

**Electric Power Makes Farm Life Attractive**

Farm population was placed by census authority at 31,134,000 January 1, compared with 31,316,000 a year earlier. Atlantic coast states showed net increases in farm population, other sections leading in decline. Young and old leave the farm because they think city life more attractive but the same agency that has given attractions to the city is now turning its energy toward the farm. Electricity will revolutionize farm life just as it has the city.

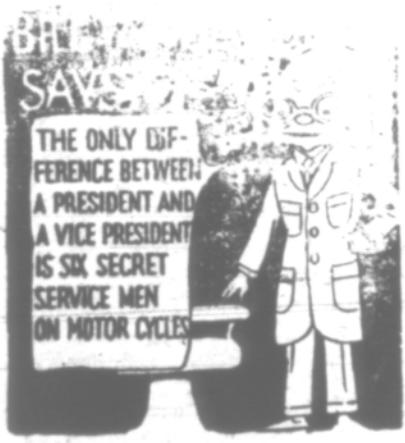
Light is the great civilizer. When a farmer's wife can press a button and flood her house with light, wash her dishes, pump and heat the water run the churn, sewing machine, washing machine, ironing machine and vacuum cleaner, make ice in the refrigerator, curl her hair and do innumerable other things with electricity, how much more attractive will be the farm homes.

When the farmer can press a button and light his barn, milk his cow, chop food for the cattle, saw wood, thresh grain and do scores of other things which are now downright drudgery, farm life will become more attractive for him and the boys.

Electric road lights will begin to appear at cross road corners. The telephone and radio will give the same universal communication facilities that are enjoyed in the city. Moving picture houses will gradually appear in advantageous locations which can be reached by a five or ten mile radius by automobile.

Thus, as electricity takes light to the farm, it will emphasize the advantages of farm life over crowded city life and draw the people from the thickly populated districts back to the rural districts.

Dozens of Observer readers are truly grateful for thoughts that prompt many persons to phone in news items.



**Sherman County Fair Will Soon Open**

**Premium Book and Speed Program Now Ready**

Few realize that it is only a matter of about six short weeks until it will be time to open the gates upon the 16th annual Sherman county fair.

Several improvements will be noticed by visitors when the fair will be in full swing. Among these is the preservation of the buildings by a liberal coat of paint to the side walls and roofs. The fences have been repaired and the track put in for the trials of speed and endurance of man and horse.

Talking about speed on the track reminds the writer that something entirely new in the chariot race event will be seen this year at the county fair. In place of the old clumsy heavy wooden wheel solid box chariots will be seen the new variety built upon Ford auto axles using Ford wooden wheels and equipped with pneumatic rubber tires. Hot air inside the tires and hot air outside on the track will sure make a hot race.

At the present time three chariot teams are in training for this event. Some of the live wires at Wasco have a team in training, the same can be said of those at Kent, and Moro also has a team being worked into shape for the chariot race. When these chariots go round the track at the next Sherman county fair even Ben Hur himself would be glad to come to life to drive one against that old Roman friend of his.

Another snappy event that will be on the local county fair track this fall is the fast relay horse race. Local county riders are training hard for this race, says Secretary C. C. Richmond, and there is no reason why some one will not pull down some fifty prize money when the track events are closed.

Owners of harness horses are beginning to ask for stall room and the usual privilege accorded them to train the harness horses at the track before county fair. Harness races in the past have been favorite events with a large part of those who attend the Sherman county fair and no doubt these races will continue to hold favor this year with all good lovers of horse flesh.

The days and afternoons and evenings of Sherman county fair week will be filled with band music of an exceptional order. The local Sherman county band is being reorganized, we are told, and as a result band music the fun loving public likes to listen to at such times will be much in evidence.

**Oregon State Highways Maintained by Motorists**

Every so often we hear remarks about how much the highways of Oregon cost the taxpayer. Because of misinformation as to who actually pays for and maintains the highway system of state roads in Oregon we publish the following data prepared by the office of the secretary of state. In this connection as to who pays the bills for the roads of Oregon it may be said that money borrowed on bonds issued by the state are based upon the amount a license money owners of automobile will return to the state during the term of years the bond money may be borrowed.

From 1907, to July 1, 1925, the state has collected the immense sum of \$26,806,960.66 from the licensing of motor vehicles. Of this total, \$141,286 was turned into the general fund of the state treasury and including the year 1912, and the balance, or \$25,331,937.16 has been expended in the construction, improvement and repair of state and county highways, according to a statement prepared by Secretary of State Sam A. Koser.

From 1907, to 1916, inclusive, \$474,013.50 of the funds collected from motor vehicle licenses was turned back to the counties for use in building and upkeep of the public roads, but this amount is included in the greater amount above quoted. Of the \$25,331,937.16 expended on all roads throughout the state, \$15,885,121.60 has been expended through the medium of the state highway commission and \$9,446,815.56 has been expended by the counties, directly and indirectly.

