowl or mortar, then strain through cheesecloth. Melt the first ingredients in a double boiler over a slow fire. Do not let them come to a boil. Just melt them, then drop by drop add the lettuce juice, constantly beating the cream with a fork until all the juice is added and the cream perfectly smooth and cold.

Massage of Hands.

Massage of the hands, and especially the fingers, will do much to keep them soft, firm and youthful looking. The hands, by the way, indicate age more surely than the face, a fact not generally known.

A Beauty Tip.

A skillful doctor of the scalp says she gets best results for the hair by working freely on the muscles that run down the neck at the ears.

NATIONAL BOY SCOUT MOVEMENT

Scope of Project Formulated by Highway Protective Society.

SIMILAR TO ENGLISH BODY.

One Aim of the Organization is to Get City Boys Off the Streets—Basic Idea is to Further the Interests of Good Roads—Many Lads Anxious to Become Scouts.

To save boys who have a tendency to fall into the delinquent class the National Highway Protective society in New York has formulated a comprehensive plan to provide additional playgrounds for children and a boys' scout organization similar to that which has proved so successful in England. The support of Mayor Gaynor of New York city will be enlisted by the society, and an appeal will be made to every patriotic person for contributions to the necessary fund to engineer the scheme. The project had its inception about a month ago. Colonel Edmund S. Cornell, secretary of the National Highway Protective society, in outlining the scope of the plan said that the basic idea of the scouts' organization is to further the interests of good roads from coast to coast.

"How," he asks, "can an army move unless it has proper roads?"

At a recent meeting of representatives of children's aid societies of New York city, at which Colonel Cornell presided, a committee of five was appointed to request Mayor Gaynor's help in having the city permit the use of its unused property and of school lots in summer as playgrounds. The advisability of asking owners of vacant lots to let them be used for ball games, etc., was discussed. A. K. Wing, counsel for the New York Transportation company, will take charge of this plan. The need of quick action was emphasized by the report that the number of children killed in the streets was increasing with every month.

But the principal object of the society is to put on foot the scout movement.

In every locality, it is argued, there are many boys in summer who have nothing to do but play on the streets. Many would be glad to do something "worth while." It is proposed to take these boys, ranging in years from twelve to seventeen, and organize them into military companies.

Scope of Their Field Work.

The boys will spend the time outdoors mapping the roads, constructing bridges and performing other field work. An aeroplane department will furnish plenty of excitement and instruction in the fundamental principles of aviation. In short, the scope of work will encompass the latest scientific fields, including wireless telegraphy. Aside from an effort to build up character such as will mature into excellent citizenship material, the boys will be taught to render the government a direct service, it is believed, by gradually acquiring much desired information that would prove valuable in time of war.

Primarily the scouts movement was conceived by General Baden-Powell of England to instill and stimulate a militant national patriotism. He evolved the idea of combining self sacrifice, self discipline and national service with a dash of attractive amusement in educating boys. The moral and social influence has been very marked in England, it is claimed.

Chief among the basic elements of appeal in the scout movement is the fact that it enables every boy to live in a degree a life of adventure and discovery so dear to the youthful heart. Colonel Peter S. Bonus, U. S. A., retired, has been chosen to head the scout movement in the United States. His election as commander in chief seems to have been a happy choice, for Colonel Bonus has an attractive personality that should appeal to the boys. Furthermore, he has been an Indian fighter and has seen service in the Philippines. Colonel Gifford Hurry of New York has been appointed treasurer of the organization.

Many Wish to Become Scouts.

An effort is now being made to enlist the right kind of men in every state in the Union to take charge of the movement in different localities. A number of applications have already been received, but the society is taking every precaution to secure the best available state commanders. If sufficient funds are obtained in time the scouts will take the field this summer. Already the plan has met with an unexpected demonstration of enthusiasm. The other day nearly a hundred ambitious youngsters charged upon the offices of the National Highway association in New York city in an effort to enlist. They were informed that their applications were premature. Men in the regular army and national guard have offered their assistance. These volunteers are located as far away as Fort Riley, in Kansas, and Georgia.

No one of doubtful character, age or physique will be admitted in the organization. As soon as these and similar preliminary matters have been disposed of recruiting stations will be opened and the enrollment commenced.