

# The Observer.

MORO, OREGON.

Official Paper for Sherman County.

FRIDAY, April 13, 1917

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C. L. IRELAND, Manager.

We will not be responsible for the neglect of subscribers to notify as of changes in their address. Nor will the notification of a Postmaster that the subscriber has "Removed" settle the bill of a delinquent.

## Campaign for More Food.

No phase for preparedness for the National crisis which we are now facing is of greater importance than that of the food supply. The present food shortage will be greatly intensified by the withdrawal of many producers who are being called into the military service. With our entrance into the war, our obligations to furnish food to the allied nations will be greatly increased. We must meet the situation. This can be done by increasing production and by the more economical use of food. Vacant city lots and back yards

afford the best means for prompt relief in production. If these are properly used for raising vegetables and poultry, thousands of dollars worth of food products can be added to the normal supply in a few months. At least sixty per cent of the city lots and back yards now available are not being used. In the interest of the Nation, intelligent, sober and well organized efforts should be made to aid in improving the situation.

The Oregon Agricultural College has prepared a special series of pamphlets on poultry keeping, vegetable gardening, the economical use of foods and canning foods, which will be available to the people of the state.

The O. A. C. extension service will send a set of these books to any school or individual who will help increase our food supply this season.

### Rural Credit Loans Now Timely.

Farmers of Sherman county who contemplate making loans from the State Rural Credits fund may secure blanks and instructions by applying to the Loan Board attorney for this county, J. M. Parry, Moro. It is also suggested by Dr. Hector Macpherson, of the O. A. C. department of Rural Economics, who assisted in drawing the bill, that the loans be negotiated as soon as possible. General interest rates are likely in face of war conditions to raise as much as one per cent in a few months, and eventually put the federal loan measure entirely out of business as well as render the operation of the state law much harder. Such has been the course in British Columbia, where similar laws were enacted four years ago but have not yet been put in operation because of the war.

A good deal of confusion exists as to how to proceed to get a loan. Intending borrowers should call upon J. M. Parry of the state land board, who can supply them with blanks and give them instructions. Loans may be made for 10, 20, 30 or 36 year periods. Borrowers are advised to take the 36 year loans, which can be paid, principal and interest, in 35 annual payments of \$6 dollars each and one—the last—payment of about \$10. If able to pay sooner they may pay as fast as they please and interest will be stopped on all partial payments as soon as made.

A suit brought by the Interior Warehouse Co. of Portland in the Klickitat county circuit court against farmers who last fall violated their contract to sell wheat to the company was decided in favor of the Warehouse company this week. No money was paid to bind the contract and the wheat was sold at a higher price to other parties. The company first entered suit by injunction, which was dismissed and a damage suit substituted, which they won.

The annual report of the Bell telephone system shows an increase of general and miscellaneous expenses of 7.7 per cent, while taxes increased 14.7 per cent. While public business under political management grows constantly more expensive corporation service under business management grows cheaper. It is a fact that utility service by private corporations like light, water, sleeping cars and telephone companies have not been advanced by the people.

Extending the supply of raw materials by determining the paper-making qualities of new woods is an important factor. Tests conducted by the Forest Products Laboratory of the Department of Agriculture have demonstrated the suitability for various grades of paper to no less than 12 new or little used woods, including Englemann spruce, lodgepole pine, white fir and other cheap and coniferous woods of the western states.

Approved grazing allowances for the National Forests during the coming season provides for the pasturing of 8,400,155 sheep, 2,120,145 cattle and horses, and 54,680 swine. These figures, compared with those of last year, represent an approximate increase of 111,000 cattle and horses and a decrease of about 200,000 sheep. Grazing experts of the Forest service figure that for purposes of range allotment one cow is equal to five sheep.

Inoculation for alfalfa may best be accomplished by scattering over the area to be seeded surface soil taken to the depth of 4 or 5 inches from a field upon which the crop has been successfully grown. The soil should be broadcasted, at the rate of from 250 to 500 pounds per acre, and harrowed in immediately. The spreading should take place on a cloudy day or late in the afternoon, as the sun's rays are destructive to the germs. Soil from the roots of sweet-clover plants also will inoculate alfalfa. Care should be taken to avoid introducing noxious weeds or fungus diseases.

Auto license charges in Idaho are based upon weight of car. Those weighing 2000 pounds or less must pay \$15; from that to 3000 pounds, \$20; not to exceed 4000 pounds, \$30; all over 4000 pounds, \$40. Trucks pay a higher license fee.

Your taxes will not be increased one ten cent piece on account of the proposed \$6,000,000 good roads bonds. Both the interest and the principal of the entire bond issue are provided by the increased automobile license and the standing quarter mill state road tax.

Dr. Freeze the Eye Specialist will make regular trips to Moro each month during 1917. Call Moro Hotel.

If you are interested in the Delco electric light system Hulery Bros. will demonstrate its practical use right at your own farm.

