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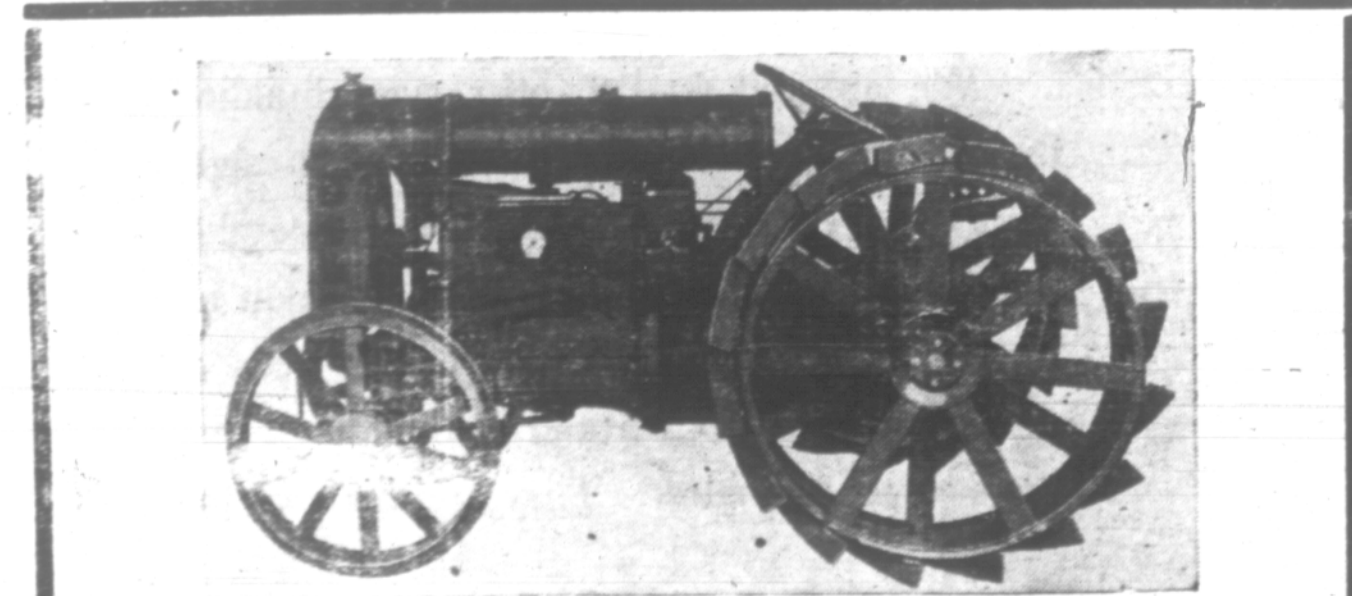
THOMAS MEIGHAN and BETTY COMPTON in
George Loane Tuckers' 'The Miracle Man'
A Paramount Aircraft Picture

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SPECIAL

Saturday March 27th
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For County news



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The Observer.
MORO, OREGON.
Entered as second class matter at the post office at Moro, Oregon, July 25, 1891.
FRIDAY..... March 26, 1920
C. L. IRELAND..... Manager.

Official Paper for Sherman County.
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New Reservoir Bids Opened
At the regular meeting of the city council Monday evening three bids were received and opened for the work of building the new city reservoir. The Glasser Construction Co. of Spokane, bid \$2271; Hedges & Huls of The Dalles, \$7988; W. A. Raymond of this city \$6000. All bids were based upon plans drawn by W. A. Raymond and in addition to the above bids two substitute plans were presented by Hedges & Huls, one costing \$4854 and the other \$4444. Time limit in the notification to bidders was fixed as June 1st.
The Glasser Construction Co. agreed in their bid to have all work finished by June 1st, but there was no intimation of a forfeit if they failed; Hedges & Huls made no specific promise as to completion, but with no forfeit exacted it was contingent on railway freight service; W. A. Raymond thought he could get it done by that time but made no definite promise. Also bidders were to deposit a certified check for \$1000 with their bid, which all but the lowest did.
If the bidders had been treated fairly and squarely the bid of Mr. Raymond should not have been considered as it did not comply with the requirements of the notice regarding a deposit of \$1000 to comply with the contract if awarded to him. Also the sentiment of the council was that for the work contemplated Mr. Raymond had bid too low and they did not want anyone to do the work at a loss, yet because he was a local man they wanted to give him the contract. That was evident by two opposing motions by the same party—one rejecting the Raymond bid and the other awarding him the contract.
While considering Mr. Raymond as the probable builder of the reservoir it developed that no city can contract such work as contemplated unless the plans are certified as being correct by a registered engineer and that no engineer would do this as the plans were bid upon, because both engineers and contractors united in saying that the weights and stresses were not properly distributed to carry the load. This is a proper law as without it a city can pay out the money of the public for "improvements" that are not worth any part of the price.
The next step was a motion made and carried to reject all bids, hire an engineer to prepare plans, and again advertise for bids. This later was upon motion reconsidered; H. S. Wall was engaged by the council to take the Raymond plan and distribute the loads to a safe maximum capacity; and all bids were held over until this Thursday at which time a decision was to be made and contract let.

Railway Depot Roof Fire.
The fire alarm about 9 a. m. Friday morning called the volunteer fire fighters of this city to the railway depot where a fire between the ceiling of the upper story and the roof was just beginning to burn through. The damage was confined to a small portion of the roof, the fire being quickly brought under control by means of chemicals used by S. H. Arbuthnot and W. F. Hulery. The fire hose, when connected with the hydrant at the corner of First street and Railroad, did not have force enough to reach the edge of the roof from the top of a box car. After the fire an 18-foot piece of three quarter inch pipe in a 2-inch main was taken out and a 2-inch piece put in its place. If another fire should occur in that locality the fire hydrant will do better. It is supposed that the fire started from sparks lodged between the shingles and the chimney, there being quite a space between the two where sparks could drop inside the building.

Do not miss the sermon on Sunday morning at the Presbyterian church.

T. W. Alley and wife left Monday for a visit to their old home at Knoxville, Tennessee. Before their return they will visit friends in Louisiana and Florida as well as take in New York city and Washington, D. C. E. M. Alley and wife were to join them at The Dalles and all make the trip together.

Members of the county court, accompanied by A. M. Wright, by appointment met State Highway Commissioner Kiddle at the Cottonwood bridge crossing over the John Day river Saturday morning. Mr. Kiddle was accompanied by state highway engineers Bennett and Kelly. The party made a thorough inspection of the proposed highways in Sherman county, and, although the state officials would not make any definite statements, it gives all parties concerned a better understanding of the road and highway situation in Sherman county.

A meeting was held at the court house Saturday morning to discuss the proposed two mill educational tax to be voted on at the May primary election. We have not read the proposed law, but understand that it repeals the present state and county per capita tax and substitutes a direct 2-mill tax on all property in the state. The fund created is divided among the schools in each county on a basis of \$704 for each 30 pupils or major fraction per teacher. A school district does not lose the right to levy a special tax if it so votes, but all districts will pay not less than a 2-mill tax to the state, which in turn will be returned to the county and divided as indicated above.

C. J. BRIGHT, W. C. BRYANT.
Bright & Bryant
Attorneys-at-Law
offices at
The Dalles and Moro, Ore.

J. R. Morgan
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Office on First street,
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Dr. C. E. Gard
DENTIST
Office in the Bank of Moro building, upstairs.
MORO, OREGON

DR. WALTER W. HART
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