

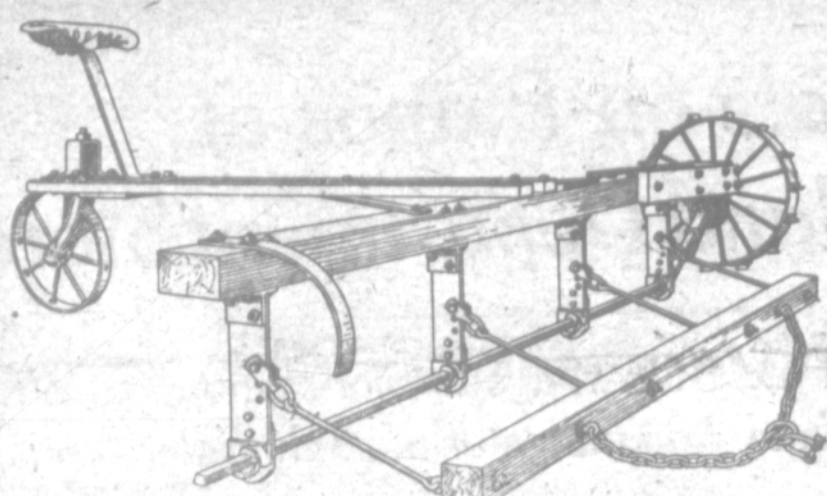
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Moro, Sherman County, Oregon, Friday, July 18, 1919.

Five Cents

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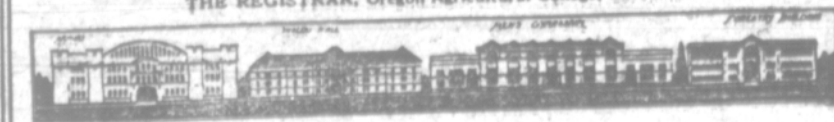
Trains for leadership in the industries and professions as follows: HOME ECONOMICS, AGRICULTURE, COMMERCE, FORESTRY, PHARMACY, MUSIC, VOCATIONAL EDUCATION, CIVIL ENGINEERING, ELECTRICAL ENGINEERING, MECHANICAL ENGINEERING, CHEMICAL ENGINEERING, INDUSTRIAL ARTS, MINING ENGINEERING, LOGGING ENGINEERING, MILITARY SCIENCE.

The College training includes courses in English, Economics, Art, Mathematics, Modern Languages, Physical Education, Industrial Journalism, Natural Sciences, and all essentials of an education.

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COAL SHORTAGE ON WAY; GOVT. SAYS BUY NOW

May Be Repetition of 1917-18 Conditions Next Winter Says Geological Survey.

MINES IDLE WITHOUT ORDERS.

Those Who Delay Ordering Longer May Not Get Their Fuel Later On.

The United States Geological Survey announces from Washington the probability of another general coal shortage next fall and winter. The announcement is based, the Survey states, upon a nation-wide study of conditions in the bituminous field. Unless steps are taken at once, the Survey says, to place the mines upon a basis of increased production there is every prospect of a repetition to some degree of the situation that prevailed in the United States during the winter of 1917-18.

The only way production can be stimulated at the present time, it is said, is by placing orders with the mines for coal which will be needed later on. "Production during the first five months of the year," reads the statement, "fell 57,292,000 net tons, or approximately 25% below production during the first five months of 1918. Mines are producing coal now at the rate of from 8,000,000 to 8,500,000 tons a week. An average output of 10,700,000 tons a week must be maintained from June 1 to January 1 next if the country's estimated needs of 500,000,000 tons this year are to be met."

Evil of Delayed Orders.

At no time during this year has the rate of production approached the required tonnage. The tendency on the part of buyers to hold off placing their orders is limiting production, as the mines cannot store coal at the point of production, and when the rush of orders for the winter's needs comes next fall there is grave danger that the mines, with depleted labor forces and the probability of less adequate transportation, will be unable to meet the demands. The result of such a situation would be an insufficient supply for the requirements of domestic consumers, public utilities and industrial users generally.

