

Tax Payers Requested to Vote Fifty Million Dollars

The threat of public ownership and operation, which has hung like a dark cloud over Oregon for several months, has crystallized in a definite proposal filed in the office of the secretary of state last week in the form of a constitutional amendment to create a state water and power board for the development of public water properties.

This socialist movement has some supporters in Oregon, but the general run of taxpayers and property owners already burdened with mounting costs of government, will be against it. They will not favor a hairbrained scheme to vote millions to put the state into business already cared for and in which many millions of dollars are already invested.

We do not believe that this is the time, in consideration of available markets, good public policy, and the service now being rendered, to bond the state of Oregon in any amount for public development of electric power.

Public School a Business Enterprise; People are Stockholders

What do you know about your child's school? How is your child's home cooperating with it? Does your child have trained parents as well as trained teachers?

If the home can answer these questions it will be taking its due part in Education Week, November 16-22.

We can have neither interest in nor a fair opinion of that of which we are totally ignorant. The great majority of people today know nothing whatever about the schools in which their money is invested and to which their children are sent to secure an education.

Perhaps the greatest of the functions of Education Week is the demonstration of the schools to the people, by drawing into them the citizens of every community, whether small or large, setting before them the processes of modern education, the equipment required to attain and maintain the highest degree of efficiency, and the justice of giving to every child, whether in city or country, equal educational advantages.

The public school is a business partnership in which the people are stockholders. They should know the details of that business in terms of practical experience, its application to the living conditions of every trade and profession.

Howard and L. E. Conlee returned Sunday from a china pheasant hunt near Hermiston.

Lone Rock Market Road Will Soon be Open to Public Travel

Rock Crusher Plant Efficient

New Rock Road Gives Many Easy Access to Town

Last week the editor of the Sherman County Observer drove over the new Lone Rock market road in company with County Engineer and County Road Master Homer S. Wall. The trip was one that will be of benefit to any county taxpayer to take, especially while the county rock crusher plant is yet located adjacent to the new road and in operation.

The present end of the Lone Rock market road is just about where traffic now leaves the old road to enter the county fair grounds, practically on top of the last piece of grade going out of Moro and entirely past the Experiment Farm holdings. At this place the survey for the route into Moro swings to the west into the Ragdale farm land, runs along the edge of the farming lands until the ravine to the east is passed then swings across the old road and into the Experiment Farm, goes down a ravine and swings behind the barn and, keeping to the left in a large circular direction, connects with the present grade crossing over the railroad tracks in front of the Farmers Elevator & Supply Co. warehouse.

The chance of this piece of road, connecting the new Lone Rock market road with the city, being built at this time or in the immediate future is not bright. Owners of property directly adjoining the city and those in charge of the Experiment Farm have other views concerning the routing of the market road into Moro. These do not at all coincide with the state engineers, who have full authority to pass upon all routes proposed for market road construction in the state.

Work on the piece of road between the stub end at the county fair grounds and Moro has been stopped by reason of a remonstrance signed by those living along the road outside of Moro. We have been informed by members of the city council and others interested in bringing the new road into Moro that nothing will be done towards constructing this distance until some one or more persons who have signed the remonstrance become sufficiently interested to take action to bring this matter before the state engineers. As matters now stand the city of Moro has no funds with which to build a connection on any other route into town. Neither has the county funds to do this work and the state engineers will not allow state market road funds to be used on road construction at heavy expense to build a road that would result in a high per cent grade.

Anyway, just leaving the matter of route into Moro out of present consideration we invite you to take a trip over the new road. This is now all finished except rock surfacing the new grade from in front of the W. B. Johnston farm home to where the rock quarry and crusher is located just a little ways past "Lone Rock" from whence old pioneers gave the name of the locality and finally the name today given to the new market road.

The rock crusher plant will close down temporarily next week, as soon as the new road is rocked from the foot of the old road at Lone Rock to the new bridge location, and be closed until the new grade is made ready for surfacing. As soon as the crusher is shut down, part of the crew will begin to dismantle the steel bridge now used at the Lone Rock crossing. The steel in this bridge will be used to construct the new bridge crossing the canyon at the new bridge location. The work of finishing the new grade and moving the bridge will take about three weeks time. If work goes according to schedule, the Lone Rock market road will be entirely completed from close to the Boardman school house to a short distance past the county fair grounds within the next four weeks and the crusher plant will then be ready to be dismantled and moved to some other part of the county.

All the county stands to lose in this is the cost of the concrete piers where the old crossing was located. In our opinion, this is more than offset by the use the public has had of a safe crossing since the bridge was built and saving in cost of steel since it was built over the piers now paid.

