

The Observer

MORO, OREGON.

FRIDAY, Aug. 31, 1917

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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.

TWO FACED JANUS.

He Was the Ancient Sun-god as Well as the God of War.

Poor old Janus! Do you know how shamefully posterity has maligned him? You have heard all your life that Janus was named for the Roman god Janus and that Janus was the god of war, hence the first month of the year must be turbulent. Or perhaps you have gone deeper into the significance of the first month's name and have been told that it was given the honor of heralding that gory god because he had two faces, one looking into the past and the other looking into the future, as the first month of the year naturally would do. But through it all you have held rightly before you the fact that he was the patron, the devotee, perhaps even the instigator of war.

As a matter of history, Janus was a venerable and long established deity before the little band of Trojans carried eastern culture to Italy, when the primitive Italians had not begun to suspect that war was an institution which called for a "god." War needed no justification or excuse. Men fought because that seemed the only thing to do. As for Janus, he was their greatest sun god. He presided over the rising and setting of the sun, and hence he was the god who looked after the propitious beginnings and happy endings of all undertakings. He was represented with two faces, which looked to the east and the west. His temple in Rome was closed only in time of peace, and as there seldom was peace it was usually open. Hence he was called the god of war.—St. Louis Globe Democrat.

TRIBUTE TO THE MULE.

With All His Faults He is a More or Less Noble Character.

The mule is singularly free from the ills to which horseflesh is heir. He has more days' work in him in 305 consecutive days than any farm animal or farm engine. He requires less feed when at work than any horse that can approach his capacity, for when he is idle he can forage successfully where the draft horse finds the picking too slim. He takes no luck with any owner. He takes no luck with any owner. He takes no luck with any owner.

In war the mule retains his character as a hard worker, a good scout and a homely figure about whom the poets and painters at the front do not grow enthusiastic. Although he is unsexed when living and not greatly honored, he is not unsexed when at thirty or beyond he lies down, sighs peacefully rather than regretfully and gives up his Spartan spirit.

If there is a hereafter for animals the mule's paradise is a series of Elysian fields with fences that only a good jumper can clear, with colts to chase, with something alive and preferably two legged to kick and with plenty of rough, plain victuals and a few goats to play with in sportive moods and negro drivers not brutal, yet not too indulgent, for human companionship.—Louisville Courier-Journal.

Portuguese and Codfish.

It is an interesting fact that the fishermen of northern Portugal started and developed the fishing industry on the "banks" of the northern coast of America, and, though they now send fewer ships, their taste for salt cod from Newfoundland is unabated. In fact, it is a national Portuguese dainty. It is found in every little grocery shop, hard and brown as a board. A number of Portuguese have made their homes on the islands to the south of the mainland of Massachusetts, and there the dark eyes of the Iberian madden, raven locks and a certain picturesque element in dress are not infrequent. This connection with Portugal dates back many years, the ships of Marthas Vineyard bridging the distance over sea and returning with Portuguese crews.—Exchange.

Royal Nicknames.

Louis XIV. was "Le Grand Monarque." His court was the model for European princes.

Louis Philippe was the "Citizen King," at one time he was "King Smith," the name he assumed when he escaped from France.

Mary, queen of Scots, was the "White Queen."

Mary of Modena, wife of James II, was the "Queen of Tears."

The "Nine Days' Queen" was Lady Jane Grey.

Christian III. of Denmark was the "Father" of his people.

Somewhat Confusing.

"And how, granma, Brian?" asked the kind friend.

"Oh, she's better," replied Brian. "The day before yesterday the doctor said that she might get up the day after tomorrow, and yesterday was the day after tomorrow, and today is the day after tomorrow. So she's up today!"

Collapse of kind friend.—Exchange.

Guaranteed.

"Are these eggs fresh?" inquired the skeptical customer testily.

"Oh, yes, sir," replied the attentive but inexperienced waiter reassuringly. "They were taken out of the incubator this very morning."—Richmond Times Dispatch.

Girls, Just Girls!

Ethel-Jack saw your picture on my table and said you looked so young in it. Marie-The flatterer! Ethel—He thought it must have been taken great many years ago.—Boston Herald.

SUMMARY OF THE OREGON NEWS

The Rapid Reader's Review of Recent Reports Rewritten

Edna Gregory, wife of Carl Gregory, an employee of one of the sheep companies at Pendleton, was arrested on the charge of sending poisoned candy through the mails. The candy, a small box, was received by Mrs. May Clark, of Pendleton, February 9, by special delivery.