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All "Off-the-Tray" foods are of some high quality as served in Union Pacific System dining cars. The waiters pass through day and tourist cars with light foods at small prices. You will enjoy this feature.  
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**D**ON'T carry around a great amount of currency. If you do you are beset by two great evils. One is the temptation to spend readily. A man with \$100 in currency in his pocket is freer to spend than the man with little currency. He is more apt to break a ten dollar bill than he is to draw a ten dollar check.  
The other evil is the bait offered to thieves. A man who is known to carry a large sum of money in his possession never can tell when he will be set upon by a highwayman. The wealthiest men in the country seldom carry large amounts of cash. When you accumulate a goodly amount of currency deposit it in the bank at once.  
**THAT IS THE SAFEST PLACE FOR IT.**

**"Bank of Moro"**  
MORO, OREGON

**HUGE BULK GRAIN ELEVATOR ORDERED**  
PLEASANT VALLEY (WASH.) WAREHOUSE COMPANY CLOSES DEAL WITH TUM-A-LUM LUMBER COMPANY.  
In a deal closed yesterday the engineering department of the Tum-A-Lum Lumber Company has contracted to build a 130,000 bushel grain elevator for the Pleasant View Warehouse Company, costing in the neighborhood of \$22,000. Work will be started as soon as the lumber can be laid on the ground.  
This will be the first big bulk grain elevator in this section of the country, and, it is believed, will be followed by other similar elevators in other leading wheat storage centers, for grain companies as well as farmers individually, are being won over to the bulk method of handling their crops.  
The Pendleton Farmers' Union recently dedicated a large elevator and the Pomeroy Union has been considering one for some time. The local Farmers' Union has discussed the question but has not yet taken any action.  
The Pleasant View elevator will be completed in plenty of time for handling this year's grain crops.  
—Walla Walla Union, March 25.

**Make Your Dollars Count**  
**Come See the Chalmers**  
Chalmers 7-Passenger, \$1350  
What is it that sets Chalmers cars apart from all others? Why is the Chalmers a better value than many other cars—some of much higher price?  
Here are a few reasons. Only a few. Read them. Then come to us and let us prove to you that meaning of the word *Quality*—in a motor car.  
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The Chalmers, inch for inch, pound for pound, stands high above the other cars near it, in size or price.  
Chalmers selects only the finest raw materials. For the frame—carbon steel. For the axle shafts and propeller shaft—chrome nickel. For the front axle—drop forged carbon steel. For the motor casting—close-grained gray iron. For the rear gears—nickel steel, heat treated to secure hardness and toughness. For the transmission housing—aluminum alloy.  
So it goes throughout the car from end to end. Examine the Chalmers carefully. The deeper you go the deeper you are impressed with the quality of Chalmers materials.  
**Manufacture**  
Chalmers builds "from the ground up" in Chalmers own shops. Motors are Chalmers built, from rough castings to the final test. Built with skill, perfect facilities and untold care.  
**Motor**  
The motor is a light weight, high-power six. Walls are tested for uniform thickness, to prevent the possibility of distortion and loss of compression. A specially designed intake manifold improves carburetion. Handles fuel economically. Insures easy starting in cold weather.  
The crankshaft is designed to transmit maximum power of the motor without distortion or vibration. A one-piece crankshaft of drop forged carbon steel, heat treated. Noted for sturdiness. Strength. Rigidity. Balanced while rotating at high speed on a special machine. The balancing weights are a unit with the shaft.  
**Transmission and Axles**  
There is quality in the transmission. In the housing. In the gears. With Hyatt quiet bearings. Gears and shafts are made of hickel steel, case hardened. The transmission housing is cast from aluminum alloy.  
The axles are amply strong to withstand all the stresses of hard service. The front axle is an I-beam drop forging of carbon steel. Spindles are extra large. With Timken roller bearings. A disc protector keeps out dust or grit.  
Rear axle: light, strong, simple. The identical type used on some of the most costly American and European cars.  
**Frame and Body**  
An exceptional frame. Light and stiff. Sturdy and strong. Made of a pressed channel section. 3 inches deep. 2 1/2 inch flanges. 3/8 inch thickness. Braced by 3 cross members and reinforcing plates.  
A sheet steel body. With frame of select ash. Genuine leather upholstery. Luxurious cushions. Soft and Deep. High seat backs. Wide seats. Four bow top. Covered with Fantasote. Curtains equipped with quick and easy fasteners.  
**Equipment**  
Equipment is costly and complete. Westinghouse electric starting and lighting. Willard 80 A. H. Battery. Stewart-Warner Speedometer and Vacuum feed fuel system. Gun metal finish instrument board. Nickle foot rest. These features indicate the high quality of equipment used on the Chalmers cars.  
**Appearance**  
Body lines are distinctive. Unique. The radiator is high and narrow. The hood is straight with an unbroken sweep. The windshield is the popular slanted type. Molded oval fenders harmonize with the body.  
All of the above means Quality. The kind of quality you need in the car you buy, and the kind of quality you GET in the Chalmers  
Touring Car, 7-passenger . . . \$1350  
Touring Car, 5-passenger . . . 1250  
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Roadster, 3-passenger . . . 1250  
Limousine, 7-passenger . . . \$2550  
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