The grade of the new Lone Rock road passes to the east of "Lone Rock" between the rock and the hillside. Instead of waiting to begin to upgrade until after the rock is passed, the new grade begins a gradual ascent shortly after leaving the new bridge location. Parts of this new grade is fully 30 feet above the old road before the crusher site is reached.

From the crusher as you travel south and east part of the time you are on the old road, part of the time several feet above the old location and a very few times quite a number of feet below the old road. These cuts vary to an average of about six to ten feet and where made the material excavated was used to make fills.

The surface and road bed of the Lone Rock market road is fully up to standard in every respect. Engineer Wall has put on the grade a four inch base with a top dressing of fine crushed rock four inches thick. The width of the road is not fully up to state engineering standards, being 12 feet wide instead of 16 feet, but this one change from state standards has met with the approval of the state engineers and the width of 12 feet will be sufficient to meet all requirements for a number of years, probably during the lifetime of all who now will use the road.

The new road, in motor parlance, is a fast one. The curvature at all places is easy and gradual and at one place, near the W. C. Miller farm, a double "S" curve is an exceptionally fine piece of engineering with the outside of the two curves banked just right for any sort of car or truck to stay exactly where the driver wishes to drive.

The new road construction ends just north of Boardman school house and, when again construction begins at some future date, will undoubtedly be continued to a connection with the Rutledge market road out of Grass Valley which now ends in the close vicinity to Rutledge church.

The old road out of Lone Rock canyon has been abandoned in many places. The new road has been constructed on an easier grade and quite a bit closer to the W. C. Miller farm, the Damon farm and the Brackett farm. In fact at some of these places it is only a few yards from the new road to the farm houses where formerly the distance was figured in miles.

It is quite a revelation to inspect the new rock crusher now owned and operated by the county and compare it with the outfit operated by the county when such a plant was working in the vicinity of Moro in 1921 when the roads north and south of Moro and the streets of Moro was improved.

At the time the work was done by the county near Moro in 1921 there was employed 25 men to the shift, the county working two shifts a day and turning out 80 yards of road surfacing material each 24 hours and placing it on the road. When doing this the county used dinky little railroad and dump cars to haul the rock from the quarry to the crusher, load the cars by hand. The old crusher plant was equipped with but one crusher roller and when finer surfacing material was wanted the rock must go through the plant twice.

The new crusher plant operated by the county employs only 10 men, as against 50 men four years ago working in two shifts. The new crusher seems to tower into the air fully fifty feet and is a self contained outfit. In place of the little railroad and the dump cars loaded by hand, the rock is now hauled to the platform by a big scraper operated by an endless cable driven by a 30-horse power diesel engine. This big scraper is hauled back and forth through the rock quarry by the cable and two men in the pit break the rock into pieces that will go into the mouth of the crusher rolls, throwing them into the path of the traveling scraper. When one path way is cleaned sufficiently to warrant the cable direction is changed and a new pathway dragged through the loose rock.

It is quite a sight to see the engineer turn the big scraper over, necessary sometimes to straighten it out so that all the teeth in front of the machine will act to catch the loose rock. All that is necessary is to tighten the cable, using the engine, and give it a flop. It needs ten husky men to do the trick by hand.

The new crusher plant is equipped with three rolls that enable the road surfacing men to fill their trucks with just the sort of road material that is wanted. Each of these three rolls are fed with rock automatically after the man on the loading platform starts the rock through the crusher. Surplus rock from each roll is caught on a conveyor and carried to the next roller after which conveyors carry the crushed rock to storage bins.

The new crusher is operated by power from the same 120-horse power Holt caterpillar tractor used by the county four years ago. The new plant turns out 135 yards of road material and spreads it on the road each working day, using but the one shift.

What is of most importance to the taxpayer when comparison is made with former years is the fact that road material is being turned out by the county now at a great saving over that of four years ago. Four years ago 80 yards of road surfacing material with 25 men employed was the extreme limit. This cost the county \$3.15 per yard. Now 10 men working eight hours a day turn out 135 yards of surfacing material that cost the county but \$2.00 per yard.

The county court and Road Master Wall have adopted a policy of helping anyone improve a piece of county road. This is gradually becoming a benefit to every one in the county. It is impossible to improve every road in the county with a rock surface at one and the same time, but if any one wants material with which to improve a section of county road it is supplied free of cost at the crusher. A dump

wagon is also applied by the county with which to haul the rock. Who ever wants this rock is only asked to do the hauling and furnish the team to move it.

