

The Observer

MORO, OREGON.

FRIDAY, May 18, 1917

The price of The Observer, is \$1.50 per year, 75 cents for six months, 50 cents for four months—but if paid in advance we accept \$2.50 in full for 2 years. Shorter terms than one year 12 1/2 cents per month.

A Blue Mark here will answer an inquiry, when entered upon our calendar, giving the date of the paper as the date at which your current subscription expires.

Bits of Byplay

By Luke McLuke

Copyright, 1915, the Cincinnati Enquirer

Uplift.

The elevator said: "Why not give me some credit, pray? I figure in the spirit of mankind most every day."

The Wise Fool.

"It is more blessed to give than to receive," quoted the sage.

"Yes," agreed the fool. "But most of us know it only from hearsay."

Huh!

"When courting life is one sweet smile. For he and she can both agree; But after they've been wed awhile, They both agree to disagree."

An Optimist.

"Did our candidate take his defeat cheerfully?" asked Brown.

"Yes," replied Smith. "He said that he had always been anxious to find out what crowd tasted like."

No Joke.

"A funny critter is a man," said wise old Mrs. Fanning.

"He has no use for things that can be had just for the asking."

Correct.

"I haven't been able to get a cent from you for a year," complained the merchant.

"It is people like you who are ruining this country. You run up bills and won't pay them. You are human barabaz, and you take food out of the mouths of other men."

"Is that so?" demanded Slopoy.

"Why, if it were not for people like us, there would be a million men out of employment!"

I like your nerve.

"I like your nerve," exclaimed the merchant.

"May I ask what these million men who are kept employed by deadbeats like yourself?"

"They are collectors," replied Slopoy.

Them "Funny" Plays.

His face is drawn with grief and woe. This gloomiest of men? He went to see a "funny" show And never smiled again.

Ouch!

The only excitement here this year on circus day was when one of the show ladies poked her finger through a hole in the dressing room tent and plucked a prominent citizen in the eye.

—Kennedy (Mina) Star.

Hoorsay!

"Hate off! I cry, To Adam Puff, Who has a st. Lent photograph."

—Cincinnati Enquirer.

And bow ye low.

To Willie Weensma, Who's given up His fiddle lessons.

—Macon Telegraph.

We make so bold.

To hail Miss Hannah; Who's gone and sold That there piano.

—Columbia State.

In Luke McLukeville.

Pretty Cincinnati girls will meet visitors at the trains. This will cause brides to fight shy of the Queen City on the bridal tour—Washington Post.

And here's what, at no distant date, you can expect to read about having happened in Luke McLukeville:

In dingy train shed.

A lovely corn fed Maids romantic Ned; Later they are wed.

—Zanesville (O.) Signal.

Things to Worry About.

The shah is the only man in Persia who can dye the tails of his horses f.d.

Our Daily Special.

Fortune may be fickle, but misfortune is faithful.

Luke McLuke Says:

Some married men seem so happy that they give you the impression that they married because they figured it was cheaper to be sued for divorce than for breach of promise.

A man can seldom find any reason to listen to the man who wants him to listen to reason.

The reason why a girl is so embarrassed when her best fellow calls and finds her with her hair hanging down her back and flowing over her shoulders is because she has spent three hours in front of a mirror arranging it so she would look like a queen when he called and caught her by surprise.

City girls do not like to be dressed alike. But in a country town every girl in the neighborhood gets a turn at borrowing the same shirt waist pattern.

The woman who fails to attend the weekly session of her club club always wonders why she feels so run down all afternoon.

A man can fool all the rest of the people all the time. But his wife always has his number. When he says any time a man's wife catches him with the goods, and he manages to be out of it, he begins to regard our diplomatic corps as a lot of pinheaded pikers.

You may be able to force an old fashioned man to wear evening dress and a boiled shirt after he becomes wealthy, but you can't convince him that he is eating dinner at supper time.

The trouble with painting the town red is that you have to use your nose as the brush, and you can't remove the paint from the brush.

SUMMARY OF THE OREGON NEWS

The Rapid Reader's Review of Recent Reports Rewritten

CHINATOWN.

The Buttercup Dairy Products company plans to build a milk condenser at some point in the Coquille valley in the near future.

The Utah-Oregon Sugar company, with principal offices at Grants Pass, is preparing for the installation of five heavy, permanent loading stations along the line of the Southern Pacific in the Rogue river valley, at a cost of \$20,000.