"It is believed that requirements for this year," reads a Survey statement to Fuel Administrator Garfield, "will be about 530,000,000 tons of bituminous coal, of which approximately 30,000,000 tons have been used from stocks accumulated last year, leaving 500,000,000 tons to be produced. Of this 500,000,000 tons 178,000,000 tons were produced during the first five months, leaving 322,000,000 tons to be produced in the remaining 30 weeks, or an average of 10,700,000 tons a week."

"Thus far this year production has been at the rate of 8,200,000 tons a week. In 1918 production was at the rate of 11,500,000 tons a week. "This production will be difficult of accomplishment. The capacity of operating mines at the present time with labor now on the payroll is about 10% lower than it was last year. This deficiency may be made up in part or wholly if the mines have orders sufficient to run them five or six days a week unless the threatened exodus of foreign-born labor occurs."

May Be Car Shortage.

"Present wage agreements between operators and miners expire with the proclamation of peace by the President. A suspension of mining operations while a new wage agreement is being negotiated would, of course, seriously interfere with the production of coal and if it should occur during the fall would cause a panic among buyers and consumers of coal."

There is no use in gambling upon this or any other contingency, fuel administration officials say. The firm or individual who wants to be sure of an adequate coal supply next winter can be certain by buying coal now. There is no other way such assurance can be obtained. Transportation also promises to be a limiting factor if the flood tide of demand comes at a time when the country's record crops are being carried. In some districts it would appear certain that, notwithstanding the utmost endeavors of the Railroad Administration and the utilization of its experience last fall, car shortage will be a cause limiting bituminous coal production, and for that reason it is problematical whether the expected production of 500,000,000 tons can be attained this year.

Shortage of labor already is a factor that is cutting down the output in some coal producing sections, according to the Survey's report. The operators report that from 36,000 to 40,000 foreign-born miners expect to return to Europe as soon as they can get passports and that many have already returned. If continued this movement will be capable of producing but one result—a reduction of the amount of coal mined in districts where the mine labor is largely foreign-born, and there are many such districts.

He who needs coal should hesitate no longer. Now is the time to buy coal.

OPERATES WITH RAZOR

American Red Cross Nurse Equal to Emergency.

Performs Life-or-Death Amputation With Improvised Instruments and Succeeds.

Drama, Macedonia.—With a razor, a spool of cotton thread and a small portion of ether and chloroform Miss Maria P. Kourouy, an American Red Cross nurse, performed a life-or-death operation here as the result of which and her other acts of mercy she has come to be known as "the American angel" by the homeless and starving Greek refugees.

Born of Greek parents, Miss Kourouy is a graduate nurse of the Massachusetts General hospital in Boston. Because of her knowledge of Greek the American Red Cross sent her to Macedonia, where typhus, smallpox and cholera tread on each other's heels, and where the refugees bury their dead beneath the dirt floors of their shell-shattered shacks so that the bread crumbs of the dead member of their family shall not be taken up.

A Greek soldier, one of whose legs had been crushed, was brought to the box car on a railroad siding in which Miss Kourouy was living. Something had to be done for him at once. Miss Kourouy spent no time in talking. Borrowing a razor from Lieut. Abner J. Cobb of Denver, Colo., an American Red Cross field worker, who was shaving by candle light in the box car, Miss Kourouy anesthetized her patient with ether and chloroform, and performed an amputation, using cotton thread to "tie off" the arteries and veins.

Despite the prophecy of a local doctor that the aged patient would not live through the night Miss Kourouy some time later received a visit from her patient. He had an American artificial limb made for him in the American Red Cross artificial leg factory for Greek war mutes in Athens.

YOUNG AERO ENTHUSIAST



Civilians were recently allowed to go up in airplanes at the British flying field at Hendon, England. Photo shows little boy getting dressed to take his first flight.

HORSE HOLDS PLACE IN ROME

Thousands Drawing Cabs—Not a Single Taxicab in Italian Capital.