Rock is also supplied to anyone who wants it, at cost at the crusher. It will be hauled at the same price it costs the county to haul it, or those who may want the crushed rock can do their own hauling.

Tom Fraser took advantage of this opportunity to partially rock the county road between the Lone Rock market road and his farm gate and through his farm to his home. The rock for the county road was furnished free and Fraser paid for the rock used by him that he placed inside his fence. At very slight cost Mr. Fraser has secured a year round road from his home to a connection with every piece of paved and improved road in the state of Oregon. Others can do the same and as these side roads are improved just that much more is every part of Sherman county benefited by the road building plant maintained and operated by Sherman county.

I. L. Patterson Says if He is Elected Taxes Will be Reduced

I. L. Patterson who announces this week his candidacy for the republican nomination for the office of governor of Oregon is a resident of Polk county where he conducts one of the most diversified farms in the Willamette valley. Several years ago he conducted one of the largest stores then owned in Salem, Oregon, which he sold to take up farming and which he has made successful.

Mr. Patterson says in his declaration that if elected governor he will bring about a reduction of taxes. He does not say which nor how. He says he will reduce the aggregate amount of taxes collected. He has had business experience and legislative training enough to be able to do it.

He also is in favor of putting all responsibility for state expense upon the governor by making the governor alone responsible for the state tax budget. He contends that the governor, through exercise of the veto power, is able to kill any proposed tax eating law and if the governor was also responsible for the levy of taxes it would be much easier on taxpayers than giving the tax levying power to a board of control as is now the system.

He is in favor of taking the operation of the state penitentiary out of politics. Mr. Patterson says that the cost per capita for prisoners is more than the total amount many families spend each month for food and clothes. He thinks this should be reduced. Movie picture shows, radio programs, base ball games, and other varied amusements are now given to the prisoners each week until why men are confined in the penitentiary is entirely lost sight of. This Mr. Patterson will confine to right proportions if he is elected governor. And he will do it, say those who personally know him.

In closing his announcement Mr. Patterson says that he believes in the impartial enforcement of all laws and that he will appoint no man to enforce a law who is not known to observe that law. Under that sort of rigid test there will be no hijacking of bootleggers by liquor law enforcement officers as has claimed to be the case in past years.

Sheriff Chrisman and Posse Raid Liquor Plant

A raid on a liquor manufacturing plant at the old I. E. Fields farm in Bull canyon was captained by Sheriff Hugh Chrisman last Monday night. Assisting Sheriff Chrisman in the raid were Deputy Sheriffs Max Blaser, Frank Heater, George Shearer, of The Dalles; Francis T. Wade, H. D. Dutton and Chas. Everett of Wasco; Dell H. Wright and two sons of Hay Canyon.

The raiders drove within a half mile of the house where they left their cars and walked the remaining distance. Upon arrival the house was surrounded. After considerable skirmishing a man who gave his name as J. H. Seedar was awakened from a sound sleep and admitted the officers to the house after they had produced a search warrant.

The raiders found a 45-gallon still, four barrels of mash, three sacks of sugar, and other tools used in liquor manufacture to which Seedar admitted being the owner.

At the conclusion of the raid Seedar was taken to wasco where he was placed in the city jail until his preliminary hearing was held in the justice court on Wednesday.

At the preliminary hearing before Justice of the Peace Smith at Wasco Seedar plead not guilty to all charges and waived a jury trial. Witnesses were called to the stand who testified to Seedar claiming ownership of the liquor plant. Seedar was then sentenced to six months in jail, fined \$750 and \$10 court costs. Notice of appeal to the circuit court was then filed by Seedar's attorney. Bail was set at \$1500 and at the present time Seedar is in custody of Sheriff Chrisman pending furnishing bail to appear before the circuit court at the November term.

P. C. Axtell returned last week from a motor trip to Eugene, Oregon.

W. C. T. U. Holds Annual County Convention at Wasco

Special Correspondence The county W. C. T. U. held the annual convention at Wasco Friday and Saturday of last week.

Friday night a well attended meeting was held at the school auditorium, Prof. Dodson delivering the main address. The program was interspersed by several musical and vocal selections and a reading by Mrs. W. C. Bryant. Mrs. Hicks introduced Mrs. Mary L. Mallett, state president of the organization, who briefly addressed the audience.

Saturday the convention met again for the transaction of business and discussion for the work and closed Saturday night, Mrs.-Mary L. Mallett delivering the main address.

The inspiration brought by this meeting under the leadership of local earnest christian women contending for the moral and spiritual welfare of our people and against every malicious and evil influence was most heartening to all who attended and we realize with such forces at work there is hope and assurance of complete victory for the christian forces of purity and righteousness.

