

Sore Throats Must Be Taken Very Seriously

Disseminated Tonsils Are A Frequent Cause of Recurrent Sore Throat According to Word of Experts

Nearly all forms of sore throat are communicable by contact. If one child in a family has a sore throat, other children in the family are likely to catch it also. Sore throat may be caused by any one of a number of different kinds of germs, but especially by staphylococci or streptococci. Sore throats demand more serious attention than they receive in the ordinary home because they may be the only evident sign of a mild form of communicable disease such as diphtheria, scarlet fever or septic sore throat, which are usually severe and dangerous. The proper attitude for any parent to take is to consider every case of sore throat to be catching and to keep the afflicted person at home and to keep him away from other persons. For the sake of others it is well to remember that sore throats are frequently infectious in nature and every precaution should be taken to prevent the spread of the disease to others.

Disseminated tonsils are a frequent cause of recurrent sore throat. The enlarged tonsils contain cavities in which disease germs may lodge and grow. Acute rheumatism and acute diseases of the heart may start from diseased tonsils.

More sore throats may be the beginning of any one of a number of communicable diseases. Don't wait for the evidence of positive illness, particularly in children. It is very important that the nature of the infection be determined early. Give the physician a chance to cure the disease before it begins. People as a rule wait too long, and the physician is not given a fair opportunity to prevent a serious condition. Cultures should be taken of both the nose and the throat. Do not consider persons with sore throat cured until symptoms have disappeared. Chronic sore throat and diseased tonsils should be taken care of, the earlier the better. Procrastination may cause serious complications and predisposes to many of the communicable diseases.

Utilities Advertising

More Publicity to Refute Misinformation Urged by Federation of Experts

Although the light and power interests were not permitted to give their side of the case before the federal trade commission, nor to refute incorrect statements, it has been shown that advertising volume from the power companies was less than one per cent of their revenues. The charge was made that the power industry was spending thirty million dollars a year for advertising, and had bought or subsidized newspapers throughout the country. Evidence showed that in 1928, utilities spent for newspaper advertising \$8,425,320 instead of "about thirty million dollars." Total newspaper advertising of all kinds in that year reached \$812,000,000, so the power companies spent 1.03 per cent of the total.

It was shown that one cigarette company alone spent six and one-half million dollars for advertising in 1929. One automobile company spent ten million dollars in 1928, or one and one-half million more than all the power companies in the United States spent in advertising during the same period.

Advertising as a means of clearing away misapprehension on public utilities was advocated by President B. J. Mullany of the American Gas Association, before the Advertising Federation of America at its May session in Washington, D. C. He suggested advertising as a means of dispelling that "white whiskered old falsehood about extortionate rates to produce dividends on water stock," and declared that advertising would help do away with the "monopoly myth" and the assumption of a "breakdown in the state commission regulation." He also declared that the public utilities advertising association had helped to better the situation, and had offset facts on utilities inspired by propagandists for political effect.

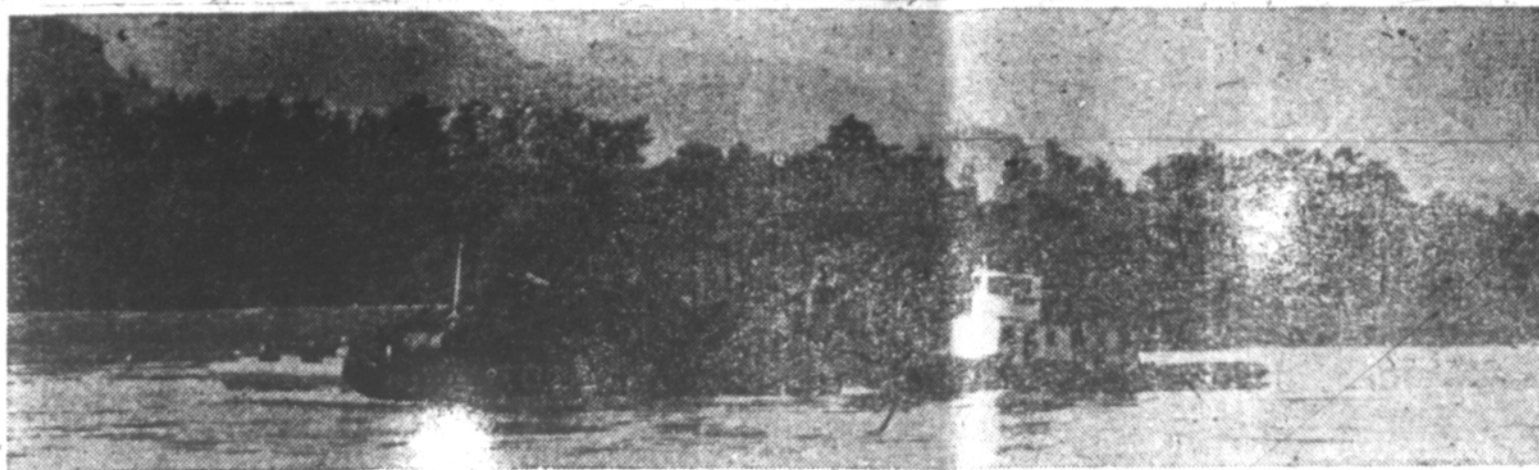
Comparing the casualty lists, it becomes apparent that perilous exploration really is safer than staying at home and meeting traffic and the gunmen.