The total amount expended in the construction, improvement and upkeep of the state highways in the state, however, since the 1913 law went into effect creating the State Highway Commission and authorizing the issuance and sale of bonds for road construction, through the medium of the highway commission has been \$32,487,265.19, including aid received from the federal government the counties and railroads. Of this latter amount \$38,860,499.37 was realized and expended from the sale of state bonds; \$8,391,262.12 from the motor vehicle gas tax; \$7,392,532.31 represented cooperative aid from the counties; \$5,633,428.91 funds derived from the one-mill road tax, and \$2,297,120.84 raised by the quarter-mill road tax.

In 1924 the total amount of highway expenditures in the United States was \$996,683,770. An aggregate of \$632,487,440.53 has been expended on federal road projects of which amount the government contributed \$276,305,407.66. The total mileage in the federal aid approved system in the United States was 174,350 miles. In Oregon the approved highway system covers a total of 49,769 miles of public highway, of which 878 miles have been treated with hard surface pavement; 1,949 miles have been graveled or standard macadam and 318 miles have been graded and ready for surfacing.

The federal aid projects in Oregon aggregate a system of approximately 2,900 miles, for the most part being roads of an interstate character or connecting roads which have been designated a part of the national federal aid system, and the federal funds allotted to Oregon from 1916 to 1925 amount to \$14,238,498, of which \$4,552,662 was allotted for forest road work.

Saturday last C. C. Richmond received three Chinchilla rabbit does by express from the east. The three are registered Chinchilla stock direct imported from England, coming into the United States on July 16th, 1925, and since then bred to imported bucks that were prize winners at the big exhibition fair at Rochester, New York, last season. Mr. Richmond has had the three does registered at the Chicago office of the American Chinchilla Rabbit Breeders Association and is planning to enter the business of raising high grade registered stock for their pelts and for sale to others who wish to enter the Chinchilla rabbit industry.

The extent of state aid that may be expected by the Tumalo irrigation district and other similar projects in eastern and central Oregon, probably will be determined next month when the members of the state securities commission will make a personal inspection of the lands under development.

**Tax Reduction Meets Approval of Public**

Whether it be by President Coolidge or by any other public official or agency, efforts for tax reduction will meet with popular approval. For the tax burden is real. It bears heavily on everybody. The farmer sells his crops and in turn gives more to the tax collector than he keeps for himself.

Last year the railroads paid taxes in the amount of \$340,000,000, or \$30,000,000 more than was paid the stockholders.

Merchants may and usually do, add their taxes to the selling price of their goods and wares, thus passing the tax burden on to the consumer, but as taxes rise, prices soar, sales lessen and profits dwindle. The railroad like the merchant, obtains its revenue from the public selling service instead of merchandise, hence it too passes its tax burden on to the consumer.

The tax burden cannot be shifted. Directly or indirectly, it falls on the general public. The only way to reduce it is to scale up economy and scale down extravagance.

**Large Numbers Qualify as U. S. Army Marksmen**

Seventy eight per cent of the student soldiers in attendance at the citizens' military training camp at Camp Lewis June 19 to July 18 who fired the record course in rifle marksmanship qualified either as sharpshooters or as marksmen according to figures that have been compiled at headquarters, 96th division.

The number completing the course is 366 of which 30 qualified as sharpshooters and 336 as marksmen. Those who qualified have been issued badges therefor. Most of the men who fired the rifle course had had no prior experience on an army range. Some of the citizen-soldiers fired the pistol course. Included among those who qualified on the rifle range is Markman Edgar Alley from Moro, Oregon.

Mr. and Mrs. George Nix and C. C. Richmond drove to Portland late last Saturday afternoon returning Monday morning. Mrs. Nix is Mr. Richmond's mother. While in Portland the men in the party got busy and painted the residence of Mrs. Nix. Mrs. Richmond, who is staying at the Nix residence in Portland, was expecting to leave this week for a month at one of the Tillamook ocean beaches.

**The Less The Tax The More Money Paid**

It is a recognized fact that moderate surtaxes would be more productive of revenue than the present schedules. Productive business is discouraged by exorbitant surtaxes and capital is driven into tax-exempt bonds.

There was a time when the small taxpayer did not understand that the general prosperity of the country was diminished by imposition of these excessive surtaxes, and welcomed a stiff levy on incomes in the higher brackets. The average citizen is now better informed and knows that general business conditions are not improved by driving productive business into tax-exempt securities.

When capital is kept out of productive enterprise by excessive taxation, this unnatural diversion yields no revenue to the government and is costly to industry. A man is not interested in risking his money and energy in an enterprise where, if he wins, the government takes a great part of the profits in taxes, and if he loses he stands the whole of the loss. Initiative, and new ventures are penalized by such a policy.

Card of Thanks

For the many expressions of kindness and sympathy during the continued illness of Mrs. Gates and on the occasion of our great loss and sorrow when she went from us; and for the tribute of beautiful flowers, we desire to express our sincere thanks.

Louis J. Gates and Daughters.

