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Moro, Sherman County, Oregon, Friday, April 6, 1923

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RED CROSS TO END RELIEF IN GREECE

Secretary Hughes Tells Nations Work Will End By June 30.

Washington, D. C.—Secretary Hughes has informed the British, French, Italian and Greek governments, in identical notes handed their representatives in Washington, that the American Red Cross will terminate its emergency relief work in Greece on June 30 next.

The note declared that solution of the relief problem in the near future "can hardly lie in the measures of temporary relief alone," and suggested a co-operative agreement between the nations interested which would make it possible for the thousands of refugees "to be absorbed as promptly as possible into the normal economic life of the country where they find themselves."

In the event the British, French and Italian governments are disposed to concur in a co-operative endeavor, Mr. Hughes said, the Washington government will welcome "an early exchange of views." He said that "if a constructive plan" could be agreed upon, and the relief task apportioned, the American relief agencies will be ready to co-operate, even after the termination of the emergency relief work of the American Red Cross in June.

STRIKERS IN RUHR FACE EXPULSION

Essen.—A proclamation of General Degoutte, commander-in-chief of the occupational forces, ordering all the striking railroad officials and trainmen to resume work, under penalty of expulsion, was posted throughout the Ruhr and Rhineland.

The order affects 500,000 Germans, as the families of those refusing to return to their posts will accompany them into occupied Germany.

Approximately 125,000 men come directly under the order.

All the Ruhr and Rhineland railway systems now are held by the French and Belgians, except the line in the Cologne zone bridgehead, which is in the hands of the British. The Germans have continued to work on this system.

The task of expelling the strikers and their families will require several weeks.

BIG LAND SWINDLE CHARGED

Fraud Alleged in Sale of Idaho Lands By Investment Concern.

Boise, Idaho.—To answer two indictments, which charge that they promoted gigantic land swindles in Nampa and Blackfoot, officers and salesmen of the Northwest Investment company have been arrested in Pocatello and Salt Lake City, and the government will endeavor to prove that they obtained more than \$150,000 from alleged victims, according to United States Attorney Davis.

The government charges that the company bought a 40-acre tract for a nominal sum and then sold it at prices ranging upward from \$500 for city lots, promising that city improvements would be installed.

Farm Land Bank Paper Is Called.

Washington, D. C.—The federal farm loan board called for redemption of the 12 farm loan bonds issued May 1, 1918. The total of the issue by the 12 banks is \$55,982,896. The action of the farm loan board in calling all of the 1918 issue of land bank bonds for redemption was accepted as foreshadowing an early issue of new bonds at a lower rate of interest than the 5 per cent rate carried by the obligations which are to be retired.

Hearst's Son Elopes With Idaho Girl.
Martinez, Cal.—George Hearst, son of William Randolph Hearst, and Miss Blanche Wilbur, daughter of G. K. Wilbur of Idaho Falls, Idaho, eloped from the University of California at Berkeley and were married here. Both have been prominent in college activities.

War Referendum Is Defeated.
Lincoln, Neb.—The lower house of the legislature by a vote of 40 to 24 defeated the proposition to submit the question of future wars to a referendum vote of the people. Six American Legion members favored killing the bill and two were in favor of it.

Huge Boulder Wrecks Train.
Spokane, Wash.—George Koon, an engineer, was killed and three other persons were injured when S. P. & N. train No. 2 was wrecked in a 25-foot rock cut just out of Cheney. The wreck resulted when the engine struck a huge boulder dislodged from the rock banks of the cut.

J. HAMILTON LEWIS



Former Senator J. Hamilton Lewis of Chicago photographed on his return from Europe, where he spent a year as American observer at Genoa and Lausanne conferences.

AMERICA TO REVISE ALL NAVAL DATA

Washington, D. C.—Steps taken by the navy department to prevent recurrence of the incident which recently led to the withdrawal by Secretary Hughes of certain comments on British naval activity, may result in a revision of the nation's naval data.

Orders have been issued for a careful revision of all information in the files of the government bearing upon the world's principal navies. Data derived from unofficial sources, no matter how reliable, will be plainly so labeled and information which cannot be substantiated will be weeded out.

