

EDITOR NAMED SECRETARY

Hal Ross, for the last eight years connected with the Enterprise Publishing company at Oregon City was appointed private secretary to Governor Patterson.

Mr. Ross is a native Oregonian and has followed the newspaper profession practically all of his life. He has served as president and secretary of the Oregon State Editorial association during the past six years. He was employed in a newspaper capacity in Salem 17 years ago.

LEGISLATURE GETS TO WORK

Legislative Mill Begins Turning Out New Grist of Laws

With good will among members, between the senate and house, and between these two branches and the executive office, the 34th assembly of the Oregon legislature started work Monday. It seems too good to be true. Such harmony, such cooperation and co-ordinate is unusual. This legislature will be even more remarkable if this same spirit prevails for the 40 days of the session.

This is to be an important session, with a number of subjects of statewide interest to command the earnest attention of the members and test their best considered judgment and so, out of these, there may and probably will come clashes of opposite opinions certain to disturb the placid waters. However, the taxpayers can look forward to a safe and sane session, whose final history will disclose a record for conservation and very little of the spectacular.

An income tax bill has been introduced at this legislative session sponsored by Senators Butler and Carner. The bill is similar to the one initiated by the Grange and defeated at the last election.

Representative Hazlett has presented a House joint resolution proposing the repeal of the law guaranteeing state interest on irrigation district bonds.

The senate and house adopted a joint resolution to congress Tuesday urging them to favor amendments offered by the Oregon delegation bearing on the construction of the proposed bridge across the Columbia river at Longview. The Port of Portland is willing to supply funds in addition to those appropriated by congress to build this bridge so that it may be constructed in a manner not to interfere with navigation on the Columbia river and thus hamper the growth of the state.

If salaries of state and county officials are to be raised by the legislature at the present session such raise will not become effective during their present term of office if House joint resolution No. 1 introduced by Representative Swan of Linn county is passed.

A NATION OF TELEPHONES

A third transcontinental long distance telephone line will be completed shortly after the first of the year. The first, or central line, was opened to San Francisco in 1915. The second, or southern line was built to Los Angeles about two years ago; now the third, or northern line, terminates in the Pacific northwest.

Transcontinental service will not be at the mercy of storms in any one section of the country. This is simply another link in the network of telephone wires which make a neighborhood of this nation. No other country has a service that can begin to compare with our unified system, which has made the telephone so common in the United States that nearly every family has one and any child can use it.

Reading of advertising is worth while.

FIRE DESTROYS ELEVATOR

Farmer Elevator Company Has Large Fire Loss at Moro

About ten minutes after six o'clock Tuesday night the alarm of fire brought the people of Moro running to the foot of First street where fire had been discovered in the scale room of the Farmers Elevator & Supply company property.

Within a very few minutes it was seen that the fire was out of control and the large 85,000 bushel capacity elevator was doomed to be destroyed by fire. Attention was quickly given to saving part of the merchandise stock stored in the warehouse joining the elevator and also saving the residence and business property near the elevator that were seriously threatened by the fire.

The residence property owned by Mrs. Hazel Woods and the railway depot were two buildings that at one time were considered to be in imminent danger. Next to these was the implement storage house owned by Ginn, Coleman & Co. That any of these buildings were saved was mainly due to the fact that all the time the fire was at a danger point there was very little wind to carry the burning embers.

When water was first thrown on the depot building on the side next to the railway tracks, the water had little effect for, although not on fire, it was too hot to touch with the bare hands. The same could be said of both the Woods residence and the Ginn, Coleman & Co. property. Water on these buildings quickly turned to steam when it touched the hot side walls of the buildings.

The fire seems to have been discovered simultaneously by three different people — D. E. Stephens, who saw it from the Experiment farm, Mr. Rose who saw it from upstairs in the depot, and Mrs. Woods who was telephoning in the front hallway of her residence. Mr. Stephens and Mrs. Woods both tried to call George Meloy at the elevator. One of them succeeded in getting him to the phone, but when the fire had been located by Meloy it was past the stage when it could have been extinguished by the fire fighting apparatus on hand at the elevator.

