

Send Your
Jewelry Repair Work
to
Pound's Jewelry Store
GUY A. POUND
Proprietor
Remodeling of old Jewelry
A Specialty
Careful Attention Given To
WATCH REPAIRING
The Dalles, Oregon

When in The Dalles
HAVE YOUR
Lunch or Dinner **\$5c**
(Full Course)
at the
White Restaurant
408 E. 2nd St.
The Dalles, Oregon

We also serve, at usual prices,
Lunch and Dinner combinations
that are said by our patrons to
equal Home Cooking

D. Lindquist
JEWELER
Repairing a Specialty.
502 E. Second st.
2 Doors East of Skaggs Store
The Dalles, Oregon

Portland Painless DENTIST
Painless Extraction
\$1.00

W. T. Slatten, D. D. S.
Over Wasco County Bank
The Dalles, Oregon
305 2nd St.

Prices ARE Reasonable
at the
BLACK AND WHITE
Restaurant Fountain
Lunch Counter
COME AS YOU ARE
PLENTY OF PARKING SPACE
AT ALL TIMES
J. T. Fries, Proprietor
THE DALLES, OREGON

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FUNERAL HOME
THE DALLES, OREGON
Phone 345 The Dalles
A. M. Wright
Representative at Moro
MORO, OREGON

Model Laundry
THE DALLES
Calls for and Delivers
in Moro Wasco
and Grass Valley
Mondays and Thursdays

Westinghouse
MAZDA LAMPS
FOR SALE
BY
Sherman Electric Co.

Burget & Callaway
Funeral Directors
Union and Third St.
The Dalles, Ore.

FINNEY OF THE FORCE



NEW ROAD TO YOSEMITE

All Winter Route Now Open For
Light Car Drivers

For the first time since Yosemite national park was discovered some fifty years ago it will be possible to travel by road into the park at any time during the winter months in comfort and without waste of time. The new Briceburg highway from Merced to El Portal is now open 24 hours of the day and the motorists may easily drive to Merced from the Bay Region in the evening, stay over night there, and with an early start the following morning be in the valley fairly early in the morning, the trip requiring about four hours, or perhaps a little more.

This new highway, pioneered over several times during the past few months by scout cars from the Chevrolet motor company of California, has no grades of any moment, it is as smooth as a floor, and wide enough to remove the last objections of the most timid to a trip into Yosemite because of sheer precipices and narrow gorges, with grades that require brake perfection for safety.

Chevrolet has had no trouble on any of its trips in negotiating the route practically from end to end in high gear and the speed limit is the only gauge upon the rate of progress. Winding along mostly close to the Merced river the route is an extremely beautiful one and makes up for the lack of inspiration points and the like, by an endless panorama of sparkling rapids, rugged rocks and heavily forested hills and mountains.

Chevrolet is coming more and more to be a leading factor in travel from outside into the Yosemite valley and this winter will see a further increase according to officials of the Chevrolet company, for the new Briceburg highway opens up an entirely new route to the snow for this winter and the motorist will not have to worry about mud and soft spots, and the possible need of a tow car to get him out of a mud hole at the roadside as so often happens upon other routes to the snow lines where traffic is heavy after a big storm and the route is perhaps only half opened up. Banks of snow will have no terrors for the motorists on the Briceburg road and there will be additional incentive in a background of "Christmas Tree" forest that will make the heart of the amateur photographer glad and provide prints enough to fill albums of a weekend trip so the "children could play in the snow."

Two ounces of copper carbonate per bushel of wheat when thoroughly applied proves sufficient to give practically perfect control of smut, reports the experiment station. Where grain is conspicuously darkened by smut, slightly more may be used to advantage. No method of applying the dust by mixing it and the grain with a shovel or hoe is ever effective although various home-made devices for "churning" the mixture are perfectly satisfactory.

Since prohibition, all some people have to get drunk on, it seems, is statistics.

BUDGET COMMITTEE REPORT

Notice of estimated expenses and receipts and the proposed tax levy for the City of Moro, Sherman County, Oregon, for the year 1927.

