

SAFETY FIRST!

An American Farce - Comedy
In Three Acts
By Sheldon Parmer

Presented at the
American Legion Community Hall
Friday, March 18, 1927
Moro, Oregon

CHARACTERS

Jack Montgomery, a young husband Clarence Huls
Jerry Arnold, an unsuccessful fixer Velma Powell
Mr. McNutt, a defective detective Edith Dillinger
Elmer Flannel, awfully shrinking Ethel Woods
Abou Ben Mocha, a Turk from Turkey Lloyd Johnson
Mabel Montgomery, Jack's wife, Pity her! Jessie Belashee
Virginia Bridger, her young sister Norma Powell
Mrs. Barrington - Bridger, their mamma Evelyn Christiansen
Zuleika, a tender Turkish maiden Dorothy Hodgkins
Mary Ann O'Finnerty, an Irish cook lady Zella Burnett

TIME - TODAY

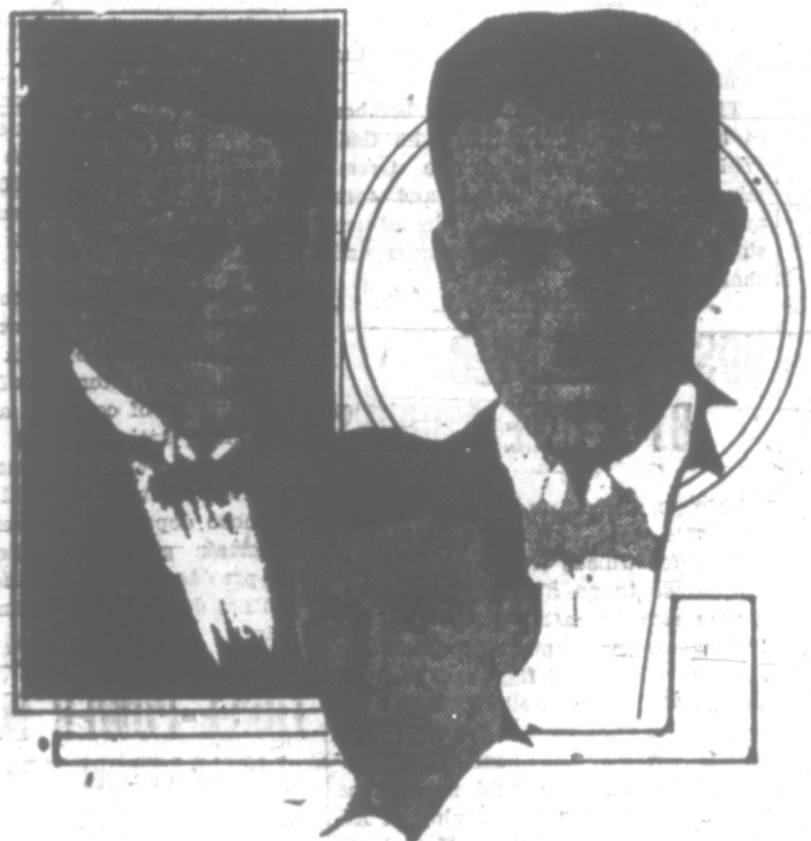
PLACE - IN THE SUBURBS OF A LARGE CITY

SYNOPSIS

Act I. Sitting room in Jack's li'l home in the suburbs. What happened to Zuleika.
Act II. Same scene, a month later. What happened to Jack and Jerry.
Act III. Mrs. Bridger's garden. Three weeks later. What happened to Mary Ann.

Note to audience: The curtain will be lowered a few moments during the third act to indicate a lapse of three hours.

Tickets on Sale at Moro Pharmacy



LOWELL PATTON AND HIS ARTISTS

ONE of the outstanding hits of the season will be the appearance of Lowell Patton and his Artists here in the near future. The company is headed by Lowell Patton, pianist, composer and dramatic artist. With him will appear his brother, Gault Patton, baritone, and Ludovic Hoot, tenor. Their program is something entirely new and takes the form of costumed impressions and dramatic episodes with musical settings. They offer a program of brilliancy and snap, in the form of real worthwhile musical and dramatic entertainment.

