

The Observer.

MORO, OREGON.

Official Paper for Sherman County.

FRIDAY..... April 27, 1917

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

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

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

Within the last few days it has developed that some of the largest interests of Oregon are opposing the road bonding act. Their fear is that construction of highways will withdraw from the labor market men who will be needed for other occupations incident to war-time operations. Without questioning either the patriotism or the wisdom of their attitude, there is no doubt but that it will have a big influence in reducing the vote for the road bonds.

Beets, carrots, parsnips, salsify, turnips and onions, the most common of the so-called succulent root crops, differ from starch-yielding vegetables like potatoes mainly in containing a larger proportion of water, 85 to 90 per cent on an average, and consequently a smaller proportion of nutritive material.

How many know that to the Civil War we owe our present fruit drying equipment and ability to preserve edibles in that manner? The necessity of preserving vegetables for the army was the means of giving that industry to the world of today.

The United States leads all countries in the consumption of sugar, with an annual average of 3,492,000 tons during the 10 years 1904-1913. The annual consumption in this country is nearly one-fourth of the world's production.

Agriculture and all the productive industries of the west will be expanded and made more important by the war with Germany for the simple reason that the government will become an enormous buyer of products.

Railroad Rates on Grain.

A letter received from the Public Service Commission states that the commission has compared the railroad rates assessed by the O. W. R. & N. Co. in eastern Oregon for the service performed, with those assessed by railroad lines operating in the State of Washington and elsewhere and after such investigation they have become satisfied that sufficient grounds exist to warrant a hearing being had in conformity with section 28 of chapter 53, laws of 1907, commonly known as the Railroad Commission Act, in order that it may determine whether any or all of said rates are unjustly discriminatory or unreasonable.

There has been considerable public interest manifested through the press in the comparison of railroad rates in eastern Oregon with those in Washington where it is alleged operating conditions are more difficult.

The Commission wish it understood it is not desirous of making unwarranted reduction in the rates of any public service corporation, neither will it permit rates should they be found unreasonable or discriminatory against our Oregon shippers.

As illustrative of prevailing rates on grain in Oregon and Washington:

Walla Walla to Seattle and Tacoma, 315 miles, rate 13 3/4c.
La Grande to Portland, 302 miles, rate 17 3/4c.
Dayton to Seattle and Tacoma, 349 miles, rate 14 3/4c.
Baker to Portland, 353 miles, rate 18 3/4c.
Walla Walla to Seattle and Tacoma, 266 miles, rate 13 3/4c.
Bend to Portland, 255 miles, rate 22c.
Pendleton to Seattle, 330 miles, rate 13 3/4c.
Pendleton to Portland, 218 miles, rate 13 3/4c.

The Public Service Commission is satisfied that sufficient grounds exist to warrant a hearing being ordered to determine whether the rates and charges are unreasonable and if upon such hearing they are found and determined to be unreasonable an order may be entered, as provided by the laws of Oregon, commanding the railroad companies to cease exacting the present rates and substitute therefor other rates that the commission shall decide as just and reasonable.

The time and place of hearing the case will be announced later by the Commission, at which time all parties interested may attend and present their views. This is a matter that should be taken care of in Sherman county by the different local Farmers' Unions as well as their County Union.

Local Teachers' Institute.

A majority of the teachers of Sherman county attended the local institute at Moro last Saturday. M. S. Pittman, of Monmouth State Normal, gave an address at each of the two sessions held.

Pupils of the Moro high school and of the 7th and 8th grades, under direction of Miss Dickinson, served a substantial lunch at noon to all in attendance. The pupils who had charge of the lunch were Arthur Christiansen, Willis Buxton, Jessie Hoskinson, Margaret Morrison, Mary Kunsman, Evelyn Ragsdale, Lenora Ramsey and Bessie Andersen.

Announcement.

For the month of May we are going to make a change of our program in Movie Shows.

Commencing Tuesday, May 1, and each Tuesday thereafter, we will show Metro Pictures, 5 reel drama and 1 reel Drew comedy; regular price 10c and 15c.

