

A Difference Of Opinion

Can a farmer be prosperous and know it? Evidently so, if statements of officers of the railway train service brotherhoods are to be believed. Railroad employes, through their train service brotherhoods, are trying by arbitration to compel the railroads to increase the wages of trainmen, and when the railroads answered that farmers were complaining and demanding lower rates and that wage increases would necessitate rate increases, W. C. Whitney, vice president of the Brotherhood of Railroad Trainmen had this to say:

"I firmly believe that the farmer has progressed more rapidly than the railroad man or any other man who works for a daily or monthly wage. According to an investigation I have recently made, approximately 97 per cent of the Nebraska farmers own automobiles and 89 per cent have telephones, and what is true in this respect in Nebraska is very large true in Iowa, Minnesota and other granger states. Their homes are equipped with bathrooms, electric lights and other modern conveniences, very largely to the same extent as the better classes in the cities. It is a matter of common knowledge that hundreds of farmers are retiring annually and moving to the towns and cities to live in comfort and ease."

This is stronger talk against rate reduction and in favor of rate increase on farm products, than any railroad ever presented. It does not harmonize with the stories of distress presented by the advocates of farm relief legislation.

Farm relief advocates may say that the railroad employes are talking to justify an increase in their wages, and the other will answer that the politicians are talking to increase their votes, with the farmer between the two millstones. The real answer to the railway men organization is that telephones and automobiles are as necessary to proper operation of farms as fuel and mechanics are to the right operation of railroads, with the pertinent difference that farmers know how to keep them in working condition.

Habits Of Drudgery

American housewives adhere to the drudgery habit, according to Mrs. John D. Sherman, president of the General Federation of Women's Clubs, an organization that is directing an intense campaign to educate women to the utility and labor-saving benefits of electrical improvements of recent years. Mrs. Sherman wants to know why 65 American home-makers out of every 100 are still sweeping floors with the back-breaking, dust-raising, germ-cultivating broom, and why 78 women out of every 100 are rubbing the family wash on the old-fashioned wringer when the mechanical machine will do the work better and release the home maker to the care and companionship of her children.

"I am convinced," says Mrs. Sherman, "that in the great majority of cases the cause is the habit of drudgery and a chronic failure to set up against the cost of labor-reducing devices the saving, the increased efficiency, the protection of health and the contribution to the general well of the family, all of which accrue from the elimination of drudgery by the installation of efficient labor-saving devices."

See the Harvest Dinner Menu on Page 3, this issue

Another Sign of Supremacy

At the beginning of the present year there were approximately two million, eight hundred thousand telephones on farms of the United States, which means that forty-four out of every hundred farms are equipped with telephones. There can be no question but what the telephone is rapidly becoming more and more essential to successful farm operation.

The United States far surpasses all European countries in the extent of telephone development on its farms. In fact, farmers' telephones which have played a large part in breaking down the isolation of rural America, are almost unknown in Europe.

There are more telephones on farms in the United States than there are total telephones in the entire countries of France, Germany, and Russia combined.

Meeting The Demand

Perhaps the outstanding achievement of the petroleum industry during the past ten years has been its ability to meet the constantly increasing demand for gasoline—that is, to keep pace with the growing use of automobiles, trucks and tractors.

By improved methods of refining, a given amount of crude petroleum now produces a much greater amount of gasoline than could be secured 10 or 12 years ago. The percentage of gasoline recovered has increased year by year since 1916.

From 1916 to 1925, inclusive, domestic production of gasoline increased 430 per cent. Domestic consumption increased 460 per cent during the same period.

Production and refining of oil is one of our most important industries and every thing possible should be done to encourage its successful development.

Machine-Built Highways

From a nation of few improved roads, the United States in the last ten years has developed the greatest highway system in the world. Just as we use power machinery for all lines of manufacturing and for labor-saving appliances in the homes, so we turn to power machinery to develop our roads.

The impossibility of building modern automobile highways through mountains and sparsely settled country by the old pick and shovel method, is nowhere better illustrated than on the new road which is being built along the Pacific ocean from the mouth of the Columbia river to Mexico.

To watch a few men with a great caterpillar tractor and modern road machinery, plus blasting powder, cut their way through hundreds of miles of previously inaccessible cliffs and forests, is a graphic illustration of the use of power equipment.

About noon Monday a heavy rain storm came up from the north, centering over the Homer Belshee harvester outfit working in the Gorman district. The storm lasted about 30 minutes, soaking the summer fallow close by to a depth of three inches. A bulk wheat wagon, standing by the combine, had an inch of water in the bed when the storm had ceased. A light hail storm followed the rain. Mr. Belshee's harvester was forced to stop work from Monday noon until 10 a. m. Tuesday. Machines within a mile of where he was working continued running.

