MEMBER FEDERAL RESERVE SYSTEM

The Business Partnership of Man and Wife

IN your planning, do not overlook the great assistance you can obtain from allying yourself with a strong well managed bank. Open an account with us to-day and thus begin a business acquaintance which will stand you in good stead during years to come. We are always ready to advise with you concerning investments and to assist you in every way in our power. Our motto is service and small accounts as well as large are welcome.

FARMERS' STATE BANK

Moro - - - - Oregon

NOW IS THE TIME TO GET AFTER THE WEEDS

THE JUNIOR IMPROVED

ROTARY ROD WEEDER

Does the Business

SOLD BY

MORO HARDWARE & IMPLEMENT COMPANY

AGENTS FOR SHERMAN COUNTY

CLOSE-OUT PRICES

Coal Oil Stoves
Iceless Refrigerators
Washing Machines
Ice Cream Freezers
Steam Cookers

AGENTS FOR

McCormick and Deering

Combines and Headers
Reapers and Mowers

Also a Full Line of Extras for Above Machines

WIDE TRACK WAGONS

Also a Few Slightly Used Wagons at Right Prices

GINN, COLEMAN & CO.

MORO, OREGON

Independent Warehouse & Milling Co

R. H. McKean, Manager, Wasco, Oregon

DEALERS IN

Lime, Plaster, Cement, Builders Supplies, Lumber, Wood, Coal, Cedar Posts, and Hay.

MANUFACTURERS OF

MILL FEED AND FLOUR.

The Observer

MORO. OREGON.

Entered as second class matter at the post office at Moro, Oregon, July 25, 1891

Official Paper for Sherman County.

C. L. IRELAND.....Manager.

Foreign Advertising Representative
THE AMERICAN PRESS ASSOCIATION

FRIDAY..... July 22, 1921

State Wide Highway Census

By direction of the State Highway Commission a census of all the traffic on all main state highways was taken during the three days July 16th, 17th and 18th. This will be interesting information for Sherman county people as to local traffic while at the same time furnishing valuable data to the state highway engineer office as to what kind of traffic should be considered when road costruction contracts are awarded.

Engineer H. C. Compton, pursuant to the above, found that for the three days' travel north and south over the Sherman County Highway was as follows between Moro and Wasco:

July 16.—Horse drawn vehicles, 66; motor cycles carrying Oregon license, 4; passenger vehicles carrying Oregon license, 395; passenger vehicles from other states 12; light duty trucks, 51: heavy duty trucks, 8. Holt 75-hp caterpillar, 1. All but 10 of the horse drawn vehicles were county road construction wagons. Bed rolls carried by 77 of the Oregon license passenger vehicles.

July 17.—Horse drawn vehicles, 3; motor cycles, Oregon, 14; passenger vehicles, Oregon, 399; passenger vehicles, other states, 2; light duty trucks, 19; heavy duty trucks, 4. Bed rolls carried by 58 Oregon passenger vehicles.

July 18.—Horse drawn vehicles, 14; passenger vehicles, Oregon, 299; passenger vehicles, other states, 4; light duty trucks, 23; heavy duty trucks, 6. Bed rolls carried by 37 Oregon passenger vehicles. One car owned locally had no license.

These figures are of value to every one, particularly to those who may be inclined to criticise present day road building by claiming that the roads are being built for automobile travel. When it is considered that not more than 10 horse drawn vehicles were using this main traffic artery of intercommunication in Sherman county, there is no longer place for harping criticism. When further consideration is given to the fact that only 18 passenger vehicles from other states passed over Sherman county roads on the three days, then it can be stated as a proven factor that Oregon is building present day roads for the people of Oregon and for residents of other states as an important, but secondary, consideration.

"Charm School for Girls" Saturday

"The Charm School" is coming to Moro Theatre this Saturday is a typical Wallace Reid jazz picture and is duplicating the success of "The Dancin' Fool." The picture is a genuine blues-chaser. Reid puts over a lot of good snappy action and is well supported by Lila Lee and a capable cast. An added feature is the presence of a large number of young "charmers," all under twenty, who are the pupils of the girls boarding school which Reid, as Austin Bevans, inherits, and of which he makes himself principal.

It is easy to imagine the romantic complications which results when a handsome young man becomes principal of a girls' boarding school and supplants the old methods of academic instruction with lessons on how to be charming. The support is excellent.

