

ANNOUNCING New Millinery Styles

I have established a Millinery business in Moro at the Moro Trading Company store where all the latest styles in merchandise that is particularly pleasing to ladies will be on display commencing

Friday March 15th

The ladies of Sherman county are invited to call and make a selection. Your patronage will be appreciated in my effort to please.

Miss Helen Hansen, Moro

Extra Special Attraction

MORO THEATRE
Thursday, April 25th

"The Girl Philippa"

Vitagraph Special Blue Ribbon Production
in Eight Parts Featuring

Anita Stewart

The story of a French cabaret girl who was forced to spy on those who frequented her little cafe.

ADMISSION 15 AND 25 CENTS

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 Gilaan streets from North Bank Depot.

MORO BARBER SHOP

Porcelain Bath Tub.
Everything First Class and up to date.
Agent for Model Steam Laundry of The Dalles
Shop in Brick Building next Observer Office
E. W. LEWIS, Proprietor.
Moro, Oregon.

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.

The Observer.

MORO, OREGON.

Official Paper for Sherman County.

FRIDAY April 12, 1918

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

C. L. IRELAND, Manager.



A Serious Question

The United States, in the year we have been in the war, has spent over \$800,000,000 for aeroplanes for the army and the navy; it has flooded old aeroplane factories with contracts; it has awarded many contracts to other factories that never before built aeroplanes, but it has yet to award its first aeroplane contract in Oregon.

Yes, the Government has bought lots of aeroplane spruce in Oregon because it had to. It didn't do that from choice, or because any particular influence was brought to bear. In the matter of spruce, the Government had no choice; it had to buy the spruce where the spruce grows. But as for making that spruce into aeroplanes, nothing doing in Oregon. We get out the lumber, but other states manufacture that lumber into planes. And they all use our spruce, or spruce from Washington, for in those two states is found the only suitable aeroplane timber in all the United States.

If it is sensible to build wood ships on the Pacific Coast because the lumber is there, and if it is a wise policy to build most of the steel ships on the Atlantic Coast, because the steel is manufactured in the East, why is it not just as good policy to build aeroplanes in Oregon and Washington where all the spruce is found?

There is a reason why aeroplanes are not being built in Oregon. Other States which have to come to Oregon for spruce have Congressional delegations at Washington that have seen to it that their factories have been given contracts. No such effort is made by the Oregon delegation to get any contracts for our people.

In Oregon we have the spruce, we have factories that not only can build aeroplanes, but that want to build aeroplanes; we have skilled workmen competent to build aeroplanes; we have capital that is only waiting an opportunity to build aeroplanes, but we don't get the contracts, and why is it? It is because when these factories and this capital appeal to the Oregon Congressional delegation at Washington for help in getting contracts, the members write nice polite notes to the Aircraft Board and say that "so and so would like to build aeroplanes—can you give him a contract?"

Now what kind of a way is that to promote a bona-fide war industry in Oregon? Is it any wonder the Aircraft Board is not placing any contracts for aeroplanes in our State? What does the Aircraft Board know about these Oregon factories, or their ability to build aeroplanes? Nobody in the delegation ever goes down to tell them what facilities we have, and what is more, nobody goes around there to insist that we can build aeroplanes and must have contracts. It is easy here in Washington to turn down a written request from a Senator or Representative, but it is not so easy to turn down a request if a Senator walks into an office and talks turkey. If a Senator knows what he is talking about, if he has all the facts at his fingers' ends, and is able to show why his request not only should, but must be granted, he gets something.

Nothing is handicapping the American Army in France today like the lack of aeroplanes. The only planes American boys have at their command are machines loaned them by the French. The United States Government has shipped just one fighting aeroplane to Europe and, instead of having 2,000 there by the 1st of July, as had been promised, we are going to have, according to latest official estimates, 37. Think of it. Thirty-seven aeroplanes to defend all the American troops in France, or who will be there by the 1st of July. Secretary Baker said we would have 500,000 men in France by that time and think of 500,000 soldiers with just 37 aeroplanes.