Farmers and stockmen of eastern Oregon are facing a serious problem in the shortage of feed due to the length and severity of the winter. Ordinarily the snow is gone from the grazing grounds by March 1, but this year is an exception.

Petitions are being circulated in Lincoln county for a special election to vote on the question of bonding Yakima district for \$500,000 to meet one-half of the expense of the proposed Yakima bay project for improving the depth on the bar.

A new apple-shipping concern, the Hood River Fruit company, headed by H. F. Davidson, formerly president of the North Pacific Fruit Distributors and a pioneer apple shipper of the valley, will participate in the Hood River apple market next year.

Supervisors of the national forests within the district comprising the northwestern states and Alaska convened for one week beginning Monday in Portland for a comprehensive discussion and interchange of ideas relative to forest service work.

At a mass meeting held at La Grande a resolution was adopted calling upon citizens to meet and drive all Chinese from the city. The action was the result of the accidental shooting of Mrs. C. E. George by highlanders during a street battle.

R. A. Ward, specialist in the biological survey department of the Oregon Agricultural college, assisted by Professor Claude C. Cate, county pathologist, have organized eight large clubs and 15 smaller ones in various parts of Jackson county for the extermination of the rodent pests.

Merrill O. Evans, assistant state leader of county agricultural agents, brought to the attention of the fish and game commission the fact that timber operators are saving logs on Lakes Ten Mile, Tahkenitch and Talcoos in southwestern Oregon and allowing the sawdust to settle in the water.

The river and harbor commission advised Representative Hawley they have approved a new project for a 20-foot channel depth at the entrance to Yaquina bay. The engineers estimate that the necessary work will cost \$514,000 of which half is to be borne by the government and half by local interests.

The desert land board has selected J. P. Newell, of Portland, and H. M. Park, of the board of mines and geology, as members of a commission to act with Project Manager Newell and investigate the feasibility of attempting to repair the leak in the reservoir of the Tumalo project in eastern Oregon.

Fourth-class postmasters have been appointed in Oregon as follows: Mrs. Minnie D. Turnell, Edenbower, vice Mable Botcher, resigned; John W. Flick, Home, vice Ella M. Flick, resigned; Charles J. Ames, Rockcreek, vice Thomas B. Tubbs, resigned; Mrs. Bertha B. Pennel, Tiller, vice C. D. Bartrum, resigned.

The public service commission is beginning to receive annual reports from small public utilities over the state. These are coming in under the new ruling that reports shall be filed before April 1 to show the business transacted during the calendar year, rather than during the fiscal year ending June 30, as in the past.

The senate has confirmed the following nominations of Oregon postmasters: J. W. Vanderveken, Banks; Clark B. Foster, Dayton; Roy E. Pritchett, Gaston; Shelby F. Deaderick, Halfway; Volney E. Lee, North Powder; Edgar T. Davidson, Oswego; Roy J. Rhoades, Powers; Daisy Buckner, Scio; W. W. Wilson, Yoncalla.

Pursuant to the terms of the measure passed by the last legislature authorizing the governor to appoint a state lime board and making an appropriation of \$20,000 to be used in leasing and operating a quarry and mill for the manufacture of lime for soil purposes, a proposition has tentatively been made to the state to take over the large quarry across the river from Gold Hill, one mile distant, and directly opposite the Portland Cement Lime company's plant.

The state has won its most signal victory in the Hyde-Benson land fraud cases. Circuit Judge T. E. Duffy, of Crook county, notified Attorney General Brown that he had made up his mind in the Crook county case, and forwarded to the attorney-general a memorandum of what his findings will be.

The state wins its contentions on every point involved, the court even going so far as to require an accounting from Hyde, which has not been given in any other decisions so far. The Crook county case is the most important of any involved in the controversy which has stretched over seven counties of the state. This decision returns to the state 14,500 acres of land, or approximately half of the acreage involved in the suits, and their estimated value, for timber alone, is approximately \$200,000, based on the estimate of federal government cruisers. This does not include the value of the lands themselves.

OPPOSERS OF ROAD BONDS JUGGLE FACTS

Counties Outside of Multnomah Will Receive More Than They Contribute.

In an effort to turn the voters of Benton, Lane, Linn and Marion counties against the road bond bill, C. E. Spence, Master of the Grange, is making the unfounded assertion that none of the money raised from the bonds will be expended on roads in the Willamette Valley south of Multnomah County; that all of the money contributed by Willamette Valley counties in automobile licenses and in taxes from the quarter mill state road tax will be required and will be expended in completing the Columbia River Highway.

