

**A Statesman Dies**

Germany loses a great leader thru the death of Dr. Gustav Stresemann, secretary of foreign affairs, for the German Republic. Dr. Stresemann's influence and power was considerably greater than that usually wielded by a cabinet member, for he is greatly credited with being the mainstay and controlling factor in the Mueller administration.

The world at large, likewise, owes Dr. Stresemann a debt of gratitude for the pacific and conciliatory channels into which he directed German foreign policy. Dr. Stresemann has been foremost in promoting friendliness among the former hostile nations and in 1926 his efforts were recognized when the Nobel peace prize was divided between him and two other European statesmen.

**New Board Asks U. S. To Make Education Survey**

The impartial survey of Oregon institutions of higher learning, provided for in the law creating the joint board of higher education, will doubtless be made by the United States bureau of education as the result of action taken by the board at its first meeting at Oregon State college.

The board voted to open negotiations with the federal bureau at once, which under normal conditions would get the survey started early in 1930. The board also granted permission to the college to lease additional land for the experiment station farms and to add two lots to the campus.

**Sam Hill Tells Why Biggs Bridge Should Be Built**

At the joint meeting of the several community commercial clubs of Sherman and Klickitat counties, held recently at Hotel Moro, a telegram was read from Samuel Hill encouraging the effort to construct a free-from-tolls bridge at the Maryhill and Biggs crossing of the Columbia river.

In the letter printed below, received this week from Mr. Hill by Manager E. E. Larimore of Hotel Moro, Mr. Hill states his reasons why he considers the Every Day Highway of such an importance that the United States government and the states of Oregon and Washington should be vitally interested in the construction of the bridge.

It will be news to many that the letter also conveys the information that the U. S. Highway No. 97, of which the bridge over the Columbia at Biggs will be a connecting link, is now either completed or under construction from Mexico to Alaska and that the highway for its entire length will be in condition for travel by motorists next season.

Mr. E. E. Larimore, Moro, Oregon.

Dear Sir: Answering your telegram would suggest that first of all you should get and have printed extracts from the Autobiography of John Charles Fremont, volume 1, page 282, and again on page 301.

This will show the character of the country before any real estate boom

**Power Costs Are Low**

**INFLUENCE ON INDUSTRIAL OPERATIONS IS INCONSIDERABLE**

Cost of power in relation to the total costs of industry as a whole is a relatively unimportant factor. There is naturally some variation in the several classifications of industrial activities, but authoritative statistics compiled from the records of 71 of the largest manufacturing plants of all kinds in Wisconsin show that power represents only 1.24 per cent of the total value of the product manufactured while taxes represent 2.79 per cent; wages 18.05 per cent, and materials and profits 77.92 per cent.

This situation has recently been brought to public attention by J. P. Pulliam, president of the Everwear Hosiery company, who has branded as false the newspaper report setting forth that the hosiery company was moving out of Milwaukee due to high power costs.

"Some newspapers commented editorially on the erroneous information contained in the news article and thereby created a false impression in the public mind," said President Pulliam. "The Everwear Hosiery company is moving from Milwaukee to Chattanooga because it has pooled its production with other large mills in that vicinity. Power rates have nothing to do with our decision to move. The manager of our company told the newspaper reporter who interviewed him that power costs were so small in our operations that they had no appreciable effects upon our production costs, but the report of the interview erroneously stated the opposite from the facts."

"The cost of electrical power in our expense plays about the same part in producing hosiery that the cost of toothpicks plays in the expense of a family meal."

was ever inaugurated, before the whites came.

The Every Day Highway practically cuts Washington and Oregon in equal halves. On the Oregon side it is located on a ridge between the John Day and the DesChutes river canyons. From the Mohave Desert to Brewster, Washington, the country is underlain with a basalt deposit. The hot lakes in central Oregon are still an evidence of what took place when the earth was formed.

At one time Lakeview, Oregon had more automobiles than any town of its size in the United States. This was because there was an opportunity to use automobiles for a greater length of time in the year there than anywhere else.

The climate of the Pacific States is formed by the Black Japan Current which starts in a hole in the Pacific ocean south and east of the Pellew Islands and is six miles deep. This hole is almost directly opposite the point in the Atlantic ocean where the Gulf Stream starts from a hole five miles in depth. These are the only two winds, as far as we know, carrying moisture. This wind comes up the Columbia river and follows up all the openings on the Pacific side thru the Cascade mountains. It follows up the Sacramento river, and its north branch called the Pitt river.

