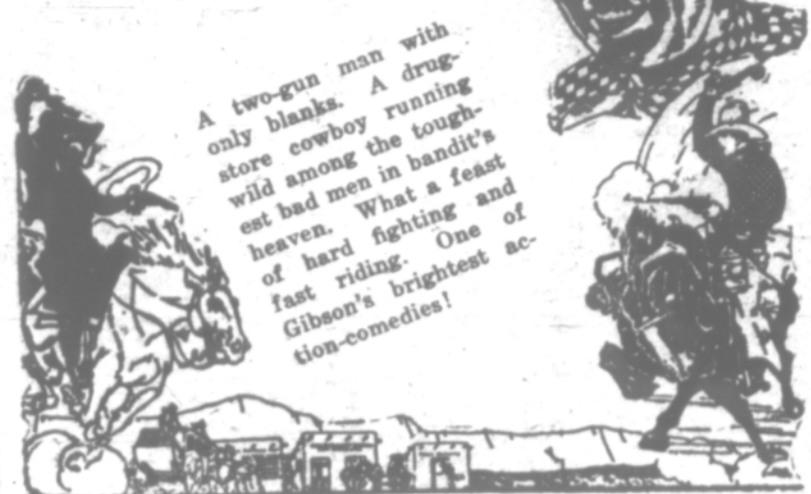


MORO THEATRE

SATURDAY

Hoot GIBSON

THE TEXAS STREAK



A two-gun man with only blanks. A drug-store cowboy running wild among the toughest bad men in bandit heaven. What a feast of hard fighting and fast riding. One of Gibson's brightest action-comedies!

ALSO SHOWING FROM
COMEDY — NEWS 7:45 to 11:00 O'clock
ADMISSION 10c and 30c

WASCO THEATRE

"Red Hot Tires"

MONTE BLUE. — PATSY RUTH MILLER
COMEDY SPEED PICTURE
BIG AUTO RACE

Admission 10c and 30c



A car for her, too!

The COACH \$595

- The Touring or Roadster . . . \$525
 - The Coupe . . . \$625
 - The 4-Door Sedan . . . \$695
 - The Sport Cabriolet . . . \$715
 - The London . . . \$745
 - The Imperial Sedan . . . \$780
 - 4-Ton Truck (Chassis Only) . . . \$395
 - 5-Ton Truck (Chassis Only) . . . \$495
- All prices C. & B. Plus, Michigan.

Check Chevrolet Delivered Prices. They include the low "11" handling and financing charge available.

TIPTON & MANCHESTER, DEALERS THE DALLES, OREGON
ASSOCIATE DEALERS FOSS & COMPANY, MORO SHERMAN GARAGE, WASCO GRASS VALLEY MOTOR CO., GRASS VALLEY

MORO LEGION HALL

Friday Night June 10

HALL BROS.

COMEDY ANIMAL CIRCUS

Hall Bros. will put on an animal circus in the American Legion hall at Moro Friday, June 10. This show will include all kinds of comedy, acrobatic acts, clown acts, trained dogs and ponies.

A Guaranteed Show.

Just finished a two-weeks engagement at Oaks Park, Portland. One week for a Street Car Men's Indoor Circus at the Portland armory.

Admission 25c and 50c

The reader of advertisements knows that he has the most reliable guide to markets that exists in the world today.

New Federal Office

Pacific Coast to Have Direct Aid From Agricultural Department in Marketing Crops

Regional offices to serve as contact stations between the bureau of agricultural economics, United States department of agriculture, and public and private marketing and research agencies in the Pacific coast region, are to be opened, one in San Francisco, for the southwest, July 1, and later another for the Pacific northwest.

Burke H. Critchfield will be in charge of the office in the Pacific northwest. Lloyd S. Tenny, chief of the bureau, announcing the establishment of the regional offices, declared that the national importance of marketing and research problems in agriculture on the Pacific coast and in the intermountain states makes it desirable to establish closer contact with the bureau than is possible now by reason of the distance of the regions from Washington.

The San Francisco office will serve the territory covering California, Nevada, Utah and Arizona. Mr. Critchfield has been connected with the bureau of agricultural economics several years, and has been identified particularly with the new type of regional economic survey begun in 1923. He has directed such surveys in Pennsylvania, Indiana, Ohio, the New Orleans trade area, Mississippi and Louisiana, Idaho, and Montana.

His latest work has been an economic study of the demand, marketing and production of northwestern prunes which was made at the request of producers, cooperative associations and private distributors in that region. He will give particular attention to developing contacts between the bureau's work and the various marketing organizations on the Pacific coast, will inaugurate marketing research and assist in relating the bureau's domestic and foreign demand information to the problems of distribution and marketing.