Mr. Meloy had just gotten through cooking and eating his supper and had washed the dishes and put them away. He was sitting in the office reading a paper when the phone rang to tell him he would never cook another meal in the building. At first he was at a loss to locate the fire, because every place where a fire had been used that day had carefully been taken care of earlier in the afternoon and evening.

After careful consideration as to every possible cause of the origin of the fire, it is the opinion of officers of the company that the fire started either from the flue used in connection with the boiler where steam is generated to heat grain for feed grinding or else from defective electric wire. When the men quit work at the feed roller, about an hour before fire was discovered in the building, there was no evidence of such a catastrophe. Manager McKean was in the building about twenty minutes before the fire was discovered and at that time was in the roller boiler room, under where the fire was discovered, and had noticed nothing to alarm him.

When the fire was first discovered by Meloy, the side of the scale weighing room was all on fire and shortly after this the room was entirely filled with the flames. A new Ford truck which stood on the scale weighing platform was entirely destroyed because when men tried to move the car, flames from the scale room billowed over their heads and into their faces, driving them from the car.

Evidently the fire burned two ways at the same time. Crossing the scale platform and being sucked into the

center of the building where a well ran to the cupola on top, and being driven by suction up the outside of the building to the eaves, from the fire in the scale room, where the flames were sucked into the building under the eaves and joined the fire inside the building.

About an hour after the fire was discovered the cupola fell to the inside and shortly after the roofs of the merchandise warehouse and the feed roller rooms also collapsed. The building then burned slowly the balance of the night from the top down. The next morning showed burned portions of the bins, some with wheat more or less damaged, twisted machinery and partly burned side walls of the bins yet standing.

The building was built in 1918 at an estimated cost of \$33,000. Since then many improvements have been made and additional buildings built. In addition to this, the cost of the equipment totals more than \$12,000. A conservative estimate places the value of the property burned, including merchandise, at more than \$50,000 which is covered by insurance variously estimated to be between \$26,500 and \$32,000. [Not included in the figures given is the grain damaged and destroyed by the fire. Some of this grain was insured by owners to the extent of \$12,000. Others had no insurance, having failed to renew their policies when these expired by limitation January 1, 1927.]

Chris Andersen had about 1,500 bushels of wheat on storage and L. E. Martin about 5,648 bushels, both fully protected by insurance. Fred Cole and F. L. Burnet had in partnership about 2,650 bushels, about two-thirds insured. In addition to these H. W. Strong had about 360 bushels, W. C. Miller about 1,300 bushels, and Mrs. M. L. Holman about 400 bushels. None of these three last had insurance.

About a half hour after fire was first discovered and when it was thought that the railway depot would be entirely burned, all the furnishings owned by Mr. Rose was removed from the upstairs part of the building. Included in this was a redhot heater with a fire burning in the stove. When danger from the fire had passed volunteers again carried the household goods to the depot and stored them for the night in the freight room.

When it was realized by Manager J. C. McKean that the buildings and merchandise would be lost by the fire, he went to the telephone and ordered a new stock of goods to be shipped immediately. He also arranged with carpenters to build an office in the warehouse close to the elevator property and was ready at eight o'clock the next morning "for business as usual." Wednesday morning part of the goods ordered was delivered by motor truck, part came by freight and now customers of the Elevator company can secure merchandise just the same as if no fire had destroyed the company property.

The board of directors of the Elevator company had ordered payment of an annual dividend of sixteen per cent to the stockholders at a recent meeting, amounting to just about \$10,000. At first some said this dividend payment would have to be reconsidered by the board of directors, but it has been officially stated to the editor of the Sherman County Observer that the action of the board, taken at the close of the best year of business done by the company, would stand as ordered by the board and be paid exactly the same as if no fire had occurred. Last year, because of conditions caused by the "freeze-out" of the winter wheat crop, the dividend had been passed by the board and the dividend this year was in reality a dividend for the two years at the one time. Each year since the organization of the company an eight per cent dividend has been paid to the stockholders, with the exception of last year, and the payment to be made this year takes care of such a payment for each year the company has done business. Very few companies can undergo such a loss as the Elevator has sustained by fire this week and yet undertake to pay such a large dividend to its stockholders.