Declaring the selective draft is working a great hardship on the wool-growing industry, by taking away expert herders, a number of prominent eastern Oregon sheepmen telegraphed to Senator Chamberlain to use his influence to secure exemption for benighted herders.

Car shortage and stringency in the labor market are so hindering contractors on state highway work that the state highway commission ordered State Highway Engineer Nunn to make a reduction in his forces to correspond to the slackened pace in highway construction.

The United States war department, through the military attaché of the British embassy in Washington, has asked for the release of Lieutenant Colonel Leader, of the British army, from service in England, that he may become military instructor in the University of Oregon.

The public service commission has ordered a number of safeguards installed at the road crossing of the Portland Railway, Light & Power company tracks at Hogan, near Portland, where an accident occurred June 28 causing the death of Mr. and Mrs. C. E. Lindsey and Miss Helen Metzger.

H. P. Barnes, head of the plant pathology department at the Oregon Agricultural college, has been appointed chief collaborator of the national plant disease survey for Oregon. He is asking for volunteers to assist in gathering and reporting information on plant diseases in every part of the state.

Secretary Lea has made final announcement of the following livestock judges for the Oregon state fair this year: C. A. Saunders, Mantle, Ia.; Thomas W. Brunk, Eola, Or.; Carlos W. Hall, Denver; Lathimer Wilson, Creston, Ia.; Harry Wilson, Downers Grove, Ill. and T. B. Johnson, of La Grande.

By a deed filed for record at Astoria the Dubois Lumber company sells to the Oregon American Lumber company large tracts of timber land in Columbia, Clatsop and Tillamook counties. The consideration was \$3,650,000. This deed is the consummation of the purchase of vast timber holdings in this section by the Eccles interests of Salt Lake.

All old officers and employees of the industrial accident commission, with the exception of the commissioners themselves, are to receive increases in salaries, beginning August 1, by an order just issued by the commission. The order affects 36 employees, and amounts to approximately \$400 a month in additional pay.

The last legislature appropriated \$10,553.58 toward handling the flax industry of the state with the express provision attached that the same is to be returned from the receipts for sales of flax during 1917-18. Present indications make it appear that it will be impossible to meet this legislative provision. Apparently there will be a failure of the flax crop, owing to bad weather conditions.

All records for industrial accidents in one week were broken by reports to the state industrial accident commission for the week ending August 23. The number of accidents reached 455, of which six were fatal. The fatal accidents were: A. J. Kibbe, Shedd, construction; Roby Floyd Shull, Myrtle Point, logging; James McCanna, Klamath Falls, logging; Henry Niemi, Astoria, light and power; G. A. Hardy, Freewater, threshing; James McCoy, Portland, construction.

Whether fishing for salmon is the act of catching the fish only or includes also the act of landing the fish is a question put up to Attorney-General Brown by State Game Warden Shoemaker, and the attorney-general holds that it includes the act of landing the fish as well as taking it in the net. Under a law of the last legislature fishing for salmon with a purse net is prescribed inside of a certain dead line near Astoria. Purse seiners caught fish up to the deadline, closed the purse and dragged their fish in the net across the prescribed waters, where they were landed.

Seven women nominated by the Oregon Agricultural college for county agent work in connection with the food conservation campaign in Oregon have been appointed by the United States department of agriculture and are to report at once for duty in their respective districts, as follows: Miss Martha Becken, of Hillsboro, Hood River, Wasco and Sherman counties; Miss Clara May Murphy, of Portland, Umatilla, Union and Baker counties; Miss Anne McCormick, of Lebanon, Josephine and Jackson counties; Miss Ruth Corbett, of Corvallis, Douglas and Lane counties; Miss Bertha Edwards, of Monroe, Linn, Benton and Lincoln counties; Miss Lorene Parker, of Salem, Marion and Clackamas counties; Miss Nell Sykes, of Salem, Polk, Yamhill and Washington counties.

Keep stuck off the pasture until the grass has had a chance to get a good start. It will be better for grass and for stock.

SWAYED BY THE WEATHER.

Some Persons Are Greatly Influenced by Climatic Conditions.

Weather influences on man may be roughly divided into two classes—vis, those which are direct and obvious and those which are the more or less indirect and obscure. The influences belonging to the second class have been during the past decade or so the subject of immense research.

