

New Turbine Installed By Ford Exceeds Power Capacity of 6000 Fords

Henry Ford who years ago operated engines in the power stations of the Detroit Edison Company, is now buying from the General Electric Company with his own money and for his own use, one of the most powerful high pressure turbine generators which has ever been designed.

This generator is rated at 110,000 kilowatts (approximately 150,000 horsepower) and will be installed by the Ford Motor Company in the power station at its River Rouge Plant, Fordson, Michigan. It represents the last word in up-to-date generating equipment, its electric output far exceeding the rating of any existing prime mover used for industrial purposes.

The power generated by the new turbine will be used in the manufacture of Ford automobiles and is interesting to compare it with the Ford car. Its output exceeds that of 6,000 Ford engines. Its weight is equivalent to approximately 885 Ford sedans, yet the floor space which it occupies would provide parking space for only 17 Ford cars. It requires 600,000,000 gallons of cooling water every 24 hours and only Einstein could figure out how many Fords it would take to use up that much water in a day.

One of the important features of the design—of particular value in the Ford plant, where floor space is at a premium—is the small amount of space which will be taken up by this new power unit. The general dimensions are 57 1/2 feet long by 23 feet wide and 21 feet overall height. The space occupied is less than a quarter of a foot per kilowatt of output which is approximately the same amount of floor space occupied by two older units which it will supplant and which together, only produced 25,000 kilowatts, or less than one-fourth of the production of the new generator.

Taxing Local Utilities

A uniform accounting system is one of the reforms recommended by the state tax investigation commission. If the cities of the state had one, it would be a much easier matter for an auditor to discover weaknesses in the accounts and might be the means of saving the cities many thousands of dollars. One thing that ought to enter into all municipal bookkeeping is the account of all municipal utilities in the same way that a private corporation would keep such accounts. Such utilities also should pay taxes in all units of government except the one that owns them. For instance, the city of Corvallis owns its own water system. When it took over the private company it removed from the tax rolls that much wealth. That's all right so far as Corvallis is concerned. If it wants to exempt the water company, it owns, all right, but the county, school district and state should receive taxes from this investment. The fact that there are hundreds of such utilities owned by city, county and state all escaping taxation, makes farm taxes and other taxes high.—Corvallis Gazette-Times.

White fish are reported to be running in Trapper creek in Deschutes county in such large numbers that it is possible to dip them from the stream with nets, according to reports made to the state game commission. Several reports condemning such methods of catching these fish have been made to Harold Clifford, state game warden. There is no law protecting the white fish and as they are of the type of the finny tribe not greatly desired in Oregon waters the word has gone out for fishermen to dip up all they want as long as they do not make the mistake of catching protected trout.

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

Bridge Over Columbia Depends On Communities

We print this week three letters showing the community building spirit evidenced by a resident of Goldendale in backing the effort to have a free-from-toll bridge built over the Columbia river at Biggs.

If the three Commercial Clubs of Sherman county will make a determined effort on this matter, get in touch with the members of the state delegation in congress and prepare the way for presentation of the matter at the next meeting of the Oregon legislature, the bridge building program will be well along towards realization.

One of the letters which we quote states that very little if any new national legislation is required. The action must first come from the communities affected acting through the state legislature in requesting proper federal road authorities to act in the matter.

Goldendale, Washington,
November 18, 1929.
C. L. Ireland, Editor
Sherman County Observer.

Recently I have had considerable correspondence with Senator W. L. Jones relative to a free bridge across the Columbia River at Maryhill. Herewith you will find copies of some of the recent correspondence, so you may know of the matter.

I trust you will do what you can to secure this free bridge, as it means much to the section east of the Cascade range.

Urge your Chamber of Commerce to get busy and write to our senators and congressmen requesting them to get behind the free bridge.

Yours very sincerely,
W. F. Byars,
Member Road Committee,
Goldendale Chamber of Commerce.

(copy)
UNITED STATES SENATE

November 7, 1929.
Honorable W. F. Byars,
Goldendale, Washington.

My dear Byars:
Your favor of November 4th with further reference to a bridge across the Columbia River near Columbus at hand.