"The Brute Master" Tuesday Next

Madeline, a cultured American girl, receives urgent word that she leave the tropical resort where she is wintering with friends and return to her family in San Francisco. Arrangement is made by which she and Walter Maxwell, also a member of the party, take passage with "Bucko McAllister," a rugged Scot who is owner of a schooner plying between Frisco and the South Sea Islands.

McAllister rules his crew by sheer force of brute strength, and no sooner have Walter and Madeline come aboard than he puts them to work too. One of the ships crew, hating McAllister for his dominating, cruel ways, sets fire to the ship.

The crew, thinking that Mac has perished in the flames, take to the lifeboats and arrive safely at a small island inhabited solely by natives.

In the meantime, Mac has escaped from the burning ship and with the aid of a raft, has swam to shore.

The story depicts the life of the party upon the island and how McAllister maintains his leadership over both his crew and the natives.

OAC

Oregon's Higher Institution of

TECHNOLOGY

Eight Schools; Seventy Departments

FALL TERM OPENS SEPT. 19, 1921

For information write to the Registrar

Oregon Agricultural College

CORVALLIS

Sherman Highway First Unit

Engineer H. C. Compton, in charge of the state highway surveying crew that is engaged in making a survey for the Sherman County Highway informed us on Monday that he had completed the survey of the highway route from Wasco to Grass Valley, known as Unit No. 1, and that it is now ready for approval by the Highway Commission.

The mileage between the city limits on the route selected between Wasco and Moro will aproximate 8.6 miles and as now considered will leave Wasco on the same route as now used, using the larger part of the same road until the top of the hill at DeMoss is reached where an alternate route is under consideration with little likelihood of being used.

The state highway commission has positively declared for not more than a five per cent grade on all main highways, and to use approximately the same route on DeMoss hill as the present road, Engineer Compton cannot secure less than a six per cent grade, but he is of the opinion that as all heavy loads are down the hill to the grain warehouses at that point this will be taken into consideration in approving the present road at that point particularly as the saving in distance amounting to 1400 feet will allow a saving of about $2,000 to apply on surfacing the road bed, the grading of the two routes being figured at about the same cost.

The alternate route down DeMoss is to continue east from the top of the DeMoss hill, swing around the side and come into the present road at about the bridge location This bridge in either case will be taken care of with a ten foot fill, the fill beginning in front of the park entrance where a cut will be made. The alternate grade will easily be five per cent.

From DeMoss the survey follows the present road until the Hockman farm where it continues on the west of the creek bed, eliminating two railroad crossings and also two crossings of the creek at that point.

Between Moro and Grass Valley the survey leaves the present Market road improvement and goes through the center of the slaughter house, then along the side hill between the three farm houses and the railroad until the trestle in E. H. Moore's field is reached where the survey goes under the railroad, eliminating three railroad crossings up to that point. From the trestle the survey continues past the E. H. Moore house to the top of Nigger Ridge, hitting and crossing the present road about 300 feet north of the turn using a saddle to miss the crest of the ridge.

Going out of Moro towards Grass Valley, after pasing the slaughter house, two relocations of the winding creek bed must be made and one concrete bridge built. It is figured that this work can easily be done because the creek will then have a straight channel for all time.

From the top of Nigger Ridge the survey cuts across the present road, and in going down the hillside cuts across the present road in two places, straightening the highway and giving an easier grade with less cost for building. The survey picks up the present road again, just about the bottom of Nigger Ridge and follows the present road to just past Grass Valley cemetery where it swings about 400 feet to avoid a ravine and then swings to the east for a short distance before taking a straight line through the fields for Grass Valley where it comes onto the main street where now traffic swings east to pass in front of the old Buckley residence. The survey on this last stretch goes west of the trees on the Buckley place and between the cistern and the house on the Zigler place, making the mileage between Moro and Grass Valley city limits approximately 9.4 miles

Engineer Compton estimates that he has about two weeks work before he can be through with his work on Unit No. 1. and that undoubtedly the State Highway Commission will be in position to advertise for construction bids and let the contract at the August meeting. He is now beginning to figure on the route south of Grass Valley and will probably carry his work several miles south of that place before closing his Sherman county office.

The survey of the first mile north of Moro has been approved by Division Engineer Scott of The Dalles and County Road Master Wall will start construction on this section immediately with county forces and will rock it as soon as graded. This will eliminate two bad railroad crossings.

