

# The Observer.

MORO, OREGON.

Official Paper for Sherman County.

FRIDAY.....December 8, 1916

Entered as second class matter at the post office at Moro, Oregon, July 25, 1891.

C. L. IRELAND.....Manager.

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We would like to have you take it, and we know it would be profitable to you to become a subscriber. We send it two years for \$2.50; one year \$1.50; 12¢ a month isn't much. Try it. Order by postal card, and pay for it when you can.

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Church and Society notices FREE, except when for money making purposes. Such notices at regular rates at the option of the publishers.

At any timewhen requested to do so, the paper will be discontinued. But we expect that all arrears will be paid before such request is made. It is easy to ask us for a statement, which will be cheerfully rendered at any time.

### Hats Made From Jack Rabbits.

While in New York recently Representative Sinnott was asked by a prominent hat manufacturer to procure for him a dozen Oregon jack rabbit pelts, so he might experiment and determine for himself the suitability of the jack rabbit fur for felt hat manufacture.

Mr. Sinnott has ordered sent from Oregon a large number of pelts, and he will send samples not only to the manufacturers who are interested, but to others, for he is now convinced that he has found a market for the fur, and wishes to do what he can to build up a demand.

The "man power" idea has been incorporated into law by Germany and now every man in the empire, old or young, rich or poor, will have to either work or fight for his country. That will be either patriotism or slavery. History will say which.

Portland has been selected by the department of agriculture as the location for the district office of the public roads and rural engineering bureau, under a new law providing for federal aid and cooperation in the building of roads by states and counties.

A Connecticut corporation making breakfast food for the Germans, such as shrapnel and fuses, has declared another monthly dividend of 10 per cent. Thus far this year its dividend distributions amount to 99 per cent on a capital stock of \$5,000,000.

The United States has let contracts for \$65,000,000 worth of naval ships the last few weeks when men can not be found to properly man those now afloat, and some of the larger war ships owned by the United States have to be laid by while their crews are used to fill out on other ships.

Your eyes are your best friends; without them you would be horribly handicapped in life's battles. Yet as a rule we give these best friends the very least attention.

Many believe that in wearing glasses they must necessarily have weak eyes. This is not the case. Our vision may be excellent but due to the shape of the eye-ball we obtain that good vision by excessive muscular strain. If we were asked to overstrain the other muscles of our body to the same extent that we overstrain the eye muscles, we would refuse.

Why do we do this? The most common excuse is "I don't like to wear glasses."

We insure our property against loss by fire; our lives we insure against death. Why not insure your eyes and conserve your vision by having your eyes properly examined and fitted to the correct glasses.

Dr. Burgess is an EYE SPECIALIST, and that means that he gives his entire attention to the eyes. His examinations are made scientifically and are consequently thorough and complete.

Dr. Burgess is not an eye-glass peddler. He does not sell glasses but he does sell service and knowledge which is second to none. If glasses are not required he will gladly tell you so.

DR. F. E. BURGESS,  
Eye Specialist,  
McKee Bldg. Wasco, Ore.

### Annual Hunting Contest.

The annual contest for points between sides drawn by lot from the membership of the Moro Rod and Gun Club will be held Friday, December 15. This year there will be no restriction as to where the game may be hunted, the only condition being that it must be killed that day and delivered at Club headquarters not later than 8 p.m. to be counted.

Sides were chosen last Friday evening. One side is captained by W. T. McCoy and the other by Bill Johnson, each side having 93 men. From now until after the hunt is over and the winning side announced, there will not be as friendly consultations as to good hunting as formerly prevailed unless they are on "our side," whichever that may be.

The losers will pay forfeit by providing a smoker and possibly a moving picture show in the afternoon of the day of forfeit paying, that having not yet been fully decided. Through the efforts of James Stewart, deputy game warden for the counties of Sherman, Gilliam and Wheeler, the smoker will be attended by state officials of the game and fish department. Carl D. Shoemaker, state game warden; H. E. Clanton, master fish warden; William L. Finley, state biologist, and F. M. Brown, chief clerk of the commission, have signified their intention of being present at the smoker. Because of the attendance of these officials the date for the smoker will not be set until it is known when they can be present. Mr. Finley will bring his collection of state moving pictures, said to be the best of its kind, and will give a lecture as the pictures are thrown on the screen, showing the native game of Oregon in its wild state. Some of these pictures were secured with great difficulty and danger, and are the only ones of their kind in existence.