The plain facts are: 1st.—Reliable engineering estimates secured by the Highway Commission agree that \$1,750,000 will complete the Columbia River Highway from Astoria to The Dalles.

2nd.—Multnomah County pays 27 1/2 per cent of the state tax and 40 per cent of the automobile license fees but under the highway plan embraced in the road bond bill not one cent of the money so paid will be expended in Multnomah County.

3rd.—Multnomah County will pay in automobile taxes and state road tax approximately \$2,400,000 which is more than sufficient to complete the Columbia River Highway and leave a balance of \$650,000 to be applied on other roads. These figures do not take into account the amounts that will be paid by Clatsop, Columbia, Hood River and Wasco counties which will also be available for completing the Columbia River Highway. The amounts paid into the fund by these counties will further reduce the amount of Multnomah County's contribution to the Columbia River Highway and leave a considerably larger sum than \$650,000 to be applied on the Pacific Highway and other roads contemplated in the road bond bill.

4th.—Not one cent of the money paid by counties of the state, other than that contributed by Multnomah, Clatsop, Columbia, Hood River and Wasco counties, will be required to complete the Columbia River Highway and the other roads outside of the counties enumerated.

5th.—In other words, under the \$6,000,000 road bond plan, Multnomah County automobile owners, and taxpayers will not only pay sufficient funds to complete the Columbia River Highway but will also contribute to the fund that will be expended on the Pacific Highway and other roads in the Willamette Valley and in other sections of the state.

SUPPORT ROAD BONDS AND GET CONSTRUCTION

If the bond issue fails to carry (\$6,000,000 road bond bill), let us ask ourselves what is going to become of the quarter mill tax that we are going to pay anyway? What is going to become of the auto license tax that the autoists are going to pay anyway? We talk about fearing the funds derived from the bonds will be inequitably distributed, what better off will we be regarding equitable distribution of the road money if we vote down the bond? Where will it go? Under the bonding bill we are assured that if the county prepares its grade that that designated road will be hard-surfaced. If the bonds lose, we aren't assured of anything but continued bad roads; continued mud and continued financial loss in consequence.—Corvallis Gazette.

Milwaukee Grange at its last meeting revoked its action of a month ago, when resolutions were adopted opposing the \$6,000,000 road bond bill, and adopted another set of resolutions approving the bonds as "a step in the line of progress." Opposition to the proposed bond issue is being rapidly dispelled as the voters study the measure and acquaint themselves with its provisions.

SENATOR CHAMBERLAIN URGES GOOD ROADS

Oregonian News Bureau, Washington, April 24.—(Special.)—Senator Chamberlain today expressed his hearty approval of the proposal to build hard-surfaced modern roads in Oregon paralleling the Pacific Coast. He declared that such roads through all the Pacific Coast states would be of the greatest military importance.

"While not familiar with the details of the Oregon road plan," said Senator Chamberlain, "I understand it that plan will provide roads which, from a military standpoint, are most necessary. But, as a matter of fact, we should have such roads paralleling the Coast line from Canada to Mexico. First-class hard-surfaced roads would afford ready facility for transporting both troops and supplies up and down the Pacific Coast in the event of military activity on that Coast and would greatly augment the railroad."

"Roads such as these would have the highest strategic value and ought to be built, but I do not believe the Federal Government at this time has the money to build them."

THE AMERICAN ROAD—1917 DEFINITION

A strip of unimproved land over which anybody is free to walk, ride or drive—if he can.—Collier's Weekly.

Oregon roads are no exception.

Her Jewels.

Mrs. Subbubs—I wonder where little Willie and Davis are. Did you see anything of my jewels as you came along? Mr. Nerdore—Yes; I did, ma'am. Your jewels are in soak. I saw them swimming in the river.—Boston Transcript.

GOOD ROADS POINTERS

A vote for the road bond bill will be a vote for a state-wide system of good roads without increasing direct taxes. Don't forget this when you vote June 4th.

Whether the road bonds are voted or not the auto license and the millage tax will have to be paid just the same. Where would there be any economy in voting them down?—Minnville Register.

Those who argue against obtaining outside money through the six million bond issue are working against the improvement of the by-roads or laterals which they claim to champion.—Pendleton East Oregonian.

"This is the greatest measure ever contemplated by the state of Oregon," said Governor Withycombe, discussing the \$6,000,000 road bond bill at the state-wide good roads rally in Portland. "It means more to the state than any measure in its history, because the one thing we need is highways in Oregon."

