

Are You Passing Chances?

The Optimeter, a small booklet magazine published each month by the Crandall Undertaking Company, this month contains the following article which is well worth thoughtful reading:

Rabindranath Tagore, the Hindu poet and patriot, has written a parable concerning a poor man who knew that there was along the ocean shore somewhere one pebble which possessed the magic power of changing iron into gold. He set about searching for it. Hour after hour he walked along the shore, picking up pebbles and touching each one to the iron bracelet he wore. But none of them proved to be the magic stone.

Nevertheless, he continued picking up pebbles, testing them and discarding them until the sun was sinking below the horizon. As he wearily gave up the task and turned toward home, he glanced down at his bracelet and saw that it was no longer iron, but bright, shining gold! He had somewhere picked up the magic pebble, and it had done its work. But for hours he had worked automatically hardly conscious of what he was doing as he touched the bracelet with the pebbles.

Which of the millions of pebbles behind him possessed the magic power? He could not tell. He had held it in his hand, had thrown it away. Night was falling. It was too late to go back and seek for it along the dark shore. His chance was gone. And he had held it in his hand!

The story contains a moral for everyone who allows his life, his work, to become mechanical, thoughtless. We should go about our duties and our tasks, as well as our recreations, animated by the spirit of adventure, discovery, conquest. To him who is continually alert, expectant, the world is full of pleasant surprises, stimulating experiences, golden opportunities.

Opportunities do not come tagged with their market values and plainly labeled with explicit directions for using. Every one must be challeng-

Faulty Construction

Los Angeles' St. Francis Dam Built Under Municipal Ownership

The California commission appointed to investigate the cause of the St. Francis dam disaster reports that the break was due to faulty construction, says the Corvallis Gazette-Times, and that newspaper comments:

"That's another typical triumph for municipal ownership. If a private concern had been erecting this dam, it would have had to submit to rigid state inspection, in addition to which, a private concern could not afford to build a dam that would go out. A private concern could not stand the loss. It could not fall back on the tax payers for replacement of the loss or the damage resulting. State laws ought to require too that state owned public utilities be assessed and taxed the same as private utilities, that they be required to set aside a depreciation and replacement fund and do every thing else that a private corporation would have to do. If publicly owned utilities had to do these things, there would be no public owned utilities, for the trained business men who run privately owned utilities for profit would so undersell the public owned utilities run by politicians, that the public owned utilities would have no customers."

ed bravely, and its meaning and possibilities discovered and appraised earnestly and thoughtfully.

One who says, "Give me a chance and I will show you what I can do!" has probably had his chance already, and allowed it to slip unnoticed through his fingers.

Severe storms on the summit of the Cascade mountains in the last two weeks brought more than eight feet of new snow, completely stopping all attempts of the state highway department to open McKenzie pass with a rotary snow plow, according to word received at Moro Wednesday from Sisters.

County Notes

News Items From Kent

Max Plumke is hanging paper for the Brown brothers.

Misses Ross and Rice were weekend visitors in The Dalles.

L. W. Amick has recently received four registered calves from Tillamook.

J. R. Dellinger made a hurried trip to Portland Saturday night returning Sunday.

Uncle Ben Brown has been on the sick list lately. Uncle Ben is now in his 92nd year.

Warren Norton was called to the bed side of his wife Saturday. She has been in a hospital in Portland for several months.

Dick Abell has been making regular trips to The Dalles to see Dr. French in regard to his eye, which is much improved.

J. R. Dellinger and wife were visiting and attending to business matters last week. While away they visited with their daughter, Miss Glenna, at Monmouth over night. They returned Friday.

Rufus Local News Notes

Reported By Opal Addington April 10th, 1928

Mr. Bill Brady has purchased himself a new car.

Mr. and Mrs. Truman Cross were in Wasco Sunday afternoon.

Mr. and Mrs. Addington were visitors in Arlington Sunday night.

Miss Marguerite Goin and brother Harold were in town yesterday.

Mr. A. M. McNab and son Morris were visitors in Rufus Sunday.