Plans for rebuilding the elevator have been under consideration by officers of the company since the fire. Just what form the new building will be has not been decided, but one definite assurance has been given by company officials: A new elevator will be built; it will occupy the site of the burned structure and will have as much or more capacity as had the one that burned Tuesday evening.

Owners of the wheat not insured tried to salvage part of their grain Wednesday morning. Wheat in the lower part of some of the bins were in remarkably good condition, considering the possible damage from smoke and water. This salvage work was under way all-day with the result, that evening, of a possible half being recovered by the owners. The wheat thus saved is not considered to be best grade, but it can be used for feed for hogs and chickens and represents quite a money value to those who first thought of it as being a total loss.

W. H. Barnes, railway section foreman, tried to get a Mexican section hand, who had kept a fire hose playing on the depot during the height of the Elevator fire to go home and change his wet clothing. The man did not seem to understand what Barnes wanted and asked a companion what Barnes wanted him to do.

GOOD JUDGMENT

One quite often hears the expression, "Bill Jones always was a lucky fellow." When former-Governor Cox of Ohio planned a building for his paper, the Miami News, in Florida, several years ago, he checked over the plans drawn by the architects and said: "This building is going to be built in the tropics. Is the construction such that I can get hurricane insurance on it?"

The architects didn't know. Cox told them to find out. The result was that the building had to have additional bracing at the corners. But the cost of this was only \$8,000, and Governor Cox got his hurricane insurance.

After the hurricane which wrecked so many buildings, the Miami tower, said to be the highest inhabited structure in the tropical world, came out with only a few broken windows and some water in the basement.

Was Governor Cox any more "lucky" than the owners of other buildings which were completely demolished or badly wrecked by the hurricane? Apparently, there was no luck about the fact that his building stood. He simply used good judgment which even his architects failed to show when designing a building for the tropics.

HOW MUCH SPEED

There have been many theories advanced as to the results which will follow Henry Ford's five-day week. Mr. Ford is credited with saying that a five-day week will give people more time for leisure and buying, and that his in turn will make a greater demand for manufactured goods.

This does not explain how a man with simply more time to spend than money is going to be able to spend more money with his wages cut from six to five days. The Ford plan does not contemplate six days' wages for five days' time, without increased production.

If idleness is merely to breed the desire to spend more money, the results will be disastrous. Mere moneypending, in itself, without an aim or purpose in life, would be a curse to the nation. Extravagant ideas would be developed which would soon demand artificially higher wages, which, in turn, would result in uncalculated increases in the cost of living.

Can any but the strongest and youngest workmen maintain a pace which regularly calls for six days' work in five days' time, in an industry already traveling at high speed?

It is pretty generally accepted that as production is increased per man, workmen are entitled to their share in the profit, in the form of increased wages. This, in itself, does not mean increased prices.

Whether human activity can be forced beyond a certain point remains to be seen. The life of a racing automobile is short because it runs continually at full speed. Can the human body be driven at racing speed without disastrous results?

Mr. Ford's idea is worth watching for he generally knows what he is doing.

A GREAT PAYROLL INDUSTRY

How much scientific metallurgy is responsible for improved conditions in mining is shown by the records of a few big western mines. Utah Copper used to recover 60 per cent of the copper in its 1.3 per cent ore, handling 24,000 tons a day. Now it recovers 90 per cent from poorer ore, handling 40,000 tons daily. The Sullivan mine at Kimberly, B. C., sold a few years ago for \$250,000, had complex ores that, though rich, defied the chemists. A long series of experiments followed, until a flotation process has brought them an 80 per cent saving of zinc and 90 per cent of lead, and net profits of \$15,000,000, with 100 years' supply of ore yet in sight.