It is believed a formal request will be made for information desired from the different governments, by the different naval attaches.

The attitude of the various admiralities to such an approach is awaited with deep interest by officials here as having special bearing upon the controversy as to the interpretation to be placed on some clauses of the naval agreement.

BRIEF GENERAL NEWS

J. E. Reynolds of La Grande was elected president of the Oregon state fair board, which held its annual meeting in Salem.

Six German workers at the Krupp plant in Essen have been killed and twenty injured in a conflict with the French military.

Ex-Khedive Abbas Hilmi of Egypt has been expelled from San Remo by the Italian government for alleged propaganda activities.

The Oregon state tax on gasoline and distillate produced a revenue of \$67,764.77 during February, or an increase of 25 per cent over the remittances in February, 1922.

In announcing that it estimated world production of beet and cane sugar for the crop year 1922-23 at 20,450,000 short tons, the department of agriculture said it was not prepared to estimate the probable consumptive demand.

Married men employed by the New Orleans city government were thrown into consternation with the announcement that hereafter their pay checks would be mailed to their home addresses instead of being handed to them in person.

Goethals Says Coal Barons Gouge.
New York.—General George Goethals, whose office of fuel administrator became non-existent April 1, declared that the people of the United States have been frozen, gouged by extortionate prices and have suffered from "unequal division of fuel supplies because there wasn't enough courage in official Washington to dictate to the coal barons of Pennsylvania."

Five Bandits Rob Mail.
Springfield, Ill.—Six men armed with revolvers and shotguns held up a mail truck loading at the Chicago & Alton baggage room here and escaped with four pouches of mail. After firing almost 50 shots, five of the robbers threw the mail pouches in an automobile and escaped.

Turks Asked to Another Parley.
London.—The British foreign office has issued the text of an identical note from the allies addressed to Ismet Pasha, head of the Turkish delegation which has the near east peace proposals in charge, inviting the Turks to a resumption of the peace conference at Lausanne.

JAPAN AND AMERICA TO CANCEL TREATY

Relations to Revert to Party Basis When Lansing-Ishii Pact Is Scrapped.

Washington, D. C.—With the cancellation of the Lansing-Ishii agreement, now agreed upon, relations between the United States and Japan in China will revert to the party basis laid down in the Root-Takahira agreement of 1905, reaffirmed and broadened by the nine-power treaty signed last year at the Washington arms conference.

Formal announcement of the scrapping of the agreement under which the American government recognized that Japan had "special interests in China, particularly in the part to which her possessions are contiguous," will be made at an early date, according to present plans.

Supplanting it will be the provisions of the Washington treaty, signed by the United States, Japan, Great Britain, France, Italy, Belgium, The Netherlands, Portugal and China, that "the contracting powers . . . agreed that they will not seek, nor support their respective nationals in seeking any arrangements which might purport to establish in favor of their interests, any general superiority of rights."

WASHINGTON PHONE INCREASE IS DENIED

Olympia, Wash.—Telephone rates in the state of Washington will not be raised, but will be maintained at the present schedule by a decision and order of the department of public works, signed by the director, Judge Kuykendall, and Supervisor Spinning of the department, Supervisor Cleland filed a minority decision which would have ordered a raise in the rates.

The department decision finds that the existing rates are fair, just and sufficient, and the company's proposed rates unjust, unfair and unreasonable and more than sufficient. The evidence does not justify any reduction in rates at the present time, the board holds.

Supervisor Cleland would have increased rates. The company asked for an average increase of 32.73 per cent. Cleland's order granted an increase of 16.09 per cent on exchange service.

55 VIOLATE LIQUOR LAW

Mayor of Gary and Other Officials Convicted Under Volstead Act.

Indianapolis.—One of the most sensational trials held in Indiana since the Volstead act became effective was brought to a close in United States district court with the conviction of 55 persons on a charge of conspiracy to violate the liquor law.

The defendants are all residents of Gary and Lake counties. While a majority of those convicted are of foreign birth, several of the defendants were men charged with the authority to enforce the laws and those who had taken oath to prosecute offenders.