I have confirmed my impression that Federal funds are used in the construction of bridges along public highways. This is correct, and additional legislation is not necessary to provide for the use of a part of the highway fund for the construction of bridges under such circumstances. If the agricultural department joins in the matter of constructing a state highway across the Columbia at Columbus, there will be no trouble about getting money to aid in the construction of a bridge along such a highway across the Columbia River.

I believe that under present conditions and in view of the present situation, it will be impossible to get any additional appropriation by a special bill. I will consider carefully the question of putting in a bill making a special appropriation, but I think I should tell you frankly what appears to be the situation.

Anything I can do along these lines, I will certainly do gladly. Of course, it is necessary that this be made a part of the state highway system before we can get any action upon it from the department of agriculture. I would suggest that this matter be taken up with the State Highway Commissioner, unless it has already been taken up with him, relative to making this line part of the state highway system.

Kindly advise me in regard to this matter.

Yours very sincerely,
(Signed) W. L. Jones.

November 18, 1929.
Honorable Wesley L. Jones,
Washington, D. C.

My dear Senator:
Your letter of the 12th arrived this morning.

I just received a letter from Hon. Samuel J. Humes, Director of Highways, in regard to the connection of Highway No. 8 at Maryhill with the Sherman and Columbia River highways in Oregon at the proposed bridge site across the Columbia River just below the old townsite of Columbus in this state. It read as follows:

Olympia, November 16, 1929.
Mr. W. F. Byars,
Member Road Committee,
Goldendale Chamber of Commerce,
Goldendale, Washington.

Dear Sir:
I have your letter of November 11 regarding the erection of a bridge across the Columbia River near Maryhill and the designation of the connecting road between State Road No. 8 and the Columbia River Highway in Oregon, of which this bridge would form a part as a state highway. This can only be done by action of the State Legislature.

Very truly yours,
Samuel J. Humes,
Director of Highways.

Is it not possible to get legislation enacted for the construction of the Maryhill bridge contingent on the States of Oregon and Washington making the necessary connection of the highway systems of the two states? The south end of the bridge would abut on the Columbia River Highway at the north end of the Sherman highway, but it would require a connection of about two miles in this state as the survey of State Road No. 8 is on the first bench above the Columbia river.

If some way is not found to overcome the present difficulty on account of not having a connection between the two highway systems, it will delay the construction of a free bridge for several years.

I trust you will be able to find a way.

Sincerely,
(Signed) W. F. Byars.

Last Roman Outpost
Scientists excavating a Roman fortress in the north Arabian desert report that it was the last outpost of the Roman empire and apparently guarded the way to the forests, where the prized cedars of Lebanon were obtained.

Moro School Notes

Attendance
Miss Coles' first and second grade room had perfect attendance last week. There were five students who came to school late Tuesday and Wednesday, making the first tardy marks of the school since October 17. Parents are urged to cooperate in the perfect attendance campaign being carried on this year.

Improvement Of School Ground
The road in front of the schoolhouse is being greatly improved by grading. A bigger and better space for parking will be provided.

New Equipment For School
Twelve new steel lockers for the girls and twenty-four for the boys have arrived. The girls' lockers will be installed in the vacated shower room in the gymnasium. The boys' will be in the shower room of the basement.

Program Monday Night
A program will be given at the school auditorium on Monday night, November 25, by the Baldy Strang's Sunset Artists, at 8 o'clock. Admission will be 50c, 35c, and 25c.

Boy Scouts
The following boy scouts are registered for the year:
Arrow Patrol: Charles Boardman, Harry Ragsdale, Alton Axtell, George Hennagin, Philip Ruggles, Richard Barnes, Austin Foss.
Owl Patrol: Max Belshee, Arthur Belshee, Russell Belshee, Tommy Fraser, Gordon Fraser, Paul Fraser, Donald Davis, Melvin Hansen, Glen Kenny, Harold Thogerson.

Dr. Poley of Grass Valley was at the schoolhouse on Wednesday of this week to give diphtheria inoculation to those who desired it. He will return next week and the week after to complete the treatments.

