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BATHS

WHEAT REMAINS STEADY

The 1926 Market Price Turns Weak
After Strong Start

The production of wheat, one of the country's big cash crops, during the past year, amounted to about 170,000,000 bushels more than 1925. Up until the last month of the past year the outlook was for higher prices and increased demand. During the final months of the year, however, reports from other countries weakened the situation somewhat. The Canadian crop estimate of 406,000,000 bushels became a fact; Argentine crops were reported as 217,000,000 bushels as against 183,000,000 for 1925, and the Australian crops were estimated to be 25,000,000 heavier than 1925, raising their total to 140,000,000 for the year.

The stocks of European countries, the heaviest importers of wheat, have been allowed to decrease in order to take advantage of an expected cheap market the first part of 1927. Canadian stocks had accumulated to burdensome proportions by the end of the year due to late harvesting and delayed export movement. The United States has already exported over 124,000,000 bushels as against 82,000,000 at the same time in 1925. It is possible, therefore, that the country will soon be on a domestic price basis so that our markets need not share in further weakness in the world price levels.

Wheat prices at Chicago during the first 10 months of 1926 averaged \$1.56 a bushel as compared with an average of \$1.78 for 1925 and \$1.28 for 1924. Although production is much heavier this year, quality is not quite as high as the year before and it is expected that the 22-cent lower

price will allow producers about the same cash income as in 1925.

A strip of territory in the spring wheat country extending from central North Dakota through to central Nebraska is reported to have had such bad weather and drought that crops have been seriously damaged and a lean winter ahead of this section. Other local areas claim damage from drought, frost and floods but are less extensive. Oregon, whose cash crop is wheat, reported a 50 per cent increase in production and the heavy producing areas all showed some increase.

General reports from the wheat belt indicate favorable weather and winter wheat in good condition. Western Kansas reports and those from a few local areas elsewhere tell of unfavorable weather.

ISLAND GIVEN INDIANS

Memalouse island, in the Columbia river, burial ground for western Indians for uncounted generations has been set aside by the government as a red man's city of the dead.

Since the days when thousands of Indians from western plains and mountains made annual pilgrimages to the fishing grounds of The Dalles and the "tum-water" of the Columbia, bringing their dead with them, the island has been a holy ground for the aborigines. Formerly it was covered with large "dead houses," built of cedar, on the shelves of which reposed the mummified bodies of the red men.

Cheese, says a dietitian, is one of the oldest of foods, and no archaeological expedition was needed to unearth that fact.

A SOUND NATIONAL STRUCTURE

The year 1926 has rolled around, and we are ready to enter 1927 with less to mar our industrial, political and economical life than at any time in our history. Business as a whole, including every line of activity, is doing a lot more close thinking, one might say philosophical thinking, on the relationship it bears toward the public, the workers and the investors. The result is that we have the best industrial, labor and financial structure that we have ever enjoyed.

Such a condition could not be brought about by one-sided prosperity — it is the result of the greater majority of our people understanding fundamental questions affecting our local, and national life, and sharing in the benefits resulting from a sound solution of such problems.

It is probable that no nation ever came so nearly representing the spirit of love on earth and good will toward man, as the United States does today. Such a policy has taken us much farther along the road of happiness than would fighting, discord and controversy. In addition to being morally and spiritually right, this policy has been right from a business standpoint.

Therefore, as we enter the new year we should check up on our recent progress and endeavor to strengthen our constructive program which has brought to us such remarkable results, as a nation and as individuals.

Closed autos are the most popular in winter, while closed mouths are popular the year round.

Be not deceived. While Santa Claus has had many agents hereabouts he has no genuine double.

CHILD HEALTH RAILROAD

School Exhibit at State Teacher's Convention Brings Praise

At the Oregon state teacher's association convention held in Portland on Tuesday, Wednesday and Thursday of this week there was an exhibit which portrayed all phases of the health education program being carried on in the schools of the state by the Oregon tuberculosis association. One of the chief features in the exhibit was a tourist map of Healthland and the Child Health Railroad. A tourist folder described each of the stations, beginning with Bathubville which is reached at an early morning hour, and going on through Drinkwater, Orange Valley, Oatmeal, Hot Soup Springs, Spinach Greens, Play Meadows, Milky Way and Baked Potato Hill, and arriving in the evening hours at Bookland which is the last station before Long Sleep Mountain the terminal of the Child Health Railroad. Milky Way was designated as the "Battleground" on which King Coffee was defeated. It is also known as the Capital of Healthland.

Posters made by school children for entrance in the health poster contest were also included in the exhibit along with exhibits of special materials by grade and subject for the primary and intermediate grades. Miss Jean Besley, director of health education for the Oregon Tuberculosis Association, arranged the exhibit.

TIMBER HAS LONG LIFE

Preservation of wood, though an ancient practice, has only of late years become an industry of considerable importance. There are now 162 wood-preserving plants in the United States. A point of interest is that the huge growth in the use of treated material has been largely due to its increased use by corporations which have found by experience that the treating of timber is a distinct economy.

Probably the most notable piece of construction on a main highway is the treated timber bridge across Nueces strait, near Corpus Christi, Texas. This bridge was constructed to carry a live truckload of ten tons. It is 8,164 feet long, with a 20-foot clear roadway, and contains 1,300,000 feet of treated timber. It takes the place of a concrete bridge built in 1915, which was partially destroyed by a storm in 1916 and completely destroyed on September 14, 1919. The reason for the adoption of treated timber in place of concrete was, that in case of another storm, it was believed that the only harm that could come to the new bridge would be a slight damage to the decking, which could be readily replaced.