It is useless to count up election expenditures, as it is well understood that after the voting is over, no mistakes in making change will be rectified.

One of the phenomena of nature, that almost never impresses us, is the resemblance of a Profile Rock to a profile, or of any Square Lake to a square.

"A New York song writer who was sent to prison ten years ago has just been released." Let's see—ten years ago—would that have been for "Dardanells"?

Funny how many people have a good aim in life, but never pull the trigger.



The above photograph shows a 34x110 barge, loaded with 350 tons of old machinery, being taken down over the Cascade Rapids of the Columbia River, May 20, 1930, towed by tug with 180 horsepower. This barge was taken up empty a few days before with two small boats having a total of 280 horsepower, and is the largest barge to go through Cascade Locks. This proves the practicability of something that has heretofore been said to be impossible.

Portland, Ore., August 11th, 1930. To the Editor, Sherman County Observer, Moro, Oregon.

We enclose copy of three items, the first two of which we believe are of great interest and entitled to special consideration by the people of your district.

Today we recognize the advantages which the Argentine farmer has over the farmer of the Inland Empire, but that handicap can and will be over come when the rivers are used for navigation, or the wheat is hauled to tidewater at the cost, plus a reasonable profit, from the place where produced, and not based on the cost of hauling it somewhere else. In other words, 75 to 90 per cent

of the wheat grown in the Inland Empire is exported on the Pacific Ocean, and the farmer who grows it is entitled to have it delivered to vessels on that Ocean for the least possible cost, and that should be of equal interest to other lines of business in these wheat producing sections.

The third item shows that Portland is now looking up-river instead of down, and recognizing the necessity of aiding the people of the hinterland.

Yours very truly, R. H. Kipp, Executive Secretary.

Alexander Legge, Chairman of the Federal Land Board, in his talk at Pendleton said, "the Argentine

wheat farmers have water transportation 400 miles through their wheat fields and farmers of this country can not compete with an advantage like that."

"At an irrigation meeting held at Burns, Oregon, on August 9th, 1930, Mr. E. Debler of Denver, Engineer of the U. S. Reclamation Bureau, said, "the Columbia river is the only western stream that can meet all of the demands that the future will put upon it for irrigation purposes."

In a news item of the Portland Oregonian, under date of August 11, 1930, they state: "Portland reigned supreme as the distribution center until competition of rail lines brought

artificial conditions which tended to nullify the natural advantages of water grade haul through the Columbia Gorge. It came apparent that improvements to navigation were imperative if Portland's position was to be held and trade further developed. The first result of this is the 35 foot channel, with a width of 500 feet, now adopted for the Columbia river from Portland to the sea. For many years Portland has had its face turned to the sea in improving its channel and harbor facilities. The city is now interesting itself more in the problems of its hinterland, the Great Basin of the Columbia. These new projects include the development of hydro-electric plants on the Columbia, of river navigation and irrigation plans for the arid land."

Turkey Research Work Is Started

Hermiston Branch Station Has Established Unit for Observation

Recognizing the fact that the turkey industry in Oregon is rapidly attaining such size and importance that the simple management methods formerly used are no longer adequate, and that production and disease control problems are arising with increasing frequency, the Umatilla branch experiment station at Hermiston has established a turkey unit and will carry on the first turkey research work in the state.

A unit of 250 birds has been placed under scientific observation in a 60x150 foot area of alfalfa for the purpose of studying disease prevention methods and economical feeding. Each month they are moved to fresh ground. They are thus provided with abundant green feed, and the soil once covered, is not to be used again for turkeys for three years.

The plan so far gives promise of success, and many of the turkey growers of the Hermiston district, where some 15,000 to 18,000 marketable birds are raised annually, have adopted it, while others are watching it with interest.

Lessening Driving Hazards

The mechanical progress made in automobile design in recent years is unquestionably preventing many accidents, and minimizing the damage when accidents do occur.

Successive improvements such as four-wheel brakes, all-steel bodies, non-shatterable glass, simplified transmissions, etc., are being generally included on cars.

Among more recent innovations comes the ball-bearing spring shackle. It is claimed that this development tends to eliminate the unpleasant as well as dangerous side sway that often causes the uncontrollable skid.

The average road speed today was found, a decade or so ago, only on the race track. Skidding in race driving is generally intentional and is known as "drifting." While this has no place in highway driving there are times when better control of an emergency skid would be an advantage.