Mining pays almost as large a proportion of its money for wages, as farming. It is one of the few industries that in many cases has a wage scale based on profits; a scale that provides for wage advances based on the sale price of metal in addition to a liberal base pay. Mining is a cash market for labor, for the farm, for the manufacturer everywhere. It is entitled to the fairest laws possible, and the encouragement of everyone who can give it a boost.

Barnes said he wanted him to "take off his pants." The man said he didn't want to do that "too many girls here." Barnes said he didn't want him to do it there, but to go home first. The man went home and put on dry clothing.

Alex Jackson, one of the volunteers moving furniture from the depot for Mr. Rose, was grazed by a cedar wood rocker some one had thrown from the upstairs landing to the ground, as he was going back for another load to carry from the building. Jackson said, "Who in hell threw that?" At that moment Mr. Rose wanted to know also. It was the only thing broken for Mr. Rose.

Walter Scott, of the Babcock Grain company of Portland, and W. V. Lehman, of the Independent Warehouse company of Pendleton, arrived in Moro Thursday for the purpose of bidding and probably buying the damaged grain in the Elevator fire from the insurance companies.

IN MEMORIAM

RHODA HUBBARD RAKES

Mrs. Rhoda Rakes, aged twenty-eight years, died at the Mt. Columbia hospital in The Dalles the morning of January 4th, 1927, following an operation and a very brief illness. Deceased was taken for interment to Mt. Vernon, Washington, the home of Mrs. Rakes' parents, Mr. and Mrs. Hubbard.

Mrs. Rakes was born at O'Conner near Mt. Vernon, was graduated from the Mt. Vernon high school and later from the Washington state normal at Bellingham. Mr. and Mrs. Rakes have both been employed as teachers at the Rufus school, in Sherman county, for three and one-half years. Mrs. Rakes was highly respected by those of her profession in the county and also in the state and was sincerely loved by the children and parents of the Rufus community. Her interest in her pupils of the first four grades followed them to their homes and throughout the summer vacations. Mrs. Rakes also worked with the upper grades and high school children as industrial club leader and as director, assisting her husband in various forms of school entertainments.

During her years at Rufus she has left an invaluable impression for good on the minds of the growing children and on the community as a whole. The position of a sincere teacher is difficult to fill, but the love of the children of Rufus will stand as undying proof that Rhoda Hubbard Rakes met the qualifications of a real teacher as given by the First Great Teacher.

To mourn her loss Mrs. Rakes leaves her parents and immediate family at Mt. Vernon, Washington; her husband, L. W. Rakes of Rufus, the entire Rufus community and many other friends.

WHEAT FARMERS MEET

Increased prosperity is in store for wheat farmers as a result of tendencies in wheat growing sections of the middle west and east to turn to diversified farming, George Severance head of the department of farm management at Washington state college, told members of the grain marketing school last week.

Commenting on the world market and high tariffs in the United States on wheat, the state college man declared that if the high tariff wall is maintained the eastern and southern section of the United States, with its ever-increasing population, would soon consume the entire surplus of the Pacific northwest. The orient today provides the greatest single market for Pacific coast flour, while Europe is the best wheat market.

E. F. Dummeier, professor of economics at the college, spoke on marketing Canadian wheat and on "What is Orderly Marketing and How May It Be Promoted?"

"SOULLESS CORPORATIONS"

The above phrase, along with its team-mate, "The public be damned," has outlived its usefulness. That corporations have an interest in encouraging and perpetuating the best there is in human relationships, is evidenced by the recent action of the officials of the United Gas Improvement Company of Philadelphia.

Recently the fact was brought to the attention of the company that an old brownstone dwelling on the lot adjoining the company's main office building, was the birthplace of that wonderful old hymn, "He Leadeth Me." This hymn was written by Rev. Dr. Gilmore, back in the sixties. It has been sung all over the world, has been translated into every language, and is in the hymn books of practically all denominations.