Notice is hereby given that in pursuance to a legislative act approved by the Governor February 15, 1921, that on Tuesday, November 30, 1926, the Budget Committee of the City of Moro, Sherman County, Oregon, will be in session at the city hall at the hour of 8:00 o'clock p. m. and that any taxpayer of the City of Moro will be heard in favor of or against the proposed tax levy as hereinafter itemized.

"ITEMIZED" BUDGET

Recorders salary	\$ 240.00
Marshals salary	1200.00
Treasurers salary	180.00
Library fund	125.00
Emergencies	600.00
Water fund	2500.00
Retirement of bonds	4000.00
Interest on bonds	4110.00
Street improvement	400.00
Street lights	1700.00
Total expenditures	\$15055.00

Estimated receipts

Water fund	4400.00
Hotel fund	1500.00
Total estimated receipts	5900.00

Total amount to be raised by taxation for all purposes for the year 1927 \$9155.00

Dated at Moro, Oregon, this 12th day of November, 1926.
J. E. Coleman,
Chairman Budget Committee
J. F. Foss,
Secretary Budget Committee

BUSINESS HABITS PREVAIL

It seems impossible to wean Secretary Mellon away from the business habits of a lifetime. There has been a clamor to add what will apparently be a \$200,000,000 surplus in income tax receipts this year, to the \$370,000,000 surplus of last year, and make a further total cut of some \$500,000,000 a year in taxes. This might be good politics for a temporary period, but Secretary Mellon is running the government treasury the way he would the treasury of a private company.

Heavy cuts have already been made in our federal income taxes, and Secretary Mellon says he is as anxious as others to see taxes cut to the lowest safe limit, "but we have to look to future years. We are enjoying tax returns now on unprecedented prosperity, and any change in this would wipe out the anticipated margin."

He points out that while the income taxes are greater than expected, this increase will be partly offset by a drop of about \$80,000,000 this quarter, in miscellaneous tax receipts under the new law, and that altogether the treasury believes \$200,000,000 less will be collected this year than last year, from miscellaneous taxes which are reduced or eliminated.

Also, Secretary Mellon points out that the \$370,000,000 surplus of last year was used to pay off public debts, and that, furthermore, as a good business proposition, it should not be added to the 1926 surplus as a gauge for tax reduction.

This all sounds like business advice rather than political capital, and the people of the United States can be thankful their treasury is run on a business basis, instead of as a political machine. This practice should be extended to state affairs.

MOUNTING TAX LIABILITY

The United States department of commerce shows that cost of state government has increased more than one billion dollars in the 10 years since the World War, or from \$517,503,220 in 1917, to \$1,614,562,230 in 1925.

Out of the above state expenditures for 1925, permanent improvements absorbed \$579,084,195, 83.2 per cent of which sum, or \$481,700,000, was spent on highways. Of the remainder, educational institutions took \$36,072,861, and charities, hospitals and penal institutions took \$25,400,155.

The balance, \$1,035,478,035, was devoted to maintenance and operation of the state governments. Of this amount, education took 38.4 per cent, charities, hospitals and correction 16.3 per cent, maintenance of existing highways 13.9 per cent, general government 8.3 per cent. Protection, conservation, health, recreation and miscellaneous, including soldiers' bonus, took the balance.

Revenue for the 48 states for the year was \$1,485,242,240, which was \$129,319,990 less than expenditures. The deficit was covered by sale of bonds. Only 17 out of the 48 states had sufficient revenue to meet their expenses, although total revenues increased \$115,176,000 over previous year.

The figures do not show the ratio of the increase in taxation compared to the increase in taxable wealth, but in most states the former far outstrips the latter.

WHY ALL THE CONFUSION

We hear a lot about the tariff being the cause of high prices. But this idea is simply putting the cart before the horse. If butter in this country was selling at 20 cents a pound, we would not need a tariff to protect the American farmer from foreign competition.

It is high prices caused by high wages and a high standard of living, which make it necessary to protect American agriculture and industries from products produced in foreign countries at lower wages and under a lower standard of living. With American butter selling at 50 and 60 cents a pound, we have a 12-cent-a-pound tariff to give it an even break with lower cost foreign production.