I am giving you all this data so that with the information you can obtain from John C. Fremont's book (which book you will find in my office at Maryhill, Washington, and if you will write to Malcolm Flannigan at Maryhill, Wn., he will undoubtedly copy the portions of the book to which I have referred and send them to you) you may put in proper shape an article and get it printed in all the newspapers in Washington and Oregon. This will show the importance of the bridge at this point, which is the only point east of Vancouver, Washington, where access can be had to the backland, hinterland, both north and south by an easy grade.

There is a plan for a suitable bridge hanging on the walls of the hotel at Maryhill, designed by the Highway Department of Oregon and approved by the Highway Department of Washington. The cost of this bridge at the time the plan was made would have been one million dollars (\$1,000,000.00), of which five hundred thousand dollars (\$500,000.00) was to be borne equally by each state.

N. D. Miller, America's greatest locating engineer, planned to put the North Bank Junction with the Oregon Trunk Line at Biggs where it should have been but, for personal reasons which I need not go into, this bridge was built at Celilo involving an outlay of several thousand dollars more than would have occurred at Biggs.

It will be necessary to show the people of both states that this is the proper place to put the bridge. The original plan which I made for highways in Oregon, Washington and California, comprised a road along the coast, which I called the Marginal Road, the Pacific Highway, and the Every Day Road. The Marginal Road is now largely an accomplished fact; the Pacific Highway has brought dividends to the northwest of untold amount; and the Every Day Highway remains and, when completed, will produce greater dividends in proportion to the money spent.

In a tour from Tia Juana, Mexico, over the Pacific Highway one passes through beautiful spots in northern California, through the wonderful

**O.S.C. Tells How To Make Tough Meat Palatable**

A great many people apparently do not know that pork means more than just pork chops, and that beef is not synonymous with sirloin steak. And their ignorance is their misfortune, as anyone will agree who knows that delightful dish "Irish Stew," or some of its almost equally delicious contemporaries, such as Swiss steak or pot roast.

Of course, these dishes made from the less expensive and usually tougher cuts of meat require more care and ingenuity to make them attractive, and that is probably why the people of this hurried nation so often pass them by, says Miss Agnes Kolshorn, assistant professor of foods and nutrition at Oregon State college.

There are three factors affecting the tenderness of a cut of meat, according to Miss Kolshorn—the animal from which it comes, the part of the animal from which it is cut, and the way it is cooked. Any good housewife knows that good beef is firm and lean, well mottled or marbled with fat, and that the parts of the animal which receive the most exercise are the toughest. But many of them do not know how the tougher cuts can be made tender.

As it is the thick connective tissue that makes meat tough, this must either be broken up or softened. It is broken up by grinding for meat cakes or meat loaf, or by pounding as for Swiss steak. The most effective way of softening the tissue, Miss Kolshorn finds, is by including a small amount of acid, such as tomato juice, lemon juice or vinegar, as a part of the liquid used in the cooking. Very slow cooking in moisture also helps to soften the tissue, while high, dry heat toughens it. A temperature below the boiling point will bring far better and quicker results than a higher temperature.

**"The King of Jazz"**

"Rajah of Rhythm," they call him and that he is. Looking into the annals of American music we find three great names—names that will go down in history—Victor Herbert, John Phillip Sousa, and Paul Whiteman.

Whiteman made his world-wide reputation with a violin, but a picture "shot" in the special sound proof bungalow built for his use while on the Universal lot, proves that he is quite at home with the "ivories" too.

Incidentally the piano he is using is a Starr, and from the smile on Paul's face we would say that it looks like a happy combination—a Starr Piano and a Star Musician.

Whiteman is under contract to Universal Pictures Corporation to star in their super-production, "The King of Jazz," which will be made under the personal supervision of Carl Laemmle Jr.

Folks needing shoe repairing leave work with L. R. Conlee, agent, to be sent to M. L. Fritts at Grass Valley.

green Oregon country and on taking side trips east and west on divergent highways one must not forget among these roads the Columbia River Highway and the ocean beaches, entering Washington over a magnificent bridge between Portland and Vancouver, along the highway which passes through a country attractive at every turn we pass the cities of the Sound, along the marvelous Chuckanut Drive and, pausing at the Peace Portal, thence through the Delta country at the mouth of the Fraser (a country which vies for supremacy with Willamette and Yakima Valleys), up the Fraser river canyon into the Okanogan lake country, through Orville, Wenatchee, Sunnyside, and on south crossing on the bridge at Biggs, compelled to turn at every half mile to view right and left great mountain peaks, and so on down to California.