Oregon, of course, cannot build all the aeroplanes the Army needs, nor anything like the number, but, if Oregon had

been given the opportunity when the Aircraft program was started in April a year ago, it could have built many times 37 planes in the past 12 months, but Oregon was not given this opportunity. Nobody in the Congressional delegation seemed to care whether aeroplanes were built in Oregon or not. At least nobody cared enough about it to go down to the Aircraft Board and insist that we be given the right to help out on this war work. Instead of giving these contracts, or some of them, to Oregon, they have nearly all been placed with aeroplane factories back in the East, or else with automobile factories, and it now develops that one reason why some of these establishments have fallen down is because they have been employing disloyal Germans. And yet loyal American citizens out in Oregon anxious to build aeroplanes, have not been allowed to do so, because the Aircraft Board was stubborn, and because our Senators and Representatives were not enough interested to tell a stubborn board where it could get off.

There is no question in the mind of any man who has given the matter serious consideration that the Oregon delegation in Congress is lacking in plain straightforward business ability. There is too much proneness to be continually building political fences and thinking along the line of political success in office of either their friends or themselves.

Oregon needs a man in Congress who is a thorough business man and not a well trained politician who is continually figuring where he may gain or lose votes by favoring or rejecting measures as they come up.

Oregon needs a man in Congress who will think for himself and in advance of the needs of the situation; who will create a situation if none is ready to hand to be the vehicle for the advancement of the nation first and his state second.

There is no question but a serious waste of time, effort, energy, railroad transportation, and many other items of concentrated effort is being uselessly squandered because the ones in authority are not properly informed as to the ability of Oregon in the work it can and is willing to do for the nation at this time and at other times as well.

Robert N. Stanfield is a candidate for United States Senator from Oregon. His training is all along business lines. Just what Oregon needs. His political enemies, who do not want business men or business methods, have tried to say that he is a "profiteer" because he had a considerable amount of wool in a Portland warehouse at the time the United States entered the war, but they do not say that he sold that wool to the government at less than he could have secured if he had held it and sold it on the market. He is a business man or he would not have had that wool at a time when needed by the government for our soldiers and he is not a politician or he would not have sold it to the government at the loss of profits that he did. The last action makes him out the kind of patriotic citizen we need in the National Congress at all times, war or no war.

The Play

Thursday April 25
Moro Theatre

"The Girl Philippa," from the pen of America's greatest novelist, is a tale of two hearts told in terms of love, war, of beauty and adventure.

Aglow with color and romance—alive with movement and action—set in an atmosphere charged with secret agents, society intrigue and blood lust—the magic spell of the author's genius has woven a delightful love theme that charms and pleases.

To the strength of the author and charm of the star add the Greater Vitagraph's power of presentation, which is backed by twenty years of "knowing how," and you have a film that is unbeatable from every angle of entertainment.

"The Girl Philippa" is as fragrant as the wild rose. The Tempo is like the speed fire of a machine gun. The story plays the music of the heart.

Miss Mary Kunsman some weeks ago presented the Moro High School with a silk Service Flag 2 1/2 x 4 feet with seven stars on it representing the following: Carlton Ross, now on board the superdreadnaught Oklahoma; Willis Buxton, now aboard a British transport; Sam Pinkerton, address not known; George Mahrt, aviation, St. Paul; Ben Tomlin, naval radio school, San Diego; Phillip Searcy, aviation school, Texas; Seral Searcy, naval radio school, Seattle.

Sherman County Over the Top

Monday afternoon again Sherman county did the expected in "Going Over the Top" in the Third Liberty Loan subscription drive and doing it gracefully by adding an additional \$5,400 to the quota assigned Sherman county for this loan.

Credit is due to the efficient county and local organization of the various communities of the county and the generous support given these committees by the people at large. It was not necessary to send a canvasser to interview any one regarding their allotted subscriptions and the drive would have been concluded earlier if proper blanks had been received in advance of the time that they were. As soon as it was known that subscriptions were "now in order" the phone-orders began to roll in and in a number of cases people took more than the committee had allotted them and then it was not as much as they thought they should take in Third Liberty Bonds to help along the efforts of Uncle Sam to win the world war for a peaceful future civilization.

The subscriptions by towns are: Wasco \$33,000; Moro \$28,000; Grass Valley \$18,000; Kent \$8,400. Total subscription, \$87,400. Total assigned Sherman county, \$82,000.

A large part of the details of the subscriptions is yet to be concluded, but probably within the next week all work will be concluded and Sherman county can rest content that her part has again been attended to promptly and on time, as well as efficiently and completely.

Political Notices.