Discreet Newspaper Men

A story that has just come to light concerning the manner in which Col. Charles A. Lindbergh's plans for his transatlantic flight were guarded during his stay in San Diego testifies strikingly to the fact that the public press is trustworthy to an extent that few appreciate, says the Christian Science Monitor. It appears that for eight days after he arrived there from St. Louis, his flight plans were known to local newspaper men, yet not a word concerning the projected trip was published until his permission was given, and even then only a part of his plans was divulged. Many may be surprised to learn that this ability of the press to keep a secret is so well established in the United States that oftentimes every newspaper of any standing in the country is in possession of public documents of great importance for several days before they are "released," without the slightest hint of their contents becoming known to anyone on the outside.

A secondary feature of the recent interest in transatlantic flying has been the fact that Newfoundland has been brought into the eye of the world more, probably, than ever before. This is because this dominion stands as a sentinel at Canada's front door to Europe, it being the portion of North America closest to the British Isles—about 1,840 miles to Ireland. It may be recalled that, for this reason, the first transatlantic cable was laid nearly 70 years ago to its shores, and that 11 of the present 17 cables now crossing the north Atlantic first touch America either on Newfoundland or its neighboring islets. All of which leads to the quite natural conclusion that Newfoundland is likely to come up for prominent consideration as a depot for the transatlantic air vessels of the not distant future.

Every country has its favorite dish which is specially prepared and served to diplomats and other notables. Even in our late war "favorite" dishes, such as "canned Willie," "gold-fish," etc., were served. These, however, were not very popular among our soldiers. Now the nationally known combination of pork and beans, made famous the world over by New Englanders, is apparently about to lose caste and to be superseded by the delectable though often despised sausage. President Coolidge considers sausage an indispensable part of his breakfast. And Lindbergh, our hero aviator, is following suit. It is hard to believe, though, that the "pork and beans" is no longer to head the list of American delicacies.

"On being offered \$70,000,000 for one of his properties," we read, "Mr. Mellon replied: 'It's a good price, but I don't care to be bothered reinvesting \$70,000,000.'" That has frequently been the objection in our own case. "No," we say quietly but firmly, "your proposition is interesting, but really we prefer not to have the bother of rehandling and reinvesting \$50,000,000 of \$90,000,000; it cuts into our golf so."

A dog, under sentence of death as an egg stealer, saved the life of the farmer who was to be the executioner by distracting the attention of a bull until the man could get away from it. The dog, of course, did not know that he was condemned. Would it have saved the life of the man if it had known? Probably—being only a dog.

The argument as to whether Lindbergh's mode of life is greater than his flying feat is likely to continue to hold the stage long after Lindbergh has established the fact that in his position he does not have to argue with any one.

The world's greatest oval rug, now in a New York theater, is an inch thick, 41 by 58 feet, and weighs two tons. So far the younger guests have not tried to push it into the corner for an impromptu dance.

"See here," said the impatient father to Myrtila, his co-ed daughter, who had asked him for another twenty. "I give you \$500 a year for sundries." "Oh," replied Myrtila, "I thought you said sundae."

The Literary Digest has unearthed a hammer which it estimates has struck 300,000,000 blows. It is thought by some to have been the one used to call the famous Madison Square Garden convention to order.

One divorce for every two marriages is now said to be the ratio, so it would seem, when "modern" conditions are taken into consideration, that marriage is doing as well as could be expected.

Crown Prince Rupprecht may be right in his notion that the Bavarians are in favor of a monarchy, or it may be just a crown-prince's feeling that he can make 'em believe it.

Unwritten law of poker is not just when you've made a killing.

Absence makes the picture post-cards accumulate.

Some family skeletons can't be kept in a closet.

Those who say that life is a burden always make others tired.

The man who is always hunting trouble never has need to borrow any.

Rooms During The Fair

As the time approaches for the annual Sherman county fair the question of sufficient rooms with which to accommodate the large crowd that will attend becomes both an important and a serious one.

The Hotel Moro has just so many rooms and, by doubling up the guests, can handle in the neighborhood of 100 people. This is but a drop in the bucket, as many times 100 people will be in attendance and, for the good name of Moro, we must take care of them.

Manager E. F. Larimore, who has handled many large crowds and conventions during his years of hotel work, should naturally be the head of a "housing committee" which should be organized as soon as possible, right now, in fact, to see about rooms in private homes. In speaking with Mr. Larimore on this matter, he agrees to do all in his power to assist in any way possible to house our visitors during the three days of the fair, and makes the suggestion that all who have one or more spare rooms list them with him at the hotel giving the number of rooms, number of people they will accommodate, where located, and the price to be charged, both per room and per person.

Mr. Larimore does not intend to raise the regular price of the hotel rooms during the fair, as this would be a very poor policy to follow, but he does expect to get the "capacity price" of each room, which is always customary. For example, if the room has a double bed, capable of being occupied by two people, the price should be \$2.00 per day for the room without bath and \$3.00 per day with bath; but if any party insists on having the room alone, he is entitled to pay the "capacity price" or \$2.00 per day without bath, and \$3.00 per day with bath. This is only fair and just, and is the plan followed by all hotels during the time of any convention.