Mrs. Beck of The Dalles supplied Mr. Thayer's place during his absence Sunday.

Mrs. William Oehman is visiting with her brother Mr. Herman Brackett.

Mr. and Mrs. Davis and son Rupert were visitors in Prineville over the weekend.

Mr. Arnold Brady will begin work in Wasco Monday morning, upon the county roads.

Mr. Starling and Mr. Brown motored to Shaniko with the highway truck Sunday.

Mr. and Mrs. S. L. Coats entertained at dinner Sunday for their children and grandchildren.

An egg hunt was given at the church here Sunday for the little folks. They all had a very enjoyable time.

The ball game which should have been played here Sunday, was cancelled. The challenging team did not arrive.

Mr. and Mrs. Thayer, pastors here, were suddenly called away last Tuesday to the sick bed of Mrs. Thayer's mother.

Miss Ruth Wilson, Mr. Norman Fleck, and Edna Addington had Easter Sunday luncheon with Mr. and Mrs. Fred Lyda.

The Young People's Association gave a small program Sunday evening in honor of Easter, comprising songs, recitations and readings.

The railroad company now has many watchmen along the track patrolling to safeguard it from the men who have been trying to wreck the trains.

Mrs. Art Junky, daughter of Mr. and Mrs. Striker, passed away Saturday night. Her death is grieved by the surrounding community. We also extend her parents our deepest sympathy. Her home was in Colfax, Washington.

A party was given at the home of Mr. and Mrs. Calvin Brown Friday evening in honor of their son Ray. It was given for his birthday. The evening was spent in playing games. A nice lunch was served by Mr. Brown. Mrs. Jones took charge of the party. Among those present were Ray Brown; John, Mary, and George Ellison; Mrs. Ellison; June Brackett; Pearl Addington; Ada and Ina Jones; Chester, Ida, and Anna Coats; Robert Chase; Emma Starling; Roy Pyburn; Mrs. Eaton, and several others. A very pleasant evening was had by all.

SCHOOL NEWS

R. H. S.

Another new vaulting pole, was received this morning.

R. H. S.

Melba Hines is absent from school today, caused by the sickness of her mother.

R. H. S.

Our local school fair will be held next Monday, the 16th. The local speaking contest will be held at the church the same evening.

R. H. S.

The Rufus ball team started to go to Kent last Friday to play a game, but before we got to Wasco the school bus broke down. We were towed into Wasco and the bus was fixed in time to come home. But we missed our game with Kent. In the meantime we went to the town ball grounds and played a game of the boys against the girls.

Dr. Clarke, in Moro, Thursday, April, 19th, at Hotel Moro.

Motor Taxes Compared

Oregon Car Owners Paid Slight Increase Last Year

The Oregon motorist in 1927 paid but one and one-half per cent more in automobile taxes than he did in 1926, while the average increase for motorists throughout the United States was sixteen per cent.

Investigation by the Oregon State Motor Association shows that since 1919, Oregon has had an increase of nearly 300 per cent in motor vehicle registrations and only 66 per cent increase per motor vehicle on license plate and gasoline taxes. This increase was mainly through the adoption of an additional cent gas tax in 1923 and the increased usage of the automobile brought about by an excellent system of highways, a further proof that good roads pay for themselves.

Since 1919, the number of motor vehicles throughout the United States has increased 150 per cent, while the tax per motor vehicle on license fees and gasoline has increased 276 per cent. The increase to each automobile owner in 1927 over 1926 was 16 per cent, while on the other hand, the increase in registration was only 5.6 per cent. An average tax per car under these two heads for last year amount to \$23.78, an increase of \$2.28 over that of 1926.

The colossal amount of \$552,828.16 was collected from the motorists throughout the United States during 1927 from automobile license fees and gasoline taxes by the various states.

Of this sum, Pennsylvania motorists contributed the greatest amount, \$43,212,552.92 for an average of \$27.30 on 1,582,763 motor vehicles; while Nevada motorists contributed the smallest amount, \$696,911.68 for an average of \$27.03 on 25,776 vehicles. Oregon motorists contributed \$9,987,304.78 for an average of \$40.64 on 245,705 motor vehicles.