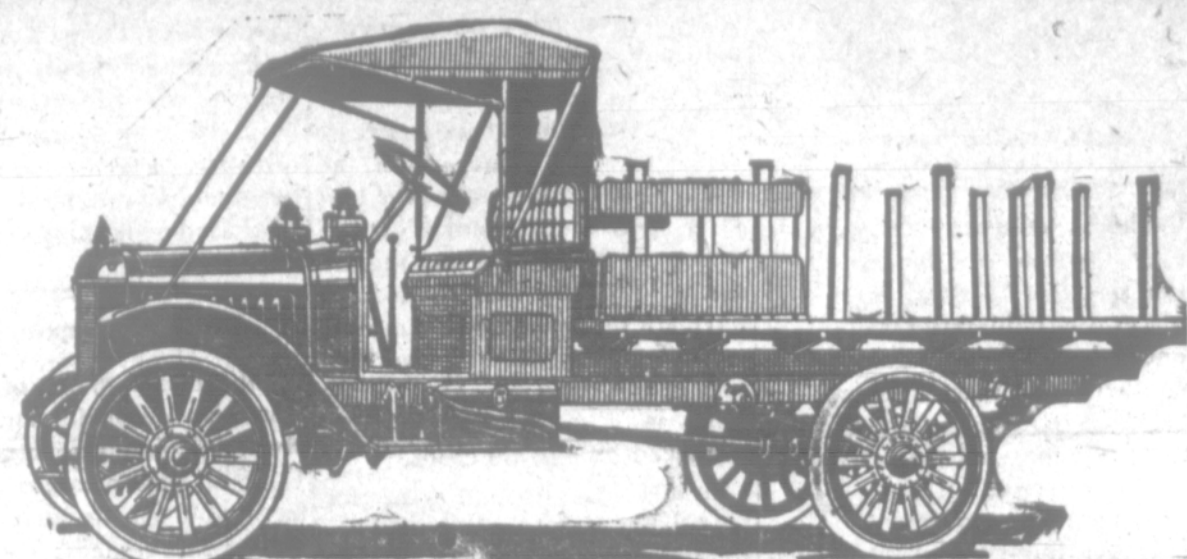
Rome.—The horse here has not vacated his position to make room for the automobile. There are still thousands of horse-drawn cabs operating in Rome, while there is not a single taxicab. Two reasons are given for this equine superiority. First, there are 3,000 cab drivers in Rome, according to the municipal statistics. These exercise a considerable influence in the municipal elections of Rome, and as a consequence no motor vehicle concessions are granted.

Besides, the supply of gasoline in Italy is not large and to insure enough for the military needs it was found absolutely necessary to discourage as much private motor vehicular traffic as possible.

Fire Horse Refuses to Be Left Behind

Philadelphia.—Burglar, an extra horse of Truck Company No. 13, was left behind in the firehouse on Baltimore avenue when firemen responded to a fire fifteen blocks away.

Burglar, a big, beautiful bay, pushed his way out of an insecurely locked stall and with instinct traditional of fire horses galloped unbridled through the streets until he spied the fire. He whinnied with joy as he came up to the engine which was industriously pumping.



REPUBLIC

Internal Gear Drive

MOTOR TRUCKS

7 Models—¾ Ton to 5 Ton

More than twice as many Republic, Internal Gear Drive Motor Trucks were built and sold last year as were built and sold of any other make.

That is the biggest single reason we can give you why you should select Republics. A majority vote of such overwhelming proportions from truck users all over America can have but one meaning.

It means that Republic owners have satisfied themselves that Republic Trucks are of the quality and give the service they are looking for.



Internal Gear Drive delivers greater power to the wheels than any other form of drive.

WALTHER-WILLIAMS CO.

The Dalles

Oregon

J. F. GROCE, Truck Sales Dept.

HONOR YANK DOCTORS

Memorial to Work of Women Physicians in France.

Children's Hospital at Blois and Dispensary to Be Maintained Permanently.

Paris.—A children's hospital and dispensary at Blois, France, which was established during the war by the American Women's hospitals, will be maintained as a permanent memorial of the work of American women doctors as a result of a gift of \$25,000 to the French trustees of the institution. The money comes out of the 1918 campaign fund of the American Women's hospitals, according to an announcement made by Dr. Mary M. Crawford, chairman of the committee which is now raising \$250,000 throughout the country to carry on the women physicians' work in France and the near east.