As regards bridge timbers, many instances of long service could be quoted. At Brooklyn bridge, built in 1882, a number of pieces of treated timber were removed in 1909 for track changes, and they were found to be in excellent condition. The Southern Pacific railroad has had creosoted culverts in service on its Portland division, for over 30 years, and they are still in an excellent state of preservation. The C. & O. pier No. 6, at Newport News, was treated and installed in 1863, and the timbers are still in service.

These few examples will be sufficient to indicate the long life that may be expected from treated timber.

FAIL TO MAKE GRADES

Seventy-two students were dropped from the University of Oregon at the end of the fall term because of low scholarship and 120 were placed on probation, according to an announcement of Carlton E. Spencer, registrar, this week.

Of those who flunked, 61 were men and 11 were women, according to the announcement. More freshmen, of whom there were 30, were dropped than any other class. Twenty-three sophomores failed. Business administration led in the number of majors who failed, economics was second and journalism third.

Of the 120 placed on probation, which means that they will be given one more term in which to meet the required standard of scholarship, 88 were men and 32 women. Last year in the fall term the same number, 120, were put on probation Spencer said. All students who make less than nine hours in a term are put in the probation class.

Twenty-one fewer students were flunked out of the University this fall term as compared with the same period last year, when 93 were sent home, Spencer announced.

More than 200,000 bushels of wheat was sold by two big wheat growers at Walla Walla the closing days of 1926. Ben Grote sold his wheat on Eureka flat, about 90,000 bushels, and George Drumheller sold 125,000 bushels. Price received was approximately \$1.16.

TRUCK LOAD LIMITS HIT

The Oregon state highway commission was charged in a brief filed in the United States supreme court at Washington on December 31 by Morris & Lowther and other motor truck companies of Oregon with having issued orders reducing the maximum loads on some of the state highways during the winter months, "to destroy the operation of trucks in competition with the railroad and steamship lines."

The motor companies asserted that the portions of the highways affected by the orders "are parallel to railroad or steamship lines or both."

The brief was filed in support of a motion by the truck companies asking the court to reopen the case attacking as invalid the maximum load orders of the commission to the end that the auto truck companies may be enabled to ignore all supervision of damage done by trucks to the highways of the state.

The state highways have been built and are maintained with very little cooperative help from any of the truck companies.

At a similar hearing coming before the United States supreme court at Washington January 4, it was indicated by the court that both Oregon and the Washington cases would be dismissed by that court because of the Washington cases before the supreme court improperly through failure to first have the appeal heard by the United States circuit court of appeals at San Francisco.

A gasoline tax is levied in 44 out of the 48 states in the United States. If the procedure should be decided against the state of Oregon it would also affect the road building and maintenance program in all of the 44 states that levy a tax on gasoline for this purpose.

ROUGH ON PROPERTY OWNERS

Figures have recently been published by the city controller of Seattle, which show that Seattle's municipal car line, eight years after it was purchased for \$15,000,000, has a physical worth of only \$14,150,558, or \$799,949 less than its obligations. Such a showing under private management would indicate bankruptcy. But a municipal line can draw on the property of all citizens to make up the deficits. This is fine for the bondholders, but rough on the taxpayers.

On top of this obligation, Seattle citizens have lost around \$4,000,000 in taxes which a private company would have paid during the past eight years. Also they have paid one of the highest street car fares in the United States — 10 cents a ride or three rides for a quarter.

If these are the great "benefits" that Seattle citizens were promised by politicians who advocated municipal ownership of the traction system, other cities can be thankful that they have never been afflicted with such "blessings." This Seattle incident simply proves that municipal operation cannot do the impossible, namely, give service cheaper than private enterprise. In the present case, the service has been much more costly than it would have been, if the old company had been allowed to increase its fares slightly above five cents as it asked to do.

The politicians who made the impossible promises which inspired the people to buy the line, are gone, and the taxpayer holds the sack, as is always the case with politically owned and operated industries.

AIR PILOTS WELL PAID

The lure of flying holds its momentary reward, at least for the air mail pilot.

The aviator postman receives an annual salary of between \$4000 and \$9000. The high pay, plus the desire for the excitement of flying, recently caused two field superintendents of the service to desert ground jobs and return to piloting. Both now fly regular mail routes.

The mail pilot receives a base pay of between \$2000 and \$3600, depending on length of service, and is paid in addition by the mile for flying service. For daylight flying he receives a 5-cent rate between Cleveland and Cheyenne, 6 cents between Cheyenne and Reno, and 7 cents between New York and Cleveland, and between Reno and San Francisco. For night flying the mileage scale is doubled.

The hazards of mail piloting are held by postal officials to justify the pay.

The second or winter term of O. A. C. opened last Monday morning with registration in all departments. This term will continue to March 24. A feature of the opening of college is the occupancy of the new women's building by the department of physical education for women. This building, one of the best in the United States, has been under construction for a year and a half.

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\$11.85 Oak Rockers	\$8.25
\$13.50 42-piece Dinner Sets	\$9.75
\$16.50 Walnut Rockers	\$12.50
\$2.50 Boudoir Lamps	\$2.00
\$37.50 6-foot Extension Walnut Dining Table	\$26.85
\$35.00 5-piece Breakfast Sets	\$26.75
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