And when you count up you find in this five thousand mile trip you have passed twenty-nine grand mountain peaks and, if you viewed on the side trips the beauty spot at Crater Lake, you may call it thirty mountain peaks—against Europe's one, Mount Blanc.

I forgot to mention that, when you leave the Fraser canyon, if you want a longer trip, you will shortly be able to take the road now being built through British Columbia to Alaska where you can enjoy sunlight for a great part of the year.

This road is not for one man, or for one state, or for one nation. It is for the world, for all those who have time to enjoy it, and paints a picture and lends a hope for those living at present and will provide future enjoyment for millions yet unborn.

In all our road talks we have never disappointed our audiences in California, Oregon, Washington, or British Columbia, and last night, when I gave a lecture to a distinguished company and showed the unrivalling pictures, especially emphasizing those on the Pacific Coast, everyone present expressed the desire to see that country.

And so the story I am telling, the pictures I am showing, is not done for pay, but simply enables me to express outwardly the love I have for the country and its earnest people.

Yours truly, SAMUEL HILL. New York City, Oct. 18, 1929.

**IN MEMORIAM**

**ANNA I. URQUHART**

Anna I. Urquhart, aged 58 years, a resident of Moro for 31 years, died at her home in Moro at 9:30 Monday morning. Funeral services were held from the family residence Wednesday morning, Rev. Chas. D. Parrott, pastor of the Presbyterian church, officiating. Pallbearers were from the membership of the Masonic lodge of Moro.

Following the services at the home, graveside services were conducted by the Order of Eastern Star of which Mrs. Urquhart was a member.

Mrs. Urquhart came to Moro in 1898 from Ashland, Wis., with her husband, Robert Urquhart, to whom she was married on November 21, 1888 at Ripley, Ont., and who now survives her.

Three sons and two daughters also survive, Willard and Laura Urquhart, of Moro; George and Orin, of Portland, and Mrs. Ida B. Hunter, of Ephrata, Washington. Mrs. Urquhart leaves two sisters, Mrs. Nettie Smith and Mrs. Hope Johnson, of Flint, Mich., two brothers, Frank Smith of Scotland, Ont., and James Smith of Windsor, Ont., and eight grandchildren.

William Shiel, now of Moro, was Mrs. Urquhart's uncle, and another uncle, James Riley, of Blanchard, N. D., also survive her.

**OTIS BENNIE MESSINGER**

Funeral services were held from the Moro Methodist church at 11 o'clock Monday morning for Otis B. Messinger, brother of Ira and Albert Messinger of The Dalles, and Fred R. Messinger of Blalock, who died Friday at St. Helens, Ore., at the age of 59. Mr. Messinger was for many years a resident of Moro and Grass Valley districts, moving from Sherman county to St. Helens about four years ago. He was a member of the Baptist church at Moro when a resident here, and also was a member of the Woodman of the World and Modern Woodman of America.

Otis Bennie Messinger was born at Lafayette, Oregon, Jan. 9, 1870. Died at St. Helens, Oregon, October 18, 1929, at the age of 59 years 9 months and 9 days. Was married to Sarah A. Sutton in 1893. Six children were born to this union 4 of whom are living. Mrs. J. F. Noonan of Moro, Oregon; Mrs. J. A. Newton of Conjunction, New Mexico; Otis Messinger of St. Helens, Oregon; Ray Messinger of Chico, California. Also 10 grandchildren, 4 brothers and 2 sisters survive him beside other relatives. He came to Sherman County at the age of 19 and lived here until four years ago when he moved to St. Helens, Ore. He united with the Baptist church at an early age of life.

Delicately flavored peppers can be prepared by the following method: Cut the stem ends of the peppers and remove the seeds, boil for two minutes and drain. The peppers are then stuffed with a mixture of rice, tomato and left-over meat, ground or chopped. Cover with buttered crumbs and bake until the peppers are tender and the crumbs brown. After the peppers come from the oven, narrow strips of pimento may be spread across the tops.