### Munter Trying for a New Record.

As soon as the weather man can predict clear weather Aviator Herbert Munter will undertake a no-stop flight from Seattle to Portland in the first all-Seattle-made hydroplane. The flight must be made according to the rules of hydroplane work, over bodies of water to insure safe landings. This will compel a distance of 230 to 240 miles as against 185 miles by rail, and will be routed from Seattle to Tacoma, Olympia, Grays Harbor, Willapa Harbor and up the Columbia river to the destination. It is figured by Munter that the trip will take three hours.

### Wasco to Have New Garage.

Frank Morrow and brother L.M., known better by the name of "Cotton" Morrow, have purchased the lot west of the Crossfield store, opposite the Hoag livery, upon which they will start at once to erect an 85x100 foot up-to-date and modern garage of concrete and tile. The building will face on First street and have a second entrance on Biggs street, using one as an "in" and the other as an "out" thus avoiding backing and turning in getting cars out. They will operate a small blacksmith shop in the building; have a full installation of latest implements in the machine shop, and a pit the full length of the work room, permitting several cars to be worked on at the same time. The site of the new garage is ideal in that it is on the main highway and where nearly all cars going through the county must pass. They expect to occupy the building early in the spring, the opening to be with an auto show and for which they have the assurance of support from several auto manufacturers. This will be the first auto show in this section of the state and it is getting a great deal of support from the companies.

Governor Withycombe is asking the war department to send home the men of Battery A and Troop A, Oregon men yet held on the Mexican border. The main reason they will not soon be dismissed from service is that the United States is hard pressed to find recruits for the army to bring it up to the regulation strength. It needs 20,000 to place it on the former enrollment and there is yet another 200,000 men to be enlisted to place the army in full array, as provided by congress last summer.

Established in 1852—64 Years of Business Success



The World's Largest Manufacturers of Fine Cars

# THE NEW SERIES 18 CARS

## With Seven New and Exclusive Features

### THE DAY OF HIGH PRICES FOR FINE CARS HAS PASSED

Studebaker New Series 18 Cars, with seven new, special and exclusive improvements are Fine Cars, warranted by us to completely satisfy the most particular and fastidious persons. We believe these cars represent the greatest automobile values ever offered to the buying public, and that persons accustomed to paying \$2000 or \$3000 for cars will, upon examination, concede that these Studebakers equal ANY such cars in quality of material, design, workmanship and finish, and so concede the truth of our statement that THE DAY OF HIGH PRICES FOR FINE CARS HAS PASSED.

Studebaker has centered its great resources and experience on ONE BASIC DESIGN, with all parts interchangeable for both the FOUR and SIX, except the motor. One equipment of machinery, tools, character of manufacturing operations and quality of material suffices for both models.

No revolutionary changes have been made in the basic Studebaker design for four years. The same group of EMINENT ENGINEERS AND DESIGNERS are responsible for the evolution of the new Series 18 models, yet the many improvements and refinements adopted as the result of our experience have made these new models decidedly the best cars we have ever produced. They are sold with our guarantee of prompt and efficient service and the replacement without charge for defective parts, if any are developed, within one year from date of sale. We guarantee our cars to give absolute satisfaction, provided they receive the care a highly developed piece of machinery should receive.

The Series 18 cars are leaders in the industry, history makers, which put Studebaker in the lead with new and greater values at popular prices. Studebaker has led the way in nearly every forward step in automobile construction in which the owner profited. STUDEBAKER WAS THE FIRST

- to produce a six-cylinder car selling for less than \$2000;
- to produce a 50 horse-power car selling for less than \$2000;
- to produce a seven-passenger car selling for less than \$1000;
- to establish a uniform, international service system for owners;
- to produce the now popular crown fenders;
- and finally, Studebaker was the first manufacturer of FINE CARS to offer its product at medium prices, thus leading the way to greater values and compelling other manufacturers to increase values and reduce prices.

Studebaker has \$13,000,000 invested in the most efficient and modern plants in which it manufactures all of its engines, axles, transmissions, differentials, bodies and tops. Middlemen's profits (parts makers) included in the parts of assembled cars and small manufacturers' cars are almost entirely eliminated in Studebaker selling prices. It is necessary to pay from 50% to 100% more than Studebaker prices for cars of corresponding value.

### Seven New Improvements and Additions.

**GUN-METAL FINISH.** Original, rich and exclusive finish of deep lustre and permanency, applied in TWENTY-FIVE OPERATIONS. No finer finish is possible than this of the Series 18 cars. A permanent body finish depends largely on the slow and careful building up of the different sorts of color and varnish—the Studebaker way. Fenders and aprons are rich, black enamel.