The hospital at Blois is under the direction of Dr. Annie Veech of Louisville, Ky., according to a letter received at the headquarters of the American Women's hospitals, 637 Madison avenue, from Dr. M. Louise Hurrell, head physician of unit 1. Many of the patients at the Blois dispensary are refugee orphans. The authorities of the town of Blois, which is the capital of the Loire-et-Cher region, and which saw much suffering during the four years of war, have arranged, according to Doctor Hurrell, to erect a bronze tablet commemorating the work of the American doctors.

Lincoln's "Lost Speech."

On the twenty-ninth of May, in 1856, Lincoln made a speech at the first Republican state convention in Illinois that is remembered as Lincoln's "Lost Speech." Lincoln, who was one of the delegates, was suggested for governor, but he proposed that William Bissell should be nominated instead. The suggestion was accepted and Lincoln addressed the convention for one hour, speaking with such fire and eloquence that the surprised and interested reporters forgot to take notes and his great speech was never recorded.

Glass-Bottomed Bucket.

A curious sight at Palermo is to see the fishermen spearing fish by the aid of glass-bottomed buckets. There are many corners of the world where fish are speared, but perhaps the use of the glass-bottomed bucket in this connection is to be seen only at Palermo.

Evolution of Ancient Styles in Names.

There are many styles and types of automobiles in use today, but probably the five best known and most popular in the United States are the Coupe, the Sedan, the Limousine, the Touring Car and the Roadster. The first three names are French in their origin and the last two are English.

The word "Coupe" was applied originally to a four-wheeled closed carriage for two persons inside, with an outside seat for the driver. It is derived from the French word meaning "to cut" and is so called because it gives the appearance of a larger carriage cut in half. The word was later taken over and applied to the present enclosed car with one seat in the rear, a driver's seat, and an auxiliary seat.

The word "Sedan" is probably one of the oldest terms applied to a vehicle for transportation. It was used for the first time in France and takes its origin from the French city of that name. This name takes on a peculiar significance now when it is remembered that the sensational advance of Pershing's famous fighters had reached Sedan when the armistice was signed. The first Sedans were portable enclosed chairs carried on poles by two men. They were extremely popular in England and are still used in China, Austria and India. The modern Sedan has an enclosed body and accommodates seven passengers. Because of the single enclosed compartment it is also popularly known as the all season, all purpose family car.

"Limousine" was originally the name of a cloak worn in France, and probably originated from Limousin, the name of an old province in central France. Today it is applied to the chauffeur-driven car with an enclosed compartment. The driver's seat is outside

but covered with a roof.

"Roadster" was first applied to vessels that worked their way by means of the tides. Later it was used for bicycles. The modern roadster has an open body and was designed primarily for two persons, but of late years the four door roadster, accommodating four passengers, has met with popular favor.

The touring car, which is the most familiar type of car, takes its name from the fact that it was first used by motorists on lengthy tours. It is an open car also, with a tonneau and four doors, seating five or seven passengers.

Since the appearance of the sedan, coupe and limousine the increase in the demand for closed cars has been especially noticeable. Whereas a few years ago they were used mostly for city purposes these types are being used by motorists for long distance tours. Because of their all-purpose, all-season adaptability it is predicted that they will grow more and more in popular favor.

War Savings Stamps may be converted into savings certificates of \$100 and \$1000 denominations according to a new plan of the U. S. treasury department to afford greater convenience in handling War Savings Securities. Conversion may be made at postoffices and at banks and trust companies that have qualified as agents. The treasury savings certificates are to be issued in registered form and will bear the names of the owners. They will yield four per cent compounded quarterly, as do the war savings stamps. The limit of the individual investment still remains at \$1000.

School Club Projects

Those finishing school club work are: Cookery—Martha Wilson, Kent.

Project I, Sewing—Evelyn Nys, Grass Valley; Zaida Huffman, Grass Valley; Wilma May Coon, Grass Valley.

Final report cards should be coming in pretty rapidly on many of the projects from now on. Each month a list of the names of those who have finished their projects will be published in this paper and the Farm Bureau News.