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Giles L. French Editor

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OLYMPIA BREWING CO., OLYMPIA, WASH., U. S. A.
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sumed that the tobacco dealers will not oppose the tax. There may be some citizens who do not like such coercion. There were legislators who did not like the tax and others who did not like the fair trade act. But both got through. Now the people can vote on them, but not singly. If the tax is passed the fair trade act will accompany it.

The cigarette tax will be three cents per package of 20. The fair trade will also increase the price.

It is true that there is cut-throat competition in the tobacco business. Margins are small. But consumption is large and the market is steady. There is seldom a lack of distributors. The tax is on cigarettes, not all kinds of tobacco. The voters will decide whether the users

of one form of tobacco, one luxury, should help pay the costs of the state government. Under present conditions it seems better to vote against it.

Garden Hose, Barney's GV

Moro Lodge No. 113 I.O.O.F. Meets 1st and 3rd Tuesdays in I.O.O.F. hall. Transient and visiting brothers are cordially invited. Floyd Lane, N. G. Leo Watkins, Secretary

Lupine Rebekah Lodge No. 114 Meets 2nd and 4th Tuesdays of each month. Visiting members welcome. Josephine Gentry, N.G. Helen Martin, Sec.

Eureka Lodge No. 121 A.F. & A.M. Meets on the 1st and 3rd Thursday evenings each month. Visiting members cordially invited to meet with Clyde Gilmore, W. M. H. D. Pinkerton, Secretary

Bethlehem Chapter No. 38 O.E.S. Meets every second and fourth Thursday in each month; visiting members invited. Moro, Oregon Bonnie May, W. M. Gwen Ross, Secretary

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BUICK'S POWER STEERING?
It's the big NEWS of the year

THERE is a host of things that endear a ROADMASTER to anyone who loves to drive.

There's the might of its Fireball 8 Engine—most powerful ever put in a Buick.

There's the thrift of its Airpower carburetor—a four-barrel automatic that literally brings increased power right out of thin air.

There's its hushed and luxurious silence—its poised and level ride that cost a million dollars to develop—and the infinite smoothness of its Dynaflo Drive.

But the thing that has brought the most cheers for this big and obedient beauty is Buick's version of Power Steering.*

Gone is the tug of turning, parking, maneuvering in small space.

Power Steering takes over the effort of turning the front wheels—makes it a one-hand operation.

Do you have to learn to drive all over again if you have this new Buick feature?

You definitely do not. On the open road, you have that same sure sense of command that you've always had. Coming out of a curve, you can loosen your grip, and the front wheels right themselves just as they do on every Buick.

But you'll notice this: When you suddenly hit loose dirt or sand—or a stretch of rough road—Power Steering smoothly goes into action—helps take up the jerk—makes control of the wheel easier and driving safer.

Wouldn't you like to try out this newest wonder—on a ROADMASTER or a SUPER? You say the word, and we'll do the rest.

Equipment, accessories, trim and models are subject to change without notice. *Optional at extra cost on Roadmaster and Super only.



WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

Service Motor Co.
509 East Second St. The Dalles, Oregon

You still buy gasoline at 1925 prices

If you were to take a sentimental journey back into the mid-twenties by thumbing through a stack of old magazines, you'd find the page below in the Saturday Evening Post issue of July 4, 1925. Remember the square-topped cars of those days... with their flat windshields, wide running boards and big wooden steering wheels?



Remember the prices? Things were a lot cheaper than they are now when almost everything you buy is 'way up in price... except gasoline. ¶ Actually, gasoline costs almost exactly the same today—aside from taxes—as it did when the beauty above was an exciting new automobile. ¶ And it's far better gasoline, too. Two gallons today do the work that required three in 1925. ¶ Few industries can match this record of keeping prices down and raising quality. It was made possible by two things: intense competition among oil companies and a steadily increasing efficiency of production. ¶ In the last five years alone, Standard Oil Company of California has put more than \$644,000,000 into facilities—and another \$35,000,000 into technical service and research. This investment helps us make certain that gasoline continues to be one of the best buys in your family budget.

STANDARD OIL COMPANY OF CALIFORNIA plans ahead to serve you better