Industrial preparedness, military preparedness, economic insurance and common horse sense rise up to slap the contrary Mr. Spence's statements in the face. The bond issue is practical, is necessary, is without tax obligation, DOES make the auto owner bear ALL the burden and SHOULD carry.—Astoria Astorian.

Eighty per cent of the automobiles in Oregon are owned by persons living in the cities, and not one cent of the proposed \$6,000,000 bond issue is to be used on roads in cities. All the money goes on county roads, and as only 20 per cent of the auto license will be paid by those living in the country, that means that the auto owners living in incorporated cities will pay \$4,800,000 of the \$6,000,000 bond issue.—Tillamook Headlight.

It is time for us to get out of the mud. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our state. This measure (\$6,000,000 road bond bill) does not add one farthing to our taxes; it simply capitalizes waste. No sane man or woman should offer a single word of opposition to this movement.—Governor Withycombe at state-wide good roads rally in Portland.

Six years ago the people of California voted \$18,000,000 bonds for good roads. The measure received only a small majority. Last November they voted an additional \$15,000,000 of bonds for further road work. The vote at the second election was 4 to 1 for the bonds. There's a reason. Californians were satisfied with their first investment. Road construction in California has yielded satisfactory dividends to the people of that state.

The State Highway Commission has adopted the following policy with regard to road surveys:

Whenever any County shall make application to the Commission setting forth a desire to do construction work on post roads, forest roads or any other state highway within its limits, the Commission will authorize a definite location survey establishing grades and alignments. The expense of such surveys will be paid for from the state funds of the Commission.

We cannot conceive how a farmer can oppose the present good roads movement when it means so much to him to have good roads to take his products to the market. The State of Oregon is endeavoring to bring about a comprehensive system of road building, which is bound to have done for the most benefited by a system of hard-surfaced trunk roads.—Take Tillamook County for an illustration with a hard-surfaced highway through the county. The farmers would use it 12 months of the year and the summer auto travel three months of the year.—Tillamook Headlight.

I don't believe in going in debt for something that we don't need, and I don't think bonding is the best way. But, there you are, under the system that this government is run it is the only way to get what we need, and we all agree that we need good roads and we know that macadam will not stand the traffic. While we wait until we have the money, or go in debt, for what we all need, I have come to the parting of the ways, and say, I believe those men who figured on the license paying for the bonds know what they are talking about.—C. A. Schuebel, Clackamas County farmer, in a communication to the Oregon City Enterprise.

In arriving at a sensible conclusion as regards the road bond issue it is advisable not to untidily reckon along the line of a twentieth century resident. Do not harken back to the days when our grandfathers crossed the plains in a prairie schooner drawn by a yoke of oxen, but just remember that this is an age of rubber tires. Permit a few present day arguments to confront you, then look them squarely in the face. That is the only way to settle the matter honestly. That being the case we are certain that every voter who has not already become convinced that Oregon should be pulled out of the mud will resolve to do his bit by casting his vote for the first real sensible measure ever placed before the people which was intended to do a real good for the state and not make a few grafters rich.—Coos Bay Harbor.

The automobile owner should remember this: The law increasing his license is now in effect. He will have to pay the increased license. The \$6,000,000 road bond bill will be voted on at the June election. If it carries, the money raised from increased automobile licenses will be used in building roads. If the road bond bill fails, the money may be used for other purposes. Every automobile owner should not only vote for the bonds but he should be a booster for the measure because of his direct and personal interest in the revenue derived from his license and the manner in which it is expended.

To be sure, the money from the (road) bond sale will for some time to come be spent mainly on trunk roads which will not seem directly to benefit the farmer. But they will benefit him directly. If the trunk lines do not pass his front door they are seldom many miles away and every rod of good, hard surface they give him to travel on means a saving of time, money and horseflesh. It means also better schools, accessible churches and a general uplift of conditions, to say nothing of growing land values. But the time will soon come when the trunk roads will be finished and then it will be farmers' day. Laterals will infallibly be built to connect rural communities with the central arteries so that the farmer can speed all the way from his gate to the city on a hard surface. This is worth working for. It is worth some waiting and sacrifice.—Portland Journal.

Without entering into the merits of the road bond law, there can be no question of the urgent necessity for the adoption of some plan or system that will give to the state of Oregon the roads necessary to the development of her agricultural prosperity. Oregon has regions that are as rich as the richest, yet they are lying idle for the reason that the cost of the transportation of the product of the farm is forbiddingly great. People should give this much thought before refusing to vote on the first big chance they have had to begin a comprehensive system of state-wide road construction.—Seaside Signal.