The gasoline tax, which originated in Oregon in 1919, has now been adopted in all but three states. Its popularity, as a means of collecting revenue for highway purposes, is attested by the fact that last year this means of taxation brought into the coffers of the various states a total of \$254,000,000 as compared to \$298,000,000 collected from license fees. Gasoline taxes were increased in 25 states during 1927; in almost every instance such increase became effective during the latter part of the year, so that it is evident that the amount to be collected during 1928 from this source will be considerably greater than the revenue to be derived from license fees.

The Village

Population experts are just beginning to awaken to the important place in our national life held by the village, the community where from 250 to 3,000 persons make their homes. They have been in the habit of classifying the population as urban and rural, considering only the cities and the farms. They included these villages in the rural population count, but their residents are certainly as far from being farmers as they are from being city dwellers. There are more than twelve million persons living in the villages of the United States. Some of them are farmers, others are tradesmen, proprietors, managers and laborers and every village has its quota of professional men and women.

POLITICAL ANNOUNCEMENTS

COUNTY ASSESSOR

I hereby announce my candidacy to succeed myself as assessor of Sherman County, subject to the will of the Republican voters.

MARGARET W. PEETZ.

FOR COUNTY CLERK.

I hereby announce myself as a candidate for the office of County Clerk, subject to the decision of the Republican voters of Sherman county at the primaries May 18th.

If nominated and elected, I promise the people of Sherman county that the office of Clerk will be conducted in an efficient and courteous manner, and that I will at all times serve the county to the best of my ability.

GLEN C. AKERS.

SCHOOL SUPERINTENDENT.

In announcing my candidacy for the Republican nomination for County School Superintendent, I wish to say to the voters of Sherman county that if I am nominated and elected I will, to the best of my ability, be fair and impartial in my conduct of the affairs of the office and be courteous to everyone at all times.

LAWRENCE W. RAKES.

FOR REPRESENTATIVE.

I hereby announce my candidacy for Representative from the 28th district, comprising Sherman, Gilliam and Wheeler counties, subject to the will of the republican voters in the May primaries.

J. P. YATES, WASCO, ORE.

STATE REPRESENTATIVE

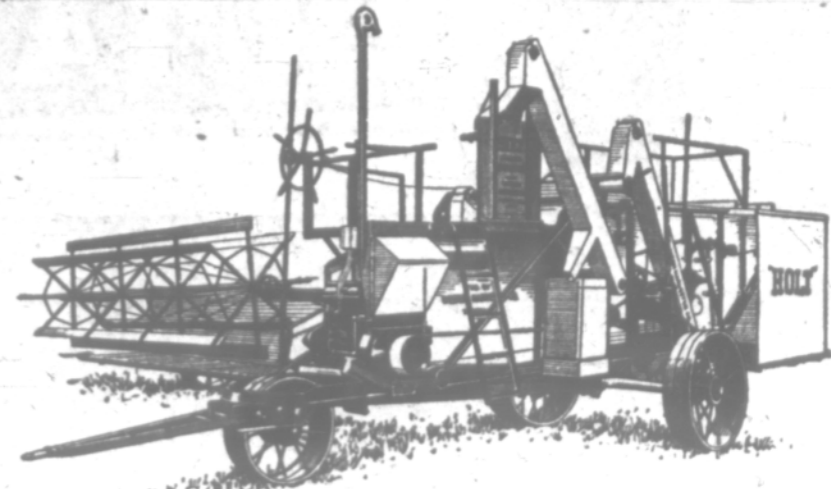
I hereby announce my candidacy for reelection as State Representative of the 28th representative district comprising the counties of Gilliam, Sherman and Wheeler, subject to the will of the Republican voters.

E. W. SNELL.

STATE SENATOR

I hereby announce myself a candidate to succeed myself for State Senator for Gilliam, Sherman and Wheeler counties, the 18th Senatorial District of Oregon, subject to the decision of the Republican voters at the primary election to be held May 18th, 1928.