Canada has recently established a countervailing tariff against Australian butter, canned fruit and apricots which were being "dumped" on the Canadian market. If the tariff was considered as a business, rather than a political issue, it could be made as flexible as interest rates, and used for the purpose of stabilizing both foreign and domestic commerce, instead of disrupting them as is too often the case at present.

The average steer in the Blue mountain district of Oregon weighs about 1000 pounds at 30 months of age, says a report by the experiment station on the cost of beef production. Those that have received good care usually weigh 1050 pounds at that age without any increase in the feed and expense bill. The cost of production given in the station tables is based on good management — management a little better than the average but not quite ideal.

Large and clean winter apples and long keepers; for sale 25 cents box; bring your boxes and pick all you want. Place joins T. J. Miller orchard, on Belmont road, four miles southwest of Hood River. Phone T. J. Miller, 5633, from Hood River.



Wrigley's Chewing Sweet helps teeth, mouth, throat and digestion in a delightful and refreshing way. Removes odors of smoking and eating. People of refinement use it.



BIGGS SERVICE STATION
H. H. Willard, Proprietor
Lunch Goods
Bottled Drinks on Ice
Quaker State Oils
Union Gas Ajax Tires
The Patronage of my Sherman County Neighbors Will be Appreciated

Judge Not
Do not judge by appearances. The man who sticks closest to the bulletin board may have a home to go to.—Galveston News.

NEW HOTEL PERKINS
A. E. Myers, Proprietor
Fifth and Washington Sts.
PORTLAND, OREGON



The House Where the 1914 \$1.00 Has its full Value in 1926

SPECIAL RATES
Room with private bath \$1.50 up.
Room with bath privilege \$1.00 up



C. V. Belknap, Proprietor
Moro Hotel Barber Shop
Moro, Oregon

Ladies and Children's Hair Cutting and Shingle Bobbing

BATHS



Learn what it really means to drive a low-priced car that is delightfully smooth at every speed—that exhibits click-of-the-wheel acceleration—that can be driven at 40 and 50 miles an hour—hour after hour—without the slightest sense of forcing or fatigue! Take the wheel of a Chevrolet yourself!

Until you actually drive a Chevrolet, you cannot realize how it combines all those qualities that have been the big reasons for the purchase of costlier cars. Never before has any low-priced automobile combined such brilliant beauty with such thrilling qualities of performance. Take the wheel yourself—and learn the truth! Come in and get a demonstration!

Low Prices!
Coach... \$510
Coupe... \$645
Sedan... \$735
Landau... \$765
f. c. b. Flint, Mich.
Small Down Payment and convenient terms. Ask about our 6% Purchase Certificate Plan.

TIPTON AND MANCHESTER DEALERS
The Dalles, Oregon
Foss & Company, Moro, Oregon
Sherman Garage, Wasco, Oregon
Associate Dealers
QUALITY AT LOW COST

The Seat of the Trouble



FOSS & CO.
Moro, Oregon

GARAGE AND BLACKSMITH SHOP

Dealers In

Bar Iron and Steel

Plow Shares Sharpened

Double Trees and Single Trees

Woodworking

'Tank Lumber and Hardwood



Lone Rock Dairy

O. R. Hulse, Proprietor
Fresh Milk and Cream at all times.

DELIVERY TWICE DAILY
Leave orders at Moro Pharmacy

Independent Warehouse & Milling Co.

R. H. McKean, Manager, Wasco, Oregon

DEALERS IN

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

MANUFACTURERS OF

MILL FEED AND FLOUR

WHEN YOU TRAVEL

BY AUTO
AND VISIT THE DALLES
STORE YOUR CAR

In the concrete, fully equipped, roomy garage of Walther-Williams Company. Competent workman always ready to help you in any way they can at least expense to you. For any service rendered the charge will always be reasonable.

WALTHER-WILLIAMS GARAGE
THE DALLES, OREGON.

READ & GALLOWAY
GENERAL MACHINE SHOP

Repairing Trucks, Tractors, Automobiles, Caterpillars, and Combine Motors, Cylinder Grinling, Oxy-acetylene and Electric Welding

The Dalles, Ore.

615 East Second St. Phone Main 4001

A "WANT" ad in THE MORO OBSERVER will reach more people in Sherman County than by any other medium available.