Notice of Bond Sale

Public notice is hereby given that bids will be received by the city council of the city of Moro, Sherman county, Oregon, up to and including the twenty seventh day of July, A. D. 1921, at the hour of 8 o'clock p.m. for its issue of Bancroft Act Paving Bonds aggregating $10,750.00 and bearing interest at the rate of six per cent per annum.

All tenders or bids must be without condition or qualification and accompanied by an unconditional certified check, payable to the order of the treasurer of said city for ten per centum (10) of the above mentioned amount, to be forfeited as liquidated damages should the successful bidder fail or refuse to take up and pay for the bonds when presented to him.

Said bonds shall not be sold for less than par and the board reserves the right to reject any and all bids.

All bids should be addressed to J E. Norton, City Treasurer, Moro, Oregon.

N. W. Thompson, Mayor.
R. C. Ornduff, City Recorder.

Summons by Publication

In the Circuit Court of the State of Oregon for Sherman County.

Levon Moore, a minor, appearing by George B. Bourhill, her guardian ad litem, plaintiff

vs

L. L. Peetz, administrator of the estate of W. B. Torey, deceased, and the State of Oregon, and all unknown heirs of W. B. Torey, deceased, defendants.

To all unknown heirs of W. B. Torey deceased:

In the name of the State of Oregon, you and each of you are required to appear and answer the Amended Complaint of the plaintiff in the above entitled suit on or before six weeks from the date of the first publication of this summons as hereinafter set forth, and in case of your failure so to do the plaintiff will apply to the Court for the relief demanded in her Amended Complaint, namely: For a decree of the above entitled Court that the agreement as set forth in her Amended Complaint between Lulu Moore, mother of Levon Moore, a minor, and W. B. Torey, deceased, be specifically enforced; that a trust be impressed upon the residue of the estate of W. B. Torey, deceased, now in the hands of L. L. Peetz, administrator of said estate, and that the same be ordered paid over to plaintiff's guardian for her use and benefit, for plaintiff's costs and disbursements, and for such other and further relief as to the Court shall seem meet and proper in the premises.

This Summons is served upon you by publication in conformity with an order of the above entitled Court, made and entered on the 27th day of June, 1921, which said order requires that you and each of you shall appear and answer plaintiff's Amended Complaint on or before six weeks from the date of the first publication of this summons, which said is July 1st, 1921.

F. Dumont Smith,
W. C. Bryant,
Carlton L. Pepper,
Attorneys for Plaintiffs.
Address: Moro, Oregon. 7tj1a12

For Sale at a Bargain

One small stationary threshing outfit, consisting in part of a separator, gasoline engine, cook house, etc., one Studebaker car; two incubators. Inquire of Susie I. Hastings r.f.d., Moro, Oregon.

Because of slack business, commencing July 1st, my plumbing shop will be closed except evenings and Sundays. F. W. Boyer.

Show Starts 8:00 P.M. MORO THEATER Show Starts 8:00 P.M.

Mathews-Livingston, Proprietors

Saturday, July 23

WALLACE REID IN

"The Charm School"

Its a Paramount Picture

Comedy -- -- "Toonerville Fire Brigade"

Tuesday July 26

"The Brute Master"

—FEATURING—

Hobart Bosworth

FIFTEETH EPISODE OF "The Lost City"

F. W. BOYER

Plumbing and Tin Work

Heating Plants Installed

Complete Stock of Pipe and Plumbing Materials

PARRY BUILDING, MORO, OREGON

DO A LITTLE MISSIONARY WORK IN YOUR idle days by telling your neighbors of the good qualities of The Observer. If you can't get their subscriptions, send us their addresses and we will send them sample copies. We pay for all soliciting you do

JOB PRINTING

PLACE YOUR ORDER FOR WOOD

NOW

We are now in position to deliver Wood f. o. b. the car at Moro, DeMoss, Erskine or Hay Canyon at the following cash prices.

16-- inch Fir Wood, 1st Growth at	-	$10.50 per cord
16-- inch Pine Wood, Extra Quality	-	10.50 per cord
4-- foot Fir Slab, Extra Quality	-	8.50 per cord

Utah and Rock Springs Coal at Equally Low Prices.

CALL and SEE US

Two or more can join in taking delivery thereby securing carload rates,

Pay Cash and Save $ $

TUM-A-LUM LUMBER CO.

Building Materials of All Kinds.

W. K. Johnson, Manager

MORO - OREGON

P.S. S'pose you know lumber's way down--about half last year's price