As reservations for rooms will begin to come in very soon, in fact some have already been sent in to the hotel, it is suggested that all who will have any spare rooms to let out during the fair, list them at once with Mr. Larimore, and when you do this do not let the room out yourself without notifying him, so he can cross it off the list.

Reading of advertising is worth while.

SATURDAY
Hoot Gibson
—IN—
"DENVER DUDE"
10c and 30c

SUNDAY
"Down-The-Stretch"
Fast Racing Picture
10c and 30c

MONDAY
"The Sap"
WAR THRILLS
Plenty of Action
10c and 25c

Wasco Theatre
Newton Crosfield, Director

DANCE
Saturday Nite
Wasco, Oregon
Open Air Pavilion
American Legion
Post 91

COMBINE FOR SALE
\$50
J. Tracy Barton
The Dalles, Oregon

Francis P. Adams, M. D.
Physician and Surgeon
Wasco, Oregon
Phone 182
Hours: 9 to 12 a. m.; 2 to 6 p. m.

Helping Rescue Work
Scores of small towns submerged by the waters of the Mississippi would have been in complete darkness if they had been obliged to depend on local lighting plants which would have been put out of commission by the rising flood. That those towns have been able to obtain illumination at night has been due wholly to the fact that they were able to secure electricity from distant power plants, otherwise the inhabitants would have had to depend on candles and oil lamps. Interconnection of electric power transmission lines has been of almost inestimable value in providing illumination in the flooded areas and thus enabling the rescue work to continue.

A man may not be too old to learn but too old to realize it.

A few good misses in the chorus are apt to aid the opera in making a hit.

It's easy to secure the world's good opinion if you have the potes.

A splinter always turns up her nose at a woman who has been divorced.

CARD OF THANKS

We sincerely thank our neighbors and friends for the sympathy given us and the many acts of kindness extended during the illness and following the death of our beloved wife, mother and sister, Mrs. John W. Forbes.

J. W. Forbes and family
George Hennagin and family

OBSERVER WANT ADS

PIANO MUST BE SOLD—Will sacrifice fine piano in storage near here. Will give easy terms to responsible persons. For full particulars and where piano can be seen address Portland Music Co. 227-6th St. Portland, Oregon. 4t-a5-26

UNIVERSAL RANGE for sale on easy payments; all gray enamel; all steel; nearly new. Inquire of Sherman Electric Co., Moro, or Newton Crosfield, Wasco, Oregon. tf-m20

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

FOR SALE—Heavy Brussels carpet about 20 feet by 60 feet, no worn places; heavy canvas used as carpet covering; also two vacuum cleaners. Replaced by Holcomb. Above sold separately if desired. I. O. F. Lodge No. 113, A. M. Young, secretary, Moro, Oregon. tfj11

We can fit all kinds of people. Any size or weight. Crippled or deformed feet. Wernmark's Shoe Store, The Dalles.

SATURDAY
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—IN—
"DENVER DUDE"
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We Want to Give All the

Service

Possible at All Times, to the Farmer, and to Help Out as Much as Possible

Our Store Will Be Open Early and Late Through the Harvest Season

We Will Also be Open for Business **Sunday Mornings** Through the Harvest Season

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and the Tomlin Weeder

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Ginn, Coleman & Co.
MORO, OREGON

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by Motor Coaches—Now Leaving

NORTHBOUND
11:25 a.m. 5:20 p.m. 11:40 p.m.
Stages leaving at 11:25 A.M. and 5:20 P.M. make direct connections at The Dalles for Portland and Way points.
Stage leaving at 11:25 A.M. makes connections at Biggs Junction for Yakima, Pendleton, Spokane, Walla Walla, Boise and way points.

SOUTHBOUND
8:50 a.m. 3:35 p.m. 7:50 p.m.
Stage leaving at 8:50 A.M. makes direct connections at Bend for Klamath Falls and way points.

ONE-WAY AND ROUND-TRIP FARES FROM MORO

| TO | One Way | R'd Trip | TO | One Way | R'd Trip |
|------------|---------|----------|-------------|---------|----------|
| Portland | \$4.35 | \$ 6.55 | Walla Walla | \$5.60 | \$ 9.60 |
| The Dalles | 1.35 | 2.05 | Spokane | 8.75 | 13.70 |
| Bend | 4.45 | 6.70 | Klam Falls | 10.75 | 19.20 |
| Yakima | 6.60 | 11.60 | Redmond | 3.80 | 5.70 |
| Pendleton | 4.55 | 6.85 | Madras | 2.80 | 4.20 |
| Arlington | 1.80 | 2.70 | Hood River | 2.20 | 3.30 |

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