**IN MEMORIAM**

Mrs. L. J. Gates, formerly Miss Gonhilda Beck, wife of L. J. Gates of The Dalles died last Friday morning at the home of Mrs. S. H. Silkworth in Portland. Mrs. Gates had been ill several months, the cause of her death being heart trouble. She was born in Norway, 47 years ago, and when a child came to America where she and her parents, Mr. and Mrs. Ed Beck, lived in Chicago for several years. Then they came to The Dalles, where she attended school and later lived in Kent after her marriage to Mr. Gates, until the fall of 1916 when the family moved to The Dalles.

Mrs. Gates was an active worker in church, lodge, club and social circles. She is survived besides her husband, by her parents, Mr. and Mrs. Ed Beck of Portland; a brother, Oscar Beck; a sister, Mrs. Wm. Seufert of The Dalles, and three daughters, Margaret, Adelia, and Camilla Gates.

Funeral services were held in The Dalles Sunday afternoon in charge of Rev. H. C. Kohr of Oregon City, assisted by Rev. C. Edwards of The Dalles. A large number of Sherman county friends of the family attending.

**FOR SALE—100 Canary Birds.** \$3. and up; St. Andrewsburg rollers and domestic. Mrs. J. M. Axtell, Moro Oregon. 2t

LOST—on the highway between Grass Valley and Kent on Wednesday, July 22, a collie-shepherd dog, reddish yellow in color with white about neck and on tip of tail. When lost the dog wore a leather collar, with brass license tag, "Moro, No. 24." The dog was last seen on same afternoon traveling northward on highway toward Grass Valley. Finder please notify undersigned, and obtain reward. Henry G. Hanson, Moro, Oregon.

PIANO FOR SALE in vicinity of Moro. Beautiful high grade piano will be sold at large saving and terms \$10 monthly to responsible party. For particulars write at once to Gline Music Co., 66 Front St. Portland, Ore. 81a7a11

CUCUMBERS For sale for pickling; large or small size as preferred; season now on. Mrs. Granville Phillips, route 2, Hood River, Ore.

FOR SALE CHEAP—Nearly new coal oil stove with oven. D. E. Clark, Moro, Oregon. 2t\*24

MAN AND WIFE want harvest work; wife to cook, man any job he can do on the outfit. Phone or call at Observer office, Moro.

LOST—Black brood sow weight 350; branded on back with heart, hardly visible; gone two weeks. Homer Belshee, phone 2F15, Moro, Ore. 24

DEERING combine harvester with motor for sale, used last season. T. W. Hayes, Motor route A Box 33, Grass Valley.

HEMSTITCHING—Mail orders filled promptly. Mrs. H. A. Woodruff, 704 East 3rd St, The Dalles.

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

WE ARE ENTHUSIASTIC

When Our Customers Bring in their HARVEST MACHINERY

# REPAIRS

For Early Overhauling

That is when we can do the work best.

We Specialize in

MACHINE and WOOD WORK

Lathe Work  
Cutting Key Seats  
Any length - COLD ROLLED SHAFTING - any Size

Wheels—Wagons  
Tanks—Weeders

Foss & Co. Inc. Moro, Ore

CHANGE OF OFFICE LOCATION OF THE

## Farmers Elevator & Supply Co.

From and after next Monday, June 15th, the office of the Farmers Elevator & Supply Company will be located at the Farmers State Bank.

All business transactions and accounts will be handled at the bank. There will be no change in the business methods of the Farmers Elevator & Supply Company. This will be handled just the same as before.

The elevator warehouse will be in charge of Geo. A. Meloy, who will be pleased to handle the warehouse needs of the public at all times.

J. C. McKean, Manager, Moro, Oregon

The Prize Winner Milk is From Moro Dairy

For steadiness of quality and cleanliness Moro Dairy has at all times maintained the highest standard possible. Every cow in Moro Dairy herd has been tested by a state veterinary and the dairy itself has been inspected by the state health office. No other milk supply in this vicinity can claim as much.

Delivered when you want it.

Moro Dairy Milk 10c Quart  
Moro Dairy Cream 30c Pint

G. G. Thorp, Proprietor, Moro

SAYS It Has Been Proven!

BY PRACTICAL DEMONSTRATION THAT THE McCormick - Deering Two Man Harvester Thresher Equipped With Leveling Device IS A SUCCESS

For Particulars See

## Ginn, Coleman & Co.

LOCAL AGENTS Moro, Oregon

## Moro Garage

Blacksmith and Machine Shop  
Plow Share Grinding  
Acetylene Welding  
Wood Working in Connection

Let us give you prices on our Pennsylvania Vacuum Cup Tires We Have a Complete New Stock

Moro Garage, M. R. Schadewitz, Prop.  
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## Rotary Rod Weeders

Manufactured in Cheney, Washington

STRONG COMPACT DURABLE

Our Rotary Rod Weeders are hungry for weeds. They make a perfect seed bed and leave the best kind of a lump mulch on top.

For Sale By

### Moro Hdw. & Imp. Co.

Moro, Oregon

Auto Tops Lowered Windshields Slanted

Windshields and Plate Glass Auto Doors Cut and Fitted

Auto Top and General Repairing

Saddles Made to Order Prices Reasonable

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Is Your Radiator in good condition to stand the coming hot weather? If it is doubtful bring the car in and we'll look it over.

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At Twin Battery Station

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