THE LAST LYCEUM NUMBER

Coming to Moro This Season
Will Appear at the American Legion Hall
Thursday, March 24, 1927

TAX LAW WITH TEETH

The people of Oregon will be greatly interested in the application of the principles underlying a new tax law, known as House bill No. 72, enacted at the recent session of the legislature.

This bill gives to the state tax commission supervisory control over the assessment and tax laws of the state, county assessors and county boards of equalization, and was recommended by the tax investigation committee appointed under authority of the legislature of 1925. Under the terms of the act the state tax commission has authority to fix the valuations of all property in the state. The avowed purpose of the measure is to secure uniformity of assessments.

That there is teeth in the law is evidenced by an examination of its provisions. It is made the duty of every county assessor to require individuals, partnerships, companies, associations and corporations to produce books and records or to furnish under oath information concerning their capital, funded or other debt, current assets and liabilities, value of property, earnings, operating or other expenses. Information obtained by public officials must not be divulged.

Any aggrieved taxpayer has the right of appeal to the state tax commission, as well as to the circuit court. Public officers whose duties relate to the assessment or equalization of assessments of property for taxation who fail to comply with the provisions of the act or with any order of the tax commission may be haled into the circuit court, which may compel them to conform to the detailed provisions of the law.

The new law is revolutionary to the extent that all acts of local assessors and county boards of equalization are subject to review by the tax commission, upon the initiative of the commission. The law carries the emergency clause and will be effective as to the assessment of property for the current year.

TREAT ALL ALIKE

Tax the Publicly Owned Industries
Say California Farmers

California farm interests have been urging taxation of publicly owned and operated public utilities. The farmers say that the present exemption of such utilities throws the burden of the escaped taxation on the rural districts.

As taxes are included in the rates of all taxpaying public utilities, it is plain that the farmers are bearing a disproportionate share of the cost of state government. Therefore, they want the publicly owned utilities to pay the same rate of taxation that is now paid by the state-regulated companies.

If all public utilities were to pay taxes, the increase in the state's return would be reflected in rates to consumers. Importance of the tax item may be judged from the fact that the Pacific Gas and Electric company pays about 10 cents out of every dollar it collects to taxpayers, and that \$3,500,000 of this \$4,500,000 of tax payments goes to the state.

UNDER PRE-WAR AVERAGE

Decreased rates for electric service and improvements in the modern electric lamp have made possible the greatly reduced cost of lighting in the United States, where under the impetus of private ownership and operation of regulated companies, the cost of service by electricity is now 11.1 per cent below the pre-war average, and is the only item on the government's cost-of-living list to show a decrease.

These percentage figures are guaranteed by the U. S. Department of Labor, and throw an interesting side-light on the statement of L. B. Marks, of the Illuminating Engineers Society, that while 20 years ago the country's electric light bill was about \$100,000,000 a year, in 1926 it was approximately \$1,000,000,000, for which ten-fold increase the people of this country got 25 times as much light as in 1926.

"In 1906 it was conservatively estimated that the annual waste in the United States, due to failure to equip lamps with reflectors to redirect the light, amounted to \$20,000,000," he says. This loss has been largely done away with by the development of modern lighting equipment and its installation.

RADIO AMATEUR SPANS WORLD

In the world of radio, Fred G. Davis, photographer for Southern Pacific company, ranks high among Pacific coast amateurs, according to the March issue of the Bulletin, Southern Pacific employees' magazine.

Davis' call "6GE" has been heard in practically every corner of the world. He has had two-way communication with Johannesburg and Port Elizabeth, South Africa. He is quite chummy with an operator at Papeete, Tahiti, and converses with him each week. His call has been heard in England, Australia and Chili, and he has had communication with Mexico, Canada, Alaska, New Zealand, Hawaii and Philippine Islands and all parts of the United States. Recently Zane Grey's party was picked up at sea 50 miles north of Auckland, New Zealand.

NATIONAL FARM REVIEW

Farming Season Getting Under Way
Early In United States

The agricultural season is getting under way early this year, according to the March 1 report of the bureau of agricultural economics, United States department of agriculture, on the farming situation.