Roswell Johnson, mayor of Gary, and four high officials of the city were among those found guilty.

Catholic Vicar Executed By Soviet.

Moscow.—Monsignor Constantine Butchkevitch, vicar-general of the Russian Catholic church in Russia, condemned to death for willfully opposing the soviet government, has been executed by a firing squad. Appeals from the outside world, which had poured in upon the soviet authorities, had no effect in staying the hand of their executioners.

Fight on Japanese Orchard Help Wins.

Medford, Or.—Through the prompt work of the Medford post of the American Legion in starting a local and statewide protest over the leasing of the 401 orchard by the Sacramento Investment company, owners of the orchard, to a group of 40 Japanese, to take effect April 1, the lease has been held up and probably will be canceled.

Strike Ties Up Cle Elum Mines.

Seattle, Wash.—Approximately 2000 miners employed in unionized coal mines of the Roslyn-Cle Elum field, eastern Washington, and the Tono field in Thurston county, laid down their tools April 1 as the result of failure of operators and union officials to agree on a new wage scale.

Dr. Sun to Invite Foreign Capital.

Canton.—Announcement of a policy to include opening the doors for American and British capital, construction of railroads by foreign capital, seeking expert advice on financing and the modernization of southern China was the high spot in Dr. Sun Yat Sen's declaration of his policy here.

KEEP THE \$\$\$ IN MORO

SEE US FOR THAT
FORD PART

And we're all smiles with a new
shipment of GOOD KELLYS.

WILLIAMS-DAGGETT MOTOR CO.

UNION PACIFIC CHIEF PROTESTS

Does Not Favor Grouping of
Western Railroads Proposed By Hale Holden.

JUDGE LOVETT'S STATEMENT

Declares a Re-Merger of Harriman
System to Be the Only Fair Basis
of Competition With
Northern Lines

San Francisco, April 2, 1923

"Consolidating all railways west of Chicago and the Mississippi River into four systems as proposed recently to the Interstate Commerce Commission by Hale Holden, president of the Chicago, Burlington & Quincy Railroad, would create many unnatural alliances and would greatly strengthen the so-called Hill group of railroads and greatly weaken the so-called Harriman group," said Judge Robert S. Lovett, chairman of the Union Pacific System, at today's hearing before Interstate Commerce Commissioner Henry C. Hall.

The commission's tentative plan comprising seven instead of four systems was characterized as affording the basis and ground work which should be departed from only with great caution. The Holden plan grouping the Union Pacific with the Chicago, Milwaukee & St. Paul was strongly condemned, the witness explaining that the commission's plan of placing the Chicago & Northwestern with the Union Pacific was the only logical grouping, the Chicago, Milwaukee & St. Paul being a competitor and the Chicago & Northwestern a connection and natural ally.

"Should the Hill lines merger be approved," Judge Lovett said, "a re-merger of the Harriman lines, Union Pacific and Southern Pacific, should be authorized to meet the strong combination which would be effected by the Great Northern, Northern Pacific and Burlington. The retention of the Central Pacific by the Southern Pacific with the same conditions imposed by the commission in the recent hearing, is satisfactory to the Union Pacific, as they protect with reasonable adequacy the rights of the Union Pacific," he said. Continuing he added: "Another striking effect of the way the Holden plan treats the old Harriman system appears when after assigning to the Southern Pacific the Rock Island, it also puts with the Southern Pacific the Missouri Pacific and the Missouri, Kansas & Texas systems, with which the Southern Pacific does but little business, and with which it would have occasion to do even less after acquiring the Rock Island and also the Kansas City, Mexico & Orient—which the press dispatches report is about to be abandoned—the Missouri, Oklahoma & Gulf and a half interest in the Denver

& Rio Grande Western and the Denver and Salt Lake. The latter feature is especially significant because it would indeed effectually 'bottle up' or as Professor Ripley expressed it, 'short circuit' the Union Pacific, since it would give the Southern Pacific a line of its own through from San Francisco to Chicago by way of Ogden and Denver paralleling the Union Pacific from Ogden both to Omaha and Kansas City and paralleling also the lines allocated to the Union Pacific from Omaha to Chicago and elsewhere east of the Missouri river.