For County Sheriff

To the people of Sherman county: I hereby announce myself as a candidate for the office of County Sheriff, subject to the will of the Republican party at the primary nominating election to be held on May 17th, 1918.

I believe in supporting our National Government and the enforcement of our state laws and if nominated and elected, promise to fulfill the duties of Oregon in the best of my ability.
P. H. Buxton.
Paid Adv.

For County Treasurer

I hereby announce myself as a candidate for the Republican nomination for County Treasurer subject to the will of the Republican party voters at the Primary Nominating Election to be held May 17th, 1918.

I believe in supporting our national government and in the enforcement of our state laws. If nominated and elected I will fulfill the duties of the office to the very best of my ability.
F. E. Fortner, Moro, Ore

To the Republican Voters of Sherman county Oregon

I hereby announce myself as a candidate for the office of County Treasurer for Sherman county at the Primary Nominating election to be held on May 17th, 1918.

If nominated and elected I will give my best and careful attention to the business of this office.
Geo. B. Bourhill, Moro, Ore

For County Sheriff

To the Republican voters of Sherman county, Oregon: I hereby announce myself as a candidate for the office of Sheriff of Sherman county, subject to the will of the Republican party voters at the primary nominating election to be held on May 17th, 1918. If nominated and elected I will fulfill the duties of the office to the best of my ability.
John B. Thompson,
Grass Valley, Oregon

For County Clerk

I hereby announce myself as a candidate for the office of County Clerk, subject to the will of the Republican party at the primary nominating election to be held on May 17th, 1918. If nominated and elected I will perform the duties of the office to the best of my ability.
K. A. McPherson.

To the Voters of Sherman County

I herewith announce myself as a candidate for the Democratic nomination for County Sheriff at the primary nominating election to be held May 17th, 1918.

If nominated and elected I will do my duty.
Robert Urquhart

For County Judge

I hereby announce myself as a candidate for the Republican nomination for County Judge of Sherman county at the primary nomination to be held May 17th, 1918. If nominated and elected I will give to the taxpayers of Sherman county my careful attention for a business like administration.
E. D. McKee,
Wasco, Oregon

GINN, COLEMAN & CO.

MORO, OREGON

Sherman County Agency for Three Important
and Exceptionally Useful Farm Implements

GRAIN TIGHT WAGON BEDS

100 bushel and 125 bushel capacity. The sides built of matched tongue and grooved Poplar lumber, the bottom of Yellow Pine lumber laid on Oak cross sills. Grain slide made of best approved steel.

PORTABLE GRAIN ELEVATOR

The best appliance to load wagons from the field or to unload wagons into bins, storage elevators or railroad cars, and is interchangeable in its work. W. S. Powell, at the Farmers' Union warehouse in Moro, with this machine handles seven sacks per minute loading from the warehouse to railroad car.

PORTABLE WOODEN BINS

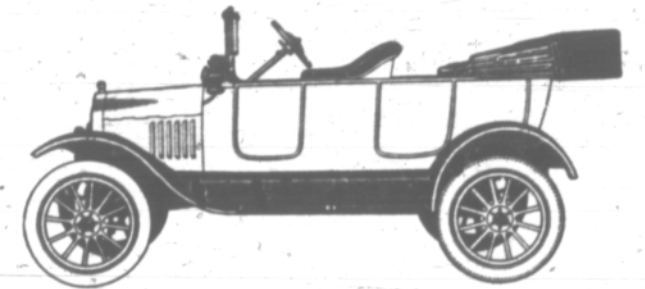
Mounted on skids and to be used for wheat storage in the field or at the farm. Capacity 1000 bushels.

Orders Should be Placed Early

Call In and Talk It Over

Ford

THE UNIVERSAL CAR



Touring Car, \$450 f.o.b. Factory

Walther-Williams Co., Foss & Company
The Dalles, Oregon Moro, Oregon
SALES AND SERVICE STATION
WRITE US FOR PRICES

Ford Accessories,
Supplies and Repairs

MULTNOMAH HOTEL PORTLAND, OREGON



Invites the People of Moro
and of Sherman County
to enjoy its facilities
when in Portland

GARAGE OPERATED BY HOTEL

Eric V. Hauser, Owner. H. H. Cloutier, Manager

JOB PRINTING

We Cordially Solicit Your Patronage.