Spring work and crop growth in the south are reported as progressing rapidly. Many fruit trees were in full bloom by the middle of February in the Gulf states and even farther north.

Shipments of early truck crops have been heavy, the daily movement lately running around 100 cars of celery, 25 cars of tomatoes and 12 cars of strawberries from Florida; 200 cars of lettuce from the Imperial valley, and 75 cars of spinach from Texas.

The dairy outlook in the eastern states is considered good for the year. Field work has been begun in the more southern areas of the corn belt, although the land generally throughout the belt is unfit to work as yet.

Winter wheat: growth and condition are reported as fairly good. Livestock have wintered well. Hog raisers are optimistic. There is talk of increased hog breeding this year, depending however, on corn prospects.

Oats are being sown in the southern portions of the wheat belt, with earlier sowings already up. Wheat looks good in the eastern part of the belt; but not so good in the west. Late snows helped grain in western Kansas. The spring wheat territory is none too optimistic following a lean year.

Spring work is well under way on the Pacific coast. Fruit is in bloom in the north, and winter grain is growing rapidly. Earlier field crops generally are doing well. There is an excellent stand of sugar beets in the Sacramento valley. Heavy shipments of oranges, lettuce, and vegetables are being made from southern California.

The report says that "the south probably will grow considerably more corn and other feed crops this year, so that if acreages are sustained elsewhere a good growing season might bring another year of cheap feed stuffs. Nevertheless, the farm community is in much better position to make a profit out of low-priced feed crops this year than from low-priced cash crops."

The department's index of purchasing power of farm products in terms of non-agricultural commodities is placed at 81 for January, against 80 in December, the 5 pre-war years being considered as 100. This compares with 88 the previous January and 84 two years previous.

The department economists see nothing in the business situation which offers any outstanding signals so far as the plans of farmers might be concerned. The general presumption is that the domestic market will continue to absorb farm products this year "about as usual."

CARELESSNESS CAN BE CURED

San Francisco police and citizens are alarmed at the increasing number of automobile accidents occurring on the streets and highways. Last year 126 people were killed, and since January 1, fatalities have averaged almost one a day.

What is occurring in San Francisco is common to nearly all large cities. Careless driving is inflicting death or injury on an appalling large scale.

That accidents can be prevented is proven by the railroads. The railroads meet the situation by organization of safety committees among their officers and employees. The committees' purpose is to eliminate carelessness by education in safe practices. During the last seven years, the Southern Pacific alone has moved 300 million passengers more than 11 billion cumulative miles, without fatality to a passenger in steam train accident. In 1926 for each fatality to an employee in train and train service accidents, a train was run a distance equivalent to three times around the world.

Statistics of the interstate commerce commission show a steady downward trend of accidents on all the railroads with each succeeding year, the direct result of systematic safety work.

On the other hand, vital statistics show that in 1926 more people were killed by automobiles in San Francisco alone than by all the railroads of the Pacific coast, including fatalities at grade crossings.

We hear much clamor of taxing the people for grade changes, but very little of curbing reckless driving, which is claiming nine victims on the streets and highways for every one at grade crossings.

The way to reform is to reform. Automobile clubs and associations may well follow the example of the railroads, perfect a safety organization and educate drivers in safe practices. The railroads have greatly reduced accidents, and what they have done automobile associations can do, by adopting a like systematic method in dealing with accident causation.

The reformer should be patient with us. After all, the world's wickedness keeps him in a job.

The white of an egg is one of the most efficient remedies for slight burns or scalds. It excludes the air at once and affords instant relief.

ENTITLED TO THE FACTS

A general impression has been too often encouraged that when the price of gasoline is raised on about the same date in different sections of the country, it is a result of an agreement between the various oil companies. The man who drives up to a filling station knows that the prices fluctuate at times, but he doesn't know why. He can hardly be blamed for suspecting an ingenious plot for his undoing.

He does not know that periodic price fluctuations worry the oil industry a lot more than they do gas and oil buyers. The automobile owner does not realize the uncertainties of oil production, that are probably unparalleled in any other business.