Some persons are pronounced "meteoropaths," abnormally subject to "weather nervousness." Friedrich Nietzsche was one par excellence. Such persons, as a rule, are more specifically "cyclonopaths." The passage of cyclonic depressions accompanied by certain characteristic types of weather is reflected in their sensation and in the mode of operation of their bodily and mental functions.

The gross change of barometric pressure pertaining to a cyclone, or "low," is not in itself an important factor in producing these manifestations since it never exceeds that experienced in the ascent (without the effort of climbing) of a good sized hill. Indeed, many "lows" do not expose us to greater pressure of changes in the course of twenty-four hours than we experience in a couple of minutes in riding to the top of an average office building.—Baltimore American.

A GREAT DESTROYER.

One That Is Actively at Work Every Minute of the Day.

I am more powerful than the combined armies of the world. I have destroyed more men than all the wars of the world. I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns. I steal in the United States alone more than \$300,000,000 each year. I spare no one, and I find my victims among rich and poor alike.

The young and old, the strong and weak, widows and orphans, know me. I loom up to such proportions that I cast my shadows over every field of labor from the turning of the grindstone to the moving of every railroad train. I massacre thousands on thousands of wage earners in a year. I lurk in unseen places and do most of my work silently. You are warned against me, but you heed not. I am relentless.

I am everywhere, in the home, on the streets, in the factory, at railroad crossings, on the seas. I bring sickness, degradation and death, and yet few seek to avoid me. I destroy, crush or maim. I give nothing, but take all. I am your worst enemy. I am Carelessness.—Hollyoke Transcript.

Women are naturally foolish because they were made to match the men.—Chicago News.

Scotch Consolation.

Sandy took a big bite from his apple and began to sputter.

"I believe I swallowed a worm!" he exclaimed.

"Well, well, mon, and what if you did?" encouraged his Scotch friend.

"Twill put new life into ye!"—New York Times.

"Cured!"

Mrs. Gus Griffith, of Everett, Mo., writes: "I suffered for three years with various female troubles. My life was a misery. I was not able to do anything. . . bearing down pains in my back and limbs, and headache. . . weak and nervous. Dr. . . recommended Card-u-i to me."

TAKE

Card-u-i

The Woman's Tonic

"When I was on the sixth bottle," she continues, "I began feeling like a new woman. . . I am now a well woman. . . I know my cure was permanent for it has been three years since I took Card-u-i. . . Thousands of women, now strong and healthy, who once suffered from women's ailments, give Card-u-i the credit for their good health. Try it, for your troubles."

All Druggists

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MINEING, with three departments, including Chemical Engineering; PHARMACY; THE SCHOOL OF MUSIC, offers instruction in the principal departments of vocal and instrumental music.

THE MILITARY DEPARTMENT, enrolled 1055 cadets in 1916-17, and won recommendation for O. A. C. from the Western Department of the U. S. War Department as one of the fifteen "distinguished institutions" of higher learning. All cadets will be furnished complete uniforms by the U. S. Government and the junior and senior cadets, enrolled in the R. O. T. C., will be given commutation for subsistence, as well as all transportation and subsistence at the six weeks' summer camp. REGISTRATION BEGINS OCTOBER 8, 1917. Information on request. Address, Registrar, Oregon Agricultural College, Corvallis, Oregon.