**WANT ADS**

RHODE ISLAND RED single comb roosters for sale. Mrs. Chas. Bulard, Moro. 025-21

MILK COWS For Sale; five head; all Jerseys; due to freshen soon; Vic Barr, Moro, Oregon. 2t-025

SMALL TWO ROOM house for rent. Water and Lights in house. Mrs. S. I. Hastings, phone 13, Moro.

FINE WOOL BUCK For Sale; 3 years old. Vic Barr, phone 22F13, Moro.

20 ACRES improved, irrigated land for sale. Car and small cash payment. Easy payments on balance. C. B. Williams, Hermiston, Ore.

RELIABLE MAN Wanted to run Mess Business in Sherman county. \$8 to \$12 daily profits. No capital or experience required. Wonderful opportunity. Write today. FURST & THOMAS, Dept. F, 426 Third Street, Oakland, Calif.

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

FOR SALE—Suburban home on main highway; modern 7-room house; 6 acres splendid soil in fruit and alfalfa abundance good water pumped by electricity. Write or call Mrs. Sue W. Morris, The Dalles, Oregon. J12

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

BARGAIN NEAR REDMOND 40 acres, 30 acres irrigated; 7 acres sowed to clover, balance alfalfa and pasture; fair buildings; free city water piped to buildings; situated on State Highway just one mile from Redmond. Price \$2500.00; \$350.00 down payment; balance \$200.00 per year at 6%. Write E. M. PECK, REDMOND, ORE.

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

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 UNITED GROCERS OF OREGON, INC.  
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 A Link in The United Chain of Grocers  
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 Special Offer, Citrus Household Soap, 6 bars for . . . .25c  
 Watch our Hand Bills for Friday, Saturday and Monday Specials.

**Hotel Moro Barber Shop**  
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**The Slave of Aladdin's Lamp**

might move a palace a thousand miles" said Mr. Berton Braley, the well known author, in a recent address.

"But . . . the slaves of Edison's lamp have moved civilization forward a thousand years."

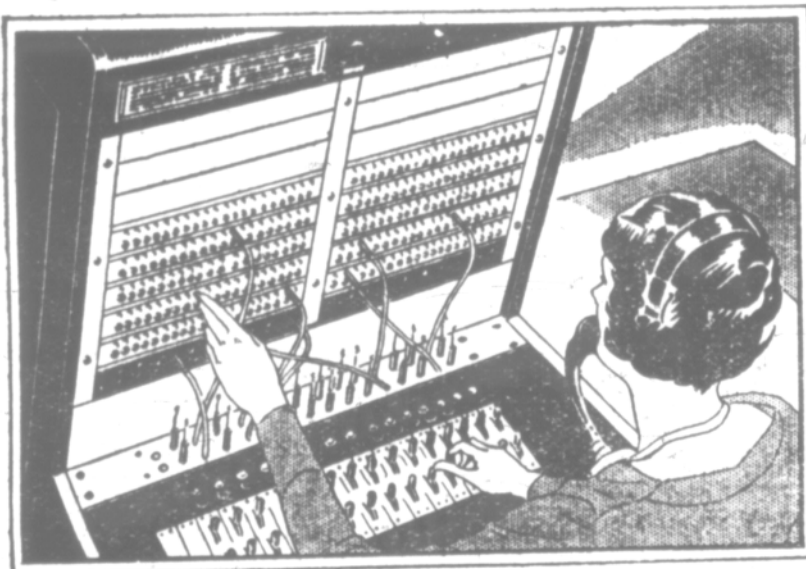
"Where the slaves of Aladdin's lamp could keep a horde of gold and jewels before Aladdin's wondering eyes, the slaves of Edison's lamp have created new wealth beyond the wildest dreams of Oriental magnificence."

Had electric light alone been the sole result of Edison's inventions, the electrical industry would have justified itself. But it necessitated the invention of a system of generation and distribution, laying the foundation of the light and power industry as we know it today.

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The telephone is tireless and quick. It runs errands near and far, transacts business, keeps friendships alive. Telephones throughout the house save time and fatigue. They bring the comforts and conveniences of the office to the women in the home.

Keeping ahead of the new developments in American life calls for great strides in inventions, great expenditures in money. The Bell System's outlay this year for new plant and service improvements is more than \$50 million dollars. This is one and one-half times the cost of the Panama Canal.

This program is part of the telephone ideal that anyone, anywhere, shall be able to talk quickly and at reasonable cost with anyone, anywhere else. There is no standing still in the Bell System.



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