William A. Schoenfeld, who has been designated for the northwestern region, was formerly assistant chief of the bureau of agricultural economics in charge of research, and also chairman of the crop reporting board. He spent two years, 1924-26, in Europe as agricultural commissioner, making studies of European markets for American farm products. His experience abroad has made him familiar with the export markets of many of the products of the northwest such as apples, prunes, dairy products, and grain. He is thoroughly familiar with the farm problems of the west, having formerly lived and worked in the mountain states. He is just completing an economic survey of the milk market situation in the New England states. In the northwest he will establish close relations with marketing organizations and research agencies in the area comprising Oregon, Washington, Idaho and western Montana.

IN MEMORIAM

CHARLES G. HULS

Charles G. Huls was born at Antioch, Ohio, February 22, 1863, and passed away from this life May 30th, 1927, at the age of 64 years 3 months 8 days. The deceased was united in marriage to Miss Lenora M. Newport at Wyontotte, Kansas. To this union were born seven children. There remains to mourn his loss his widow and four children: Mrs. H. T. Peugh, Wasco, Oregon; Mrs. O. N. Ruggles, Grass Valley, Oregon; Mrs. W. A. Ruggles, Moro, Oregon; and Clarence P. Huls, Moro, Oregon; eight grandchildren; three brothers: O. P. Huls, Dufur, Oregon; Richard Huls, Nevada; G. R. Huls, Hood River, Oregon; three sisters: Mrs. Martha Hunt, Wilmington, Ohio; Mrs. Lillie Taylor, Davenport, Iowa; Miss Jennie Huls, Astoria, Oregon.

Mr. and Mrs. Huls came to Oregon in 1890. They resided at Toledo, Oregon, one year; from whence they came to Sherman county in 1891. Funeral services were held at Moro in the American Legion hall Wednesday afternoon under direction of Zell's. Interment was in the I. O. O. F. cemetery.

For 36 years Mr. Huls has been prominently identified with the growth and material prosperity of Sherman county; as a farmer, a horseman, and a merchant. A large number of beautiful floral offerings evidenced the regard in which he was held by the community. Rev. R. A. Feenstra, pastor of the Methodist church, gave the funeral message, assisted by Rev. R. E. Clark, of the Presbyterian church. The double men's quartet sang most touchingly a number of the old hymns that Mr. Huls had most liked to hear.

The Word "Cant"

The old word "cant," which dates back to the Middle Ages, is said to have been born of exasperation at the whining tone adopted by the mendicant friars in their chants (cantare). —Owen Barfield in "History of English Words"

Oregon may fairly be said to be destined to become a factor in the walnut industry of the United States provided required conditions are properly met. The problems here are distinct from those of other states the first being demands for deep, fertile and well-drained soils.

Modernizing the Farm

Farmers and public utility representatives have expressed themselves as gratified with the facts so far gathered by George W. Kable, director of the Oregon committee on relation of electricity to agriculture. It is expected that the national committee will gather information on completed projects of other state committees and make it available in order to avoid unnecessary duplication.

The Oregon committee has centered its investigations largely on the use of electric power in milking machine operation and feed preparation for dairymen; refrigeration and general household and farm conveniences; irrigation, dehydration, lighting, heating and feed preparation for poultrymen.

The fifth annual meeting of the committee was held last week at the Oregon agricultural college in Corvallis, and continuance of research and investigational work in connection with the use of electricity on farms was decided upon for the coming year.

Aid to the Injured

Auto Accidents to be Less by Means of Car Liability Insurance

Widespread sentiment in favor of a bill to compel motorists to provide insurance for the protection of persons physically injured in automobile accidents is growing in Oregon and California, according to MacCormac Snow member of the Multnomah county bar, in an article published in the April issue of the Oregon Law Review, published by the University of Oregon.

In 1926, the automobile accident bill in the United States was in the neighborhood of 435 million dollars, he says, of which about 315 million related to personal injuries and deaths. New uninsured automobile owners were financially responsible and bore part of the loss.

Last year's insurance premiums he points out, were distributed among uninjured persons and their families, investigators, expert witnesses, lawyers, court costs, miscellaneous expenses of litigation, overhead, commissions, reserves, and profits.

The public in 1926 bore a large slice of the total bill in the form of taxation, free wards, clinics, medicine, medical attention, nursing and direct charity, Mr. Snow points out. A large part of the direct bill and practically all of the more remote damages from accidents fell upon the injured persons and their families.

"Men are coming to the belief that this distribution is unjust for three broad reasons," says Mr. Snow. "First the public at large should not be penalized; secondly, the share falling on the victim and his family appears unjustly high; and thirdly, that falling upon the motorist appears unjustly low."

No state has yet attempted the solution of the problem, through compulsory compensation insurance, he says. But the state of Massachusetts has dedicated itself as an experimental laboratory for compulsory insurance of the liability type.