Commencing May 5 and each Saturday thereafter we will show Triangle Pictures, a 5 reel drama and 2 reel high class comedy, 7 reels in all; admission 10c and 15c.

This is the highest class service in the Movie Shows.
MORO THEATRE.

The exposure of Russian corruption and general disloyalty in 1914, in the hiding away in Petrograd of needed cannon and munitions, makes the Hindenburg victories at the Mazurian lakes much less impressive.

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

Afternoon Recreation by Auto.

Editor Ireland and wife made the round trip to Kent Sunday afternoon, leaving about 2 o'clock. Going by way of Finnegan, we found that road rougher than the road by Bourbon, on which the return was made. Going into Kent we scared up a large eagle that disappeared in the direction of Grass Valley, and on the return met the same eagle again about half way to Grass Valley. For some distance it kept ahead of the car, about the height of the radiator from the ground; the spread of wing was more than the distance from wheel track to wheel track of the road we were following. At another place in the road we met a mother badger moving its two young kittens, carrying one in its mouth as a cat would do, the other trotting along at its flank. When the car stopped the one walking came directly toward the intruders, crying and protesting at the enforced house moving; we picked it up, smoothed its fur, until it was willing to stay with the car. The mother badger all this time was sitting in the stable intently watching us handle its kitten. We put it near the mother before again starting the car.

We noticed on the trip a number of green fields of grain, more particularly that of L. L. Peetz and G. A. Meloy, which certainly looked fine with the ground covered by a carpet of rich green to be ultimately transformed into sacks of wheat.

At other places we could see the green cast in the seeded fields that is the forerunner of appearing grain. At other places the fields looked as though they were but recently seeded, with fields adjoining ready for the work of summer fallow.

All in all, the country between here and Kent looks very promising for this time of year.

At Grass Valley a stop was made at the farm of J. T. Ashby, to visit Mrs. Ireland's sister and to inspect an automatic coal burning brooder for little chicks. The return to Moro being in time to attend evening service at the Presbyterian church.

Moro Hardware & Implement Co. are agents for Deering Combine Harvester.

THE Reo Automobile

The REO Automobile is Now Universally Recognized as Having no Competitor.

Just go down the line and make comparisons. Where is there a car at or near the price that is in the same class? Think of the quality, the reputation of the REO; consider the bigness, the larger tires, the genuine leather upholstery, the low upkeep, accessibility, oversized bearings, economy—and it's one cinch it can clean up any other car at or near the price.

These multiple features have created a tremendous demand for the REO. We again caution you that there won't be, can't be, enough REOS to go around. Only those who order now and take delivery as soon as the local dealer can supply them, will be numbered among the "lucky ones" who will drive REOS this season. To those who have other cars, if you've decided to quit experimenting and buy a REO see to it that your Reo dealer is advised in the form of an actual order, or you sure will be disappointed.

Dr. Morse has just bought his third REO, a roadster. W. A. Medler and Frank Landborn are both driving their third REOS. It stands the test of continued use. Every REO owner is a booster.

The REO—the Gold Standard of Value

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Plumbing and Heating Systems Installed.

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DON'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 faster 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

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GINN, COLEMAN & CO.

MORO, OREGON

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have declared that the material of which

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is composed is a Proper Material for use in Baking Powder.



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Coffee . . . 20c
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Special meals on First Sandwiches (in season) . . . 20c

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Wm. McMurray, General Passenger Agent Portland

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You may think you can get along without that new set of harness this winter, and possibly you can—BUT WILL IT PAY YOU? The time lost in repairing and tinkering and casing on old and broken and unreliable harness will just about pay for a new one. And time is money these days. Then broken harness often cause runaways, and they often result fatally to the driver or the animals. No, unreliable harness does NOT pay. Buy a new set NOW, and buy it from US, where it is BEST and CHEAPEST.

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Room with privilege of bath, single, 75c up; double \$1.00 up
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