Apparently auto manufacturers are constantly working toward perfecting every structural detail that may assist in lessening the driving hazard.

Better Security For The Automobile Passenger

The growth in population of all-steel automobile body is exemplified by the fact that a leading manufacturer recently announced the completion of 500 stations over the nation to service these bodies. Extension of these stations to include a world wide service is now underway.

The all-steel body was the forerunner of safety construction in the automobile. And in spite of recent and valuable innovations, such as four-wheel brakes, non-shatterable glass and the like, it has remained preeminent.

There are more than 6,000,000 steel bodies of but one make now in use in the United States, and millions more of other makes. They are a feature in cars of all price classes, from five-hundred-dollar roadsters to costly limousines.

Motorists are paying more attention to what is under the paint of a car, and insisting on the best and safest construction as a safety guarantee.

Highway Work at Its Peak

The year 1930 will mark the peak of highway construction and betterment in the state of Oregon, according to the Oregon State Motor Association.

In nearly every section of the state can be heard the clink of machinery in operation of building more roads and better roads. In an effort to keep faith with the program of the country to relieve the unemployed situation, the highway commission has crowded into its program this year work that would normally have taken more than two years to do. Work has been going on all the year on the Old Oregon Trail, the Burns-Canyon City road, the Burns-Lakeview road, the Dayville-Mitchell section of Highway No. 28, the Santiam Highway, Lower Columbia Highway, Mount Hood Loop, and with reconstruction on the McKenzie Highway and the Pacific Highway in the Medford district and also between Eugene and Portland of both the east and west roads.

In many places the roads are being widened and straightened with heavier foundations than in previous years, looking toward the increased tourist traffic of the future.

In spite of this enormous amount of work being done, new engineering crews are surveying on other sections where there will be both new construction and improvements in the near future. It has been an extremely busy year and although travel has been put to some inconvenience in certain sections, it will be a worth while job when these highways are completed, according to the people who travel over these highways.

Oregon will soon have an excellent system of highways although road building in Oregon is in no way near completion, according to those who look into the future.

Teach Boys Power Use

More extended instruction in the handling of machinery, and particularly in the use of electricity, is advocated for farm boys by the Federal Board for Vocational Education, according to the southern regional agent.

He declares that electricity is rapidly becoming used to a greater extent on farms, particularly in the South and in other sections where waterpower is available. For this reason he urges the necessity for requiring vocational agricultural teachers to study the operation of electrical equipment, so that they may teach the boys under their charge how to employ it in practical farming.

Recently a specialist in the Department of Agriculture pointed out that mechanical power can be produced at less than half the cost of animal power. The increased cost of man power is also an important factor in hastening the employment of a greater number and a larger variety of labor-saving machines.

The farmer of the future must have a certain amount of mechanical knowledge, hence the farm boy should begin as early as possible to master the practical operation of power operated machinery.

A church society in The Dalles thus recently announced a rummage sale: "We are going to have a rummage sale and want you all to come. This is a splendid chance to get rid of everything that is not worth keeping, but still is too good to be thrown away. Ladies, be sure and bring your husbands.

Sky Riders Get Same Warning As Motorists

Passengers in airplanes have been placed under the same restrictions as motorists when it comes to throwing lighted cigars, cigarettes, or any other burning material over the side. The man in the clouds and the man on the highway have been put in the same category in the enforcement of outdoor fire prevention rules, it is pointed out by the Oregon Motor Association.

Air commerce regulations contain provisions against dropping or releasing any objects from airplanes which would endanger life or damage property. This is declared to include lighted cigars and cigarettes, according to a letter recently sent by Col. Clarence M. Younge, Assistant Secretary of Aeronautics in the Department of Commerce, to about 9,000 registered pilots in the United States.

The pilots have been advised that the penalties provided for violations will be strictly enforced.

The speaker orated fervently. "He drove straight to his goal. He looked neither to the right nor the left, but pressed forward. Neither friend nor foe could delay him, nor turn him from his course. All who crossed his path did so at their own peril. What would you call such a man?" "A truck driver!"

WANT ADS

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

NOTICE TO CREDITORS All persons having claims against the Estate of Maria Reckman, deceased, are hereby required to present them with vouchers to the undersigned executor at his residence at Grass Valley, Oregon, within six months from July 24th, 1930, the date of the first publication of this notice. 41-j25a15 Dietrich Reckman Jr.

W. C. BRYANT
Attorney - at - Law
OFFICE PHONE MAIN 93
Moro, Oregon

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Physician and Surgeon
Grass Valley, Oregon
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Human Vocal Cords
The length of the vocal cords of men is estimated at seven-twelfths of an inch. This is a factor in the pitch of voices. It is highly probable that a slight difference also exists between bass and tenor, and between contralto and soprano, but it is difficult to measure with sufficient accuracy.

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