Synopsis of the Annual Statement of the NATIONAL FIRE INSURANCE COMPANY, of Hartford, in the State of Connecticut, on the 31st day of December, 1916, made to the Insurance Commissioner of the State of Oregon, pursuant to law:

CAPITAL. Amount of capital paid up.....\$ 2,000,000.00

INCOME. Net premiums received during the year.....\$ 9,335,023.23

DISBURSEMENTS. Net losses paid during the year.....\$ 1,717,253.81

LIABILITIES. Gross claims for losses unpaid.....\$ 1,230,112.31

LIABILITIES. Total liabilities, exclusive of capital stock.....\$ 11,037,565.44

INCOME. Net premiums received during the year.....\$ 8,041,884.40

DISBURSEMENTS. Net losses paid during the year.....\$ 4,071,136.58

LIABILITIES. Gross claims for losses unpaid.....\$ 1,273,008.44

LIABILITIES. Total liabilities, exclusive of capital stock.....\$ 8,060,903.29

INCOME. Net premiums received during the year.....\$ 4,071,136.58

DISBURSEMENTS. Net losses paid during the year.....\$ 4,071,136.58

LIABILITIES. Gross claims for losses unpaid.....\$ 1,273,008.44

LIABILITIES. Total liabilities, exclusive of capital stock.....\$ 8,060,903.29

INCOME. Net premiums received during the year.....\$ 4,071,136.58

DISBURSEMENTS. Net losses paid during the year.....\$ 4,071,136.58

LIABILITIES. Gross claims for losses unpaid.....\$ 1,273,008.44

LIABILITIES. Total liabilities, exclusive of capital stock.....\$ 8,060,903.29

INCOME. Net premiums received during the year.....\$ 4,071,136.58

DISBURSEMENTS. Net losses paid during the year.....\$ 4,071,136.58

LIABILITIES. Gross claims for losses unpaid.....\$ 1,273,008.44

LIABILITIES. Total liabilities, exclusive of capital stock.....\$ 8,060,903.29

INCOME. Net premiums received during the year.....\$ 4,071,136.58

DISBURSEMENTS. Net losses paid during the year.....\$ 4,071,136.58

LIABILITIES. Gross claims for losses unpaid.....\$ 1,273,008.44

LIABILITIES. Total liabilities, exclusive of capital stock.....\$ 8,060,903.29

ELECTRIC LIGHTING SYSTEMS

ACETYLENE LIGHTING SYSTEMS

Plumbing and Heating Systems Installed.

R. A. TWISS, The Dalles, Oregon

Plans and Estimates Furnished Free of Charge.

BUY HARNESS NOW!

Buy It From Us

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 cussing 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.

MORO HARNESS SHOP, J. P. BELSHEE Prop.

FOSS & CO. INC.

MORO, ORE.

GARAGE

Blacksmith and Machine Shop

Firestone TIRES Goodyear

Gas, Oils, Grease and Accessories

Auto Repairing and Storage

Iron, Steel and Coal, Hardwood Carriage and Wagon Material.

HOTEL ALBERT

THE DALLES, ORE.

Is noted for its comfortable surroundings and the courteous attention received by the traveling public.

Rates moderate priced. Rooms equipped with modern conveniences and newly refurnished throughout.

YOUR PATRONAGE IS SOLICITED

Special Rates

NEW HOTEL PERKINS

Fifth and Washington Sts.

PORTLAND, ORE.

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

Room with private bath, single \$1.50 up; double \$2.00 up.

Auto Meets Trains. Street cars from Union Depot pass our doors.

Transfer at 5th and Glisan streets from North Bank Depot.

Independent Warehouse & Milling Co

R. H. McKean, Manager, Wasco, Oregon

DEALERS IN

Lime, Plaster, Cement, Builders Supplies, Lumber, Wood, Coal, Cedar Posts, and Hay.

MANUFACTURERS OF

MILL FEED AND FLOUR.

WHEN YOU TRAVEL

BY AUTO

AND VISIT THE DALLES

STORE YOUR CAR

In the concrete, recently completed, fully equipped, roomy garage of Walther-Williams Company. Competent workman always ready to help you in any way they can at least expense to you. For any service rendered the charge will always be reasonable.

WALTHER-WILLIAMS GARAGE

THE DALLES, OREGON.

Good Stationary, nicely printed is one of the first requirements of a good business. We can supply you.