**NEW AUXILIARY CHAIRS.** Arm chairs, original and exclusive with Studebaker, patent applied for. These large, roomy and comfortable chairs fold up and slide under rear seat when not in use. They dispense with the unsightly recesses in the tonneau floor and with slit carpets, commonly used in other cars. When these chairs are underneath the back seat the Studebaker is a roomy, beautiful FIVE-PASSENGER CAR—instead of the regular seven-passenger car.

**REVERSIBLE FRONT SEAT.** Original and exclusive with Studebaker, the front passenger seat is reversible so that passenger can sit facing tonneau or facing forward. Both front seats are covered with leather, have large and handsome robe strap, and are adjustable to all leg lengths. No more comfortable seats are found in any car, regardless of price.

**NEW STORM CURTAINS.** Of the recent Blackmore design and patent, opening with the doors and thereby preventing crouching and crushed hats. Studebaker, we believe, is the first maker to offer this improvement as standard equipment.

**IMPROVED BODY AND UPHOLSTERY.** The body is elegantly finished and equipped—inside and out. The handsome foot rail, wide scuff plates, wide doors, handsome door trim, carpeting, etc., all demonstrate quality and refinement. The upholstery is semi-glazed, straight-grained, genuine leather, made to special Studebaker forms, with the best curled hair and long coiled springs. Tonneau carpet all wool, bound with leather instead of cheap, raveling thread-stitch. The top is made of the finest grade silk mohair, bound with leather edging, a feature found on few cars at any price. The body materials, upholstery and workmanship of Studebaker cars are unsurpassed, and the interior finish and detail of the bodies are LUXURIOUS and COMFORTABLE.

**YALE SWITCH LOCK.** Of pin tumbler type, Studebaker design, insuring convenient and safe protection against theft or unauthorized use of the car.

**NEW WINTER TOP** made exclusively for Studebaker cars. Noiseless. Quickly and easily put on or taken off, and fitting perfectly.

### Mechanical Improvements

Improvements have been made in the Series 18 Motor, insuring greater smoothness, flexibility, quietness and economy. All noticeable vibration has been eliminated by superior piston design and the stiffening of the motor frame.

The Studebaker-Schebler carburetion system has been developed so that both the FOUR and SIX are the most ECONOMICAL motors on the market in ratio to power.

Studebaker lubrication has been further improved. The system is positive and eliminates all lubrication troubles. Waste through the exhaust is overcome and practically no surplus oil reaches the combustion chamber to burn and form carbon.

The chassis frame is the same strong light construction which has characterized all Studebaker cars. The perfection of our chassis design is convincingly proven by satisfaction given in over 285,000 Studebakers produced and sold.

The full-floating rear axle construction remains the same in principle as heretofore, but has been further improved and strengthened. This type of axle is used by practically all leading manufacturers, thereby proving its mechanical superiority.

The best quality of steel and alloy is used throughout. Every gear is of CHROME NICKEL STEEL, specially cut by Studebaker.

In the differential, which has four bevel gears, Timken bearings are used throughout. Only eleven of the three hundred different cars on the market use as many Timken bearings as Studebaker, and the average price of these cars is \$2000.

The Wagner Lighting and Starting System is individual to Studebaker cars and has been further improved by increasing the cranking power 12%.

The Willard Storage Battery is absolute assurance against ignition, lighting and starting failure. Studebaker uses a 100 AMPERE hour battery.

The Four-Cylinder Car Still Remains a 7-Passenger 40 Horse Power Car  
The Six-Cylinder Car Still Remains a 7-Passenger 50 Horse Power Car

The Most Powerful Cars in the World at Their Prices

#### FOUR-CYLINDER MODELS

FOUR Chassis.....	\$ 890
FOUR Roadster.....	930
FOUR Touring Car.....	940
FOUR Every-Weather Car.....	1140
FOUR Landsau Roadster.....	1150

All Prices F.O.B. Detroit.

## STUDEBAKER

South Bend, Ind. Detroit, Mich. Walkerville, Ont.

Walther-Williams Garage  
The Dalles, Oregon

#### SIX-CYLINDER MODELS

SIX Chassis.....	\$1090
SIX Roadster.....	1170
SIX Touring Car.....	1180
SIX Landsau Roadster.....	1350
SIX Every-Weather Car.....	1380
SIX Touring Sedan.....	1700
SIX Coupe.....	1750
SIX Limousine.....	2600

All Prices F.O.B. Detroit.