The girls will play the Wasco volleyball team on the opponent's floor November 27. On Wednesday of this week the Rufus team plays here.

The football team is busy preparing for the Thanksgiving game with Wasco. The game will be played at Wasco.

Fifteen Per Cent of Generated Power Is "Lost."

The significance of the fact that at least 15 per cent of all of the power generated by central stations throughout the United States is "lost" somewhere between the power house and the customers' meters is little understood. According to the bureau of distribution in the United States during the year 1927 more than 104 billion kilowatt hours, yet according to the figures of the statistical research department of the National Electric Light association, only a little more than 89 billion reached the ultimate consumers.

This loss in energy during transmission is something which is inherent in the generation of electricity, and as yet electrical engineers have apparently been unable to overcome it. It means however that every central station must be equipped to generate more actual kilowatt hours than it can possibly deliver to its customers and that out of every 100 kilowatt hours it generates an average of at least 15 will disappear, just as in a carload of fruit or vegetables there will be a certain percentage of spoilage in transit.

Or, putting it another way and taking the average for the whole United States, every time a customer buys 100 kilowatt hours there must be generated at the power station 117 1/2 kilowatt hours. His position is exactly the same as when he goes to the meat market for a five pound roast. If he buys a five pound roast he doesn't get five pounds of meat, or, if he wants five pounds of meat his roast will weight more than five pounds.

Looking at this situation from the standpoint of rates, if the consumer is paying, for example, 6 cents a kilowatt hour, his bill for 100 kilowatt hours is \$6.00. But the company has actually generated for him 117 1/2 kilowatt hours—for which it receives \$6.00—and therefore instead of receiving 6 cents for a unit of its product it actually receives only 5.1 cents.

Defining the Millennium
One definition of the millennium would be the day when the found advertisements equal the lost.—New York Sun.

Or Toothpicks
Unless somebody plants a few trees shortly future generations need not worry about splinters.—Indianapolis News.

Wine From Palm Sap
The kitu palm in India secretes a sweet, aromatic sap which, after fermentation, is an excellent sort of palm wine.

Yellow Tag Must Accompany Carcass Shipment

All farmers shipping dressed meat including sheep, cattle, or hogs, are advised that before shipment can be made it is necessary to call at the sheriff's office and obtain the official yellow tag which is to be attached to the carcass.

The yellow tags are issued by the state and are numbered consecutively; they can be obtained free.

This law has been in effect since June 4 of this year, and further stipulates that each carcass aside from being tagged with the little piece of yellow cardboard, must also be accompanied by the hide of the slaughtered animal; the reason for this provision is obvious, since it is apparent that this provision makes it less easy to market stolen stock.

The party to whom the animal is shipped is required to keep on file all tags accompanying meat purchased for a period of a year.

Several farmers in this locality who have been shipping meat lately have been inconvenienced by not knowing the new ruling.

Heaven Forbid
What those scientists succeed in making wood edible we presume well seasoned lumber will take on added value.—Philadelphia Inquirer.

Generous
The main difficulty about people who borrow trouble is that they want to pay back more than they borrow.—Gloversville Leader Republican.

WANT ADS

RELIABLE MAN WANTED to run McNeess business in Sherman county \$8 to \$12 daily profits. No capital or experience required. Wonderful opportunity. Write today. FURST and THOMAS, Dept. F, 426 Third St., Oakland, Calif.

FLUFF RUGS Wanted to make. Any width from 3-foot to 9-foot. S. R. Tripp, 910 Union Street, The Dalles, Oregon. 4t*nl

HOUSE FOR SALE. Located in best residence section of Moro. Priced right and easy terms. Call or write to S. W. Searcy, 504 Federal Street, The Dalles, Oregon. 2m-nl

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

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

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

FOR SALE!

A slightly used Busch and Lane upright grand piano, exceptionally good condition. This instrument can be had with bench to match for less than half the original factory retail price. Only \$450.00 for quick sale. Our guarantee goes with this piano. Call 662.

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Mrs. Lena Sisco of Wasco,
For appointments, phone 182.

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Formerly of The Hotel Oregon, Portland

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Ranging in price from \$39.50 to \$70. Model 11
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