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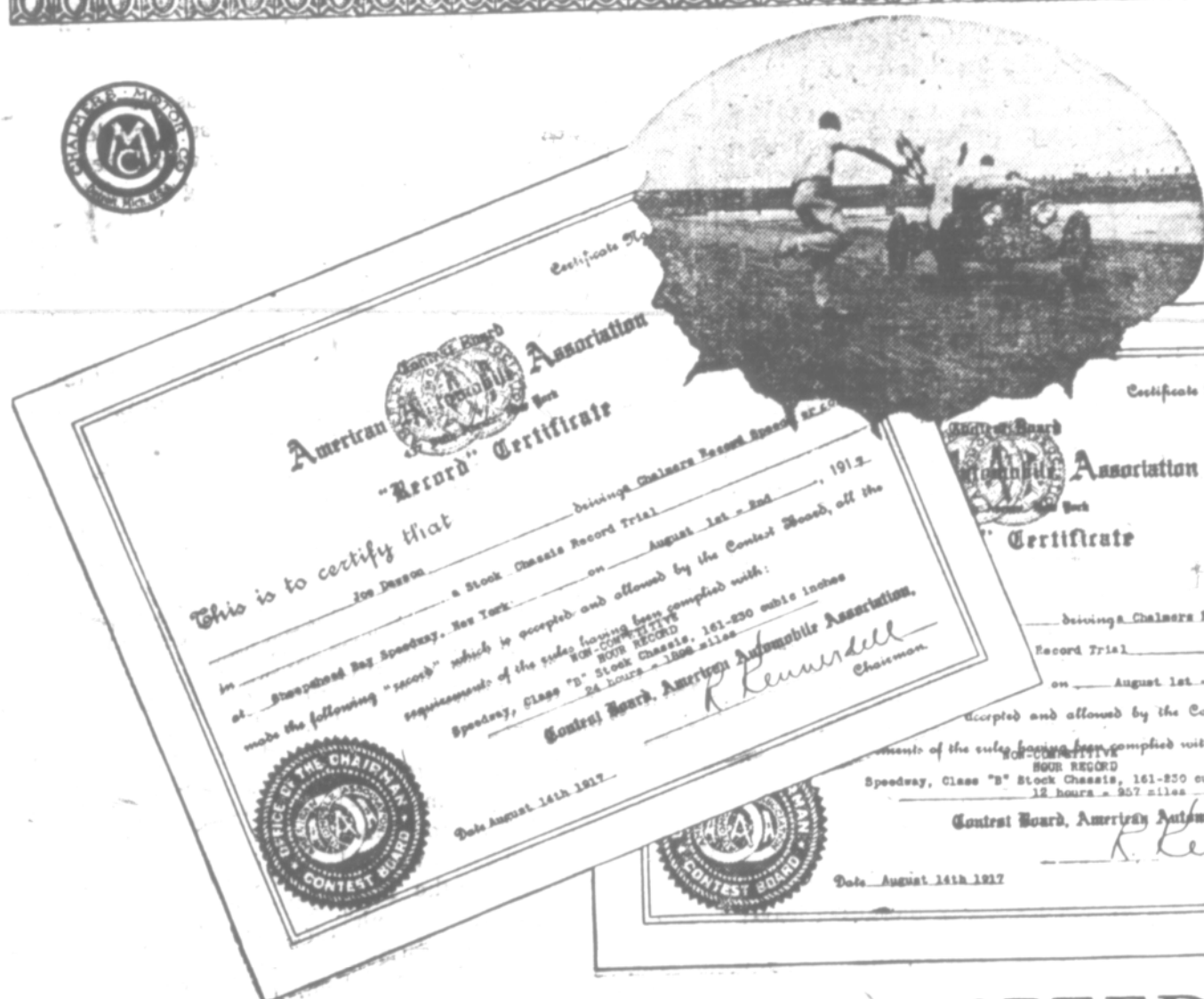
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CHALMERS POWER, SPEED and STABILITY PROVED

Fifteen New Speed Records Demonstrate Chalmers Perfect Performance

The 15 New Chalmers Records Officially Approved by the American Automobile Association

NEW MILE RECORDS					
1 mile	44.37	4 miles	2:54.61	15 miles	10:58.55
2 miles	1:27.44	5 miles	3:37.83	20 miles	14:30.30
3 miles	2:11.80	10 miles	7:16.80	25 miles	18:15.67
50 miles	36:12.93	75 miles	54:32.45	100 miles	1:12:10.17

NEW TIME RECORDS			
1 hour	83 miles	12 hours	957 miles
24 hours	1898 miles		

Traveling farther and faster than any human being has ever traveled on land, sea or air in 24 hours, Joe Dawson in a stock Chalmers Speedster Chassis has smashed all Speedway records by covering the astonishing distance of 1898 miles in a twice-around-the-clock race against time on the Sheephead Bay Speedway.

The old twenty-four-hour record was 1819 miles, held by a Hudson. Chalmers bettered this wonderful mark by 79 miles. The old one-hour mark of 77 miles, also made by a Hudson, the Chalmers bettered by six miles.

The 100-mile record, also held by a Hudson stock car, is 80 minutes, 21.40 seconds. Chalmers covered this distance in 8 minutes, 11.23 seconds less time.

The 12-hour mark of 923 miles made by a Hudson was bettered by the Chalmers which ran 957 miles in 12 hours—34 miles farther.

The contest Board of the American Automobile Association has approved and accepted these performances as official records. The trial was made under its supervision and was timed with the automatic electric timing device.

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