The United Gas Improvement company had purchased the lot on which the old house stood, for the purpose of erecting an additional office structure. Realizing that the home of the hymn, "He Leadeth Me," would be torn down, Samuel T. Bodine, present chairman of the board of the U.G.I. Co., authorized the erection on behalf of the company, of a tablet as a permanent mark of the birthplace of the hymn. It is on the Broad Street side of the U. G. I. building, in plain view of all passers-by and reads as follows:

He Leadeth me, O blessed thought!
O words with comfort fraught!
Whatever I do, Where'er I be,
Still 'tis God's hand that leadeth me.
"He Leadeth Me," sung throughout the world was written by the Rev. Dr. Joseph H. Gilmore, a son of a governor of New Hampshire, in the house of Deacon Watson, immediately after preaching in the First Baptist Church, northwest corner Broad and Arch streets, on the 26th day of March 1862. The church and Deacon Watson's home stood on the ground upon which this building is erected.

"The United Gas Improvement company in recognition of the beauty and fame of the hymn, and in remembrance of its distinguished author, makes this permanent record on the first day of June, 1926."

Corporations may not have souls, but the men who operate the successful ones do, and they are good Christian gentlemen who are constantly helping to make the United States a better nation.

The millions of germs on money and in kisses never make a man refuse either.

2 Big Shows 2

Saturday, January 15th **TWO SHOWS**
Peter B. Kynes Famous Story
"THE ENCHANTED HILL"
— with —
Jack Holt and Florence Vidor
Admission 10 cents and 30 cents

Starts 7:45 **Sunday, January 16th**
COMEDY NEWS
THOMAS MEIGHAN
— in —
"IRISH LUCK"
Admission 10 cents and 30 cents

WASCO THEATRE
Direction of Newton Crosfield
BIG PICTURES ARE COMING!

THE PERSONAL ELEMENT

Our service includes friendly and sympathetic understanding of the task in hand. The personal element, we hold, is equally as important as proficiency in technical requirements.

The Crandall Undertaking Company
The Dalles, Oregon. Phone 35-J. Lady Assistants.

Ginn, Coleman & Co.
MORO, OREGON

HARDWARE IMPLEMENTS FURNITURE

— FEATURING —

A LARGE STOCK OF

AXMINSTER RUGS
CONGOLEUM AND LINOLEUM
LEATHER CHAIRS AND FIBER SUITES
CEDAR AND WALNUT CHESTS
MAJESTIC RANGES

MEADOWS POWER WASHER

The Machine with the Least Machinery Possible to do its work well

SELLS ON ITS MERITS

Ask For a Try Out. It Costs You Nothing.

AUTONA CIRCULATOR STOVES
WILL HEAT FOUR TO FIVE ROOMS



Buick Ahead Again in the Yellowstone!

Again in 1926, more Buicks toured through Yellowstone Park than any other car except the one of lowest price.

Buick has held this same honor every year since the Park was opened to automobile travel.

This year there were 4,756 Buicks in a total of 44,472 cars registered. 101 different makes were represented in the registrations. One in every ten was a Buick.

Here is convincing evidence of Buick reliability—striking proof of the faith which Buick owners repose in their car.

They know Buick will take them and bring them back comfortably, safely and splendidly—across the Continent—or around the World.

THE GREATEST BUICK EVER BUILT
GEO. N. CROSFIELD
DISTRIBUTOR FOR SHERMAN COUNTY
WASCO, OREGON

New Stage Rates!

Change in rates effective Jan. 1, 1927

MORO		TO	
	One Way	Round Trip	
The Dalles	\$ 1.35	\$ 2.05	
Arlington	1.80	2.70	
Bend	4.45	6.70	
Biggs	.70	1.05	
Grass Valley	.35	.55	
Klamath Falls	10.75	19.20	
Madras	2.80	4.20	
Redmond	3.80	5.70	
Shaniko	1.35	2.05	
Wasco	.35	.55	
Pendleton	4.55	6.85	
Portland	4.35	6.55	

STAGES-LEAVE
Northbound 9:08 A.M.
11:53 A.M.
7:08 P.M.
Southbound 9:27 A.M.
3:42 P.M.
5:42 P.M.

Columbia Gorge Motor Coach System



Stage Depot — Ross' Confectionery, Phone 411

READ THE OBSERVER ALL THE TIME For The County News