"The plan is more kind to the Santa Fe system, for it takes away from the Union Pacific group, where the commission's tentative plans places it, the Chicago & Northwestern, which in connection with the Union Pacific is the door and gateway for most of the competition out of Chicago with the Santa Fe for Pacific coast traffic, and turns it over to the Santa Fe to go together with the Chicago, St. Paul, Minneapolis & Omaha, which is the principal connection and almost the sole reliance of the Union Pacific for traffic coming to its line at Omaha from St. Paul, Minneapolis and that territory. It gives to the Santa Fe the Canadian Pacific controlled lines, the Minneapolis, St. Paul & Sault Ste. Marie and the Spokane International, thereby taking away another valuable connection of the Union Pacific at Spokane.

"Thus the plan sends the Santa Fe as far into the northwest as Spokane, Washington. By going through Canada and stopping short of Puget Sound, however, its capacity for harm to the business of other lines of the northwest would not be great, for while almost in sight of the promised land Seattle, Tacoma, Olympia, Portland, it is given no entrance therein, but is held safely on the east side of the Cascade mountains at Spokane. The Santa Fe is also given the St. Louis Southwestern, the Chicago & Eastern Illinois, the New Orleans, Texas & Mexico, the Western Pacific and a half interest in the Denver & Rio Grande Western and the Denver and Salt Lake. It takes away from the Santa Fe, however, the Colorado and Southern and the Ft. Worth and Denver City, which the tentative plan of the commission put with the Santa Fe consolidation, and transfers them to the group embracing the Burlington and other strong Hill lines."

Judge Lovett made it plain that he had no objection to the commission's authorizing a consolidation of the Hill lines, but that if that were done the commission should also authorize the reconstitution of the Harriman group, the Union and Southern Pacific, to meet the strong combination that would be effected by the consolidation of the Hill lines.

The Holden plan, however, does not contemplate a consolidation of the Union and Southern Pacific, but instead weakens both by loading them down with lines with which they have no natural affiliations and makes them competitive with their natural allies, notable in the case of the Union Pacific by placing the Chicago & North-

western in a rival group. The Holden plan also would run counter to the legislation under which the Union Pacific and Central Pacific were constructed as one continuous line by assigning to the Southern Pacific a half interest in the Denver & Rio Grande Western and Denver and Salt Lake, which with the lines of the Rock Island border and to El Paso, and again into northern Michigan. The Hill lines, however, are treated very conservatively in this respect and the only new territory in which they venture is from Fort Worth to Houston, Texas, and over the Kansas City Southern and another short line to New Orleans."

With reference to Mr. Holden's substitution of the Chicago, Milwaukee & St. Paul for the Chicago & Northwestern for consolidation with the Union Pacific, Judge Lovett pointed out that the former is a competitor of the Union Pacific for traffic to and from the Puget Sound country, while the Chicago & Northwestern is a connection. The substitution would not only disrupt existing routes and channels of trade but would run counter to another requirement of the law that competition be preserved as fully as possible. Again, the consolidation of the Union Pacific and Chicago, Milwaukee & St. Paul would be a linking of the two weakest Puget Sound lines, while the Northern Pacific and Great Northern, which are the oldest and strongest lines in that territory, would be consolidated under the Holden plan. Such an alignment would certainly not be in the interest of giving the Puget Sound country the best competitive service.

Concluding this portion of his testimony Judge Lovett said, "The consolidation of the Hill lines with their subsidiaries into a single system would so far overshadow its competitors and any other railroad system proposed in the United States in size and financial strength and possibilities that one might infer that a desire to meet this objection had something to do with the jumbling of the International-Great Northern, Texas and Pacific and St. Louis-Frisco systems with the Union Pacific, and of the Missouri Pacific, Toledo, Peoria & Western and the Missouri Kansas & Texas, and various other lines with the Southern Pacific, in order that there should be other systems equal in mileage and investment to the Hill combination, however unequal in solidarity, financial strength and prospects and in

Continued on Page Four.