R. J. CARNSNER.



There are Five Models Now Made of the

"Holt" Combined Harvesters

Level land and hill side machines made in 10, 15, 16½, 18, and 20 foot cuts

The Right Size For Any Size Ranch

Now have a model 32 at Moro and a model 36 and a model 38 at Kent. See these, look them over thoroughly before placing your order for a harvester.

"HOLT" COMBINES are built upon a sturdy frame of channel steel. Strong enough to withstand the twists and strains caused by traveling over rough ground. Big wide wheels make the draft less.

Ask for special folders and for any further information about "HOLT" Combine Harvesters.

HARVESTER EXTRAS ARE HANDLED AT MORO

Phone or write

B. A. AMY, Dealer

The Dalles, Oregon

Bankrupt Sale

OF THE ENTIRE STOCK AND FIXTURES OF W. R. REID CO. WASCO, ORE.

We still have a lot of merchandise left which is being sold at great bargain prices. It will pay you to come a long way to see what we can save you on staples.

OPEN EVENINGS AND SUNDAYS

We also buy Hides, Pelts, Wool, Horsehair for Cash or Trade. We take Eggs in Trade.

"Common Sense

demands individual initiative for electrical service"

says Nation's Business:

"It is a tribute to the adaptability of American business and to the common sense of our people as well, that in a short time a system of governmental regulation has been evolved that leaves management and operation to business enterprise. Private management and operation retains an initiative and freedom rarely found in governmental bureaus."

THE history of America's growth and prosperity might well be called a history of the triumph of common sense. Common sense dictated a plan of government which would allow the largest possible freedom to individual enterprise.

Common sense in business has shown how this freedom may be used for the greatest good of all.

In the electric light and power industry, the common sense of individual initiative has enabled a business whose service and earnings are governmentally regulated, to provide for an expansion of service which has required nearly a billion dollars of new capital each year. The development of new uses for electricity in industry and the home, has called for an immense program of construction.

To provide for this growing public need, the power companies not only have not added a penny to the tax burden of the communities they serve, but have actually yielded

a constantly increasing total of taxes. And with all these demands upon them, with costs of fuel, material and labor constantly rising, they have achieved a steady decline in electric rates.

Foresight, courage, consummate skill in engineering and administration are merely tools with which the record of electrical service in America has been made. The force which made achievement possible is found in the freedom of individual initiative and public confidence in the financial integrity and standards of service of the companies.

In this power of individual initiative lies the secret of the success not only of electric light and power companies but of every business where enterprise and faithful service receive their natural rewards. The common sense which has preserved this force for the growth of electrical service in America thus far, will continue to defend it against attacks in the future.

Sherman Electric Co.

Always at your service

Important Announcement to every owner of a Model T Ford

ON MAY 25, 1927, when Henry Ford first announced his plans for making a new car, he announced also that he would continue to make parts for the Model T Ford. He said:

"The Model T Ford car was a pioneer. It blazed the way for the motor industry and started the movement for good roads everywhere. It broke down the barriers of distance in rural sections, brought people in these sections closer together, and placed education within the reach of everyone. We are still proud of the Model T Ford. If we were not, we would not have continued to make it so long."

For twenty years, the Model T Ford led the automobile industry and it still serves more people than any other automobile. Over one-third of all the automobiles in use today are Model T Fords — an indication of the sturdy worth of the car and its value to people in all walks of life the world over.

The Ford Motor Company will continue to make replacement parts for these cars "until the last Model T is off the road." That is a part of Ford service. That is what Henry Ford meant when he said: "We believe that when a man buys one of our cars we should keep it running for him as long as we can and at the lowest up-keep cost."

Because of this policy a considerable part of the Ford manufacturing plants is given over to the making of parts for the Model T Ford. These replacement parts are made of the same material and in the same way as those from which your car was originally assembled.

Make it a point, therefore, to see the nearest Ford dealer and have him look over your Model T Ford. You may find that a very small expenditure will enable you to get thousands of miles of additional service, and at the same time protect the money you have invested in your car.



FORD MOTOR COMPANY

Detroit, Michigan