Among those who attended from our city were Mrs. W. C. Bryant, Mrs. W. L. Dillinger, Mrs. L. V. Moore, Rev. and Mrs. Hanson and Rev. and Mrs. Feenstra.

The State W. C. T. U. meets this week at Hood River convening Wednesday evening and closing Friday p. m.

C. A. Babcock, working for Peters & Ginn, was kicked on the left leg by a horse Tuesday morning when he startled the animal as he was entering the stall. The kick caused slight injury, but the force of the blow swung the foot against the concrete foundation wall of the barn and broke a bone just above the ankle joint. Dr. Froyd put the injured member in a plaster cast and Babcock is now around town with the aid of crutches.

JAMES J. CROSSLEY OF Portland, Oregon,

Hereby announces that he is a candidate for the Republican nomination for U. S. Senator at the May, 1926, primaries.

Will work zealously for development of Oregon and support of measures for real benefit of farmers as suggested by their organizations. Favor World Court and Reform Senate Rules.

OBSERVER WANT ADS Rates: Under 15 words, 35c 15 to 30 words, 50c Over 30 wds., 1 1/2c per wd.

WE GIVE a barrel of flour for five bushels of good clean Hard Federation. Farmer to pay for flour sack. 38 lb to 40 lb flour per bushel for Turkey Red and Marquis. Ask your neighbor about the quality of our flour. Open Sunday until December 1st. Tygh Valley Flour Mill, Tygh Valley, Oregon.

FOR SALE—Fine Jersey cow. Inquire at Moro Hardware & Implement Co., Moro.

GOOD cow and calf for sale cheap. W. L. Dillinger, Moro. 1t

FOR SALE—Thomas 16-7 drill for \$60. Buggy for \$25. F. W. Hutchcroft, Moro, Oregon. 09

CLEAN BAG RUGS nicely ornamented 3x6 for \$1.85 and pay Parcels Post. Tripps Fluff Rug Works, The Dalles, Ore. 4t016

WE PAY parcel post one way on all shoe repairing. Good quality work and leather. Joe Amore, The Dalles, opposite the post office.

BIGGS SERVICE STATION H. H. Willard, Proprietor Lunch Goods Bottled Drinks on Ice Quaker State Oils Union Gas Ajax Tires The Patronage of my Sherman County Neighbors Will be Appreciated

WRIGLEY'S AFTER EVERY MEAL THE FLAVOR LASTS Probably one reason for the popularity of WRIGLEY'S is that it lasts so long and returns such great dividends for so small an outlay. It keeps teeth clean, breath sweet, appetite keen, digestion good. Fresh and full-flavored always in its wax-wrapped packages.

The Difference Between a store that specializes in Candy and one that does not, is just the difference between a violinist and a fiddler. OUR CANDY IS ALWAYS FRESH OUR GOODS HIGH CLASS Watch our Show Window for Saturday Specials. Priced extra low for THAT DAY ONLY. Moro Confectionery W. A. Ruggles, Prop.

LONG TERM LOANS WITH SHORT TERM PRIVILEGES IF DESIRED We Have Money Now Available FOR FARM LOANS ON FARM LANDS to Progressive Sherman County Farmers Write Direct to Geo. A. Z. Harris, Secretary Oregon-Washington Joint Stock Land Bank Broadway and Oak Portland, Oregon

Moro Garage Blacksmith and Machine Shop Plow Share Grinding Acetylene Welding Wood Working in Connection Let us give you prices on our Pennsylvania Vacuum Cup Tires We Have a Complete New Stock Moro Garage, M. R. Schadewitz, Prop. Telephone Main 171 Home phone Main 474

Pacific International Live Stock Exposition Inc. PORTLAND OREGON Oct. 31 - Nov. 7 \$90,000 in Premiums SEE THE BEST IN THE LAND With scores coming in from over the entire country, the 1925 Pacific International Livestock Exposition, Inc. will present the greatest array of livestock ever shown under one roof in America. See thousands of Beef and Dairy Cattle, Horses, Swine, Sheep, Goats and Poultry in addition to the Poultry and Dairy Shows, Lamb and Industrial Products Exhibits and the world famous House Show. REDUCED FARES ON ALL RAILROADS

Rotary Rod Weeders Manufactured in Cheney, Washington STRONG COMPACT DURABLE Our Rotary Rod Weeders are hungry for weeds. They make a perfect seed bed and leave the best kind of a lump mulch on top. For Sale By Moro Hdw. & Imp. Co. Moro, Oregon Business Men Say: 'Advertising Pays'