The Massachusetts law, he explains, requires the registrant of a motor vehicle, as a prerequisite to registration of the same to file with the registrar a certificate showing a deposit with a state officer of cash or securities of a value of not less than \$5000 on account of death or injury to one person and \$10,000 on account of any one accident resulting in death or injury to more than one person; or a surety bond to satisfy all judgments for death or personal injuries up to the amounts specified in respect to the policy.

The problem, in its most important aspect is sociological," he says, and "the problem in its most important aspect is if the good to be gained to the public by putting the victim and his family on a more sustaining basis is outweighed by the harm involved in encouraging the individual to look to others for his protection.

It is possible, of course, that we have permitted our aesthetic tendencies to become too acutely sensitive, which may account in some measure for the involuntary shudder over a discordant note that passes through us when we observe, says the Philadelphia Inquirer, as we sometimes have, the sharp line of demarcation which accentuates the spot where the chiffon, sheer and delicate and showy, meets the cotton, sturdy, practical and dependable, somewhere slightly above the knee.

The publicity agent of a New York revue, about to put on a new edition, announces that 15 "principles" of the cast have just arrived from England. It is pretty generally conceded that 10 principles in almost any present-day revue would not be too many.

The Amalgamated Association of Domestic Mosquitoes is said to hail with delight the announcement that women soon will cease to wear stockings—not, however, that the members have been seriously hampered in recent summers.

A woman traveler returning from Paris says that conservative French women have decreed that skirts should be worn two inches below the knee, which would seem to be conservatism run wild.

Hoot Gibson's Latest

Strand Books Funny and Farious Western Feature

"The Texas Streak" will dash across the screen of the Moro Theatre here starting Saturday.

It is the latest Universal Jewel production with the always popular Hoot Gibson in the starring role, and it promises to be one of the most entertaining pictures that personable and talented young man has ever made.

The newest offering, like most of Hoot's pictures, consists largely of comedy, with Gibson as usual, contributing most of the humor by his solemn-faced antics, and a large cast of well-known screen performers gives him valuable assistance.

Blanche Mehaffey, the pretty Irish miss, who will be remembered for her work in "His People," "Take It From Me," "The Runaway Express" and other productions, plays the feminine lead, and the balance of the cast includes Alan Roscoe, James Marcus, Jack Curtis, "Slim" Summerville, Jack Murphy, William H. Turner and others.

"The Texas Streak" was written and directed by Lynn Reynolds, who made Gibson's recent popular production, "Chip of the Flying U."

OBSERVER WANT ADS

FOR SALE — Reasonable; 95 choice Hampshire yearling ewes with wool on, if taken at once. B. F. Herring, Maupin, Oregon. 3t-m20

UNIVERSAL RANGE for sale on easy payments; all gray enamel; all steel; nearly new. Inquire of Sherman Electric Co., Moro, or Newton Crossfield, Wasco, Oregon. 1f-m20

We can fit all kinds of people. Any size or weight. Crippled or deformed feet. Wernmark's Shoe Store, The Dalles.

FOR SALE

Electric appliances for the home. All of standard make. Practically new and in first class condition.

- American Beauty Iron \$3.00
- Electric range, 2 burner with oven . . . \$30
- 2-burner Hot-plate \$21.50
- Electric vacuum cleaner with attachments . . . \$25
- Electric Sewing Machine \$75

ROY F. DEAN

Phone 461 — Moro, Oregon

DR. B. H. FRANKLIN

Chiropractic Physician

Will Be at Hotel Moro Thursday, Friday, Saturday of each week

Office Hours 9 a. m. to 6 p. m. Other Hours by Appointment.

Electro Therapy. Massage.



—goes a long way to make friends



Balloon Dual Grip

The Tread Two Years Ahead

General's Balloon Tread is the leader in the latest principle of balloon design. All the testing was finished a year ago and now it has had a solid year of actual use by tens of thousands of car owners. No experimenting — it's not new but a tried and proved feature with General.

MORO GARAGE MORO, OREGON

M. R. Schadewitz, Proprietor Phone 171

Weeders! Weeders!

CALL AND SEE

The Pendleton Self Adjusting Weeder
The Peerless Rotary Rod Weeder
and the Tomlin Weeder

These weeders are made in sizes to suit the purchaser up to 24 feet

Ginn, Coleman & Co. MORO, OREGON

A. E. Page Machinery Co. Inc.

Phone 192. Opposite Moro Hardware Co.

Moro, Oregon

Sales Agent For

Caterpillar Tractor Co.

Complete Stock of Parts Carried for the following tractors

"Holt" 45 "Holt" 75 "Best" 60
"Caterpillar" 60 "Caterpillar" 30

Complete Stock of Parts Carried for new and old model "Holt" harvesters

Harvester owners who will need extras are requested to place