Nothing but the drill, at great cost, can answer the eternal conundrum, where to find oil. When the drill finds the oil, the drillers' reward may be rich; when it fails, there it total loss. This element of chance has naturally attracted men of enterprise and initiative, ready to be good losers or willing winners.

When a flood of new crude oil comes in, the oversupply lowers the price, with resulting drop in gasoline. When the crude oil supply becomes scarce the price goes up, and gasoline follows. It is the same as the price of butter or eggs, and the oil refiners are as unable to prevent fluctuation in price as are the sellers of farm products.

Reading of advertising is worth while.

SATURDAY

MARCH 12th

MONTE BLUE

- IN -

"Limited Mail"

A GREAT RAILROAD PICTURE

PLENTY OF THRILLS

ADMISSION

10c and 30c

7:45 to 11:00

SUNDAY

MARCH 13th

THE GREAT

CLARA BOW

- IN -

"Man trap"

GRIPPING - SENSATIONAL

- DIFFERENT -

COMEDY AND NEWS

ADMISSION

10c and 30c

7:45 to 11:00

2 DAY SPECIAL

Monday and Tuesday

MARCH 14th and MARCH 15th

"Still Alarm"

America's Greatest Picture

- with -

WILLIAM RUSSEL

and

HELENE CHADWICK

SMOKE, FLAME, ROMANCE
AND HEART ACHES

ADMISSION

10c and 35c

7:45 to 11:00

DANCE

FRIDAY, MARCH 18th

MINSTRELS

FRIDAY, MARCH 11th

Wasco Theatre

Newton Crosfield, Director

THE PERSONAL ELEMENT

Our service includes friendly and sympathetic understanding of the task in hand. The personal element, we hold, is equally as important as proficiency in technical requirements.

The Crandall Undertaking Company

The Dalles, Oregon. Phone 35-J. Lady Assistants.

Ginn, Coleman & Co. MORO, OREGON

HARDWARE IMPLEMENTS FURNITURE

- FEATURING -

A LARGE STOCK OF

AXMINSTER RUGS

CONGOLEUM AND LINOLEUM

LEATHER CHAIRS AND FIBER SUITES

CEDAR AND WALNUT CHESTS

MAJESTIC RANGES

MEADOWS POWER WASHER

The Machine with the Least Machinery Possible
to do its work well

SELLS ON ITS MERITS

Ask For a Try Out. It Costs You Nothing.

AUTONA CIRCULATOR STOVES

WILL HEAT FOUR TO FIVE ROOMS

Hotel Moro

G. A. WILLIAMS, Manager

"Come to Moro to Day"

Owned by the City of Moro
Operated for the Benefit of the Traveling Public
and Sherman County Community

SPECIAL CHICKEN DINNER SUNDAYS 75c

Lunch Counter or Table Service

DINING ROOM OPEN USUAL MEAL HOURS

New Stage Rates!

Change in rates effective Jan. 1, 1927

MORO

- TO -

	One Way	Round Trip
The Dalles.....	\$ 1.35	\$ 2.05
Arlington.....	1.80	2.70
Bend.....	4.45	6.70
Biggs.....	.70	1.05
Grass Valley.....	.35	.55
Klamath Falls.....	10.75	19.20
Madras.....	2.80	4.20
Redmond.....	3.80	5.70
Shaniko.....	1.35	2.05
Wasco.....	.35	.55
Pendleton.....	4.55	6.85
Portland.....	4.35	6.55

STAGES LEAVE

Northbound	Southbound
11:35 A. M.	9:27 A. M.
7:08 P. M.	3:42 P. M.

Columbia Gorge
Motor Coach System

Travel by Motor Stage

Stage Depot - Ross' Confectionery, Phone 411

READ & GALLOWAY GENERAL MACHINE SHOP

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

The Dalles, Ore.

615 East Second St. Phone Main 4001

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BY THE HIGH GRADE OF ITS PRINTING

Bargains!

- in -

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PRICED REASONABLE

Moro Hdw. & Imp. Co.

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We have a complete new stock of John Deere
and Oliver gang plows and parts.



C. V. Belknap, Proprietor

Moro Hotel Barber Shop

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Ladies and Children's Hair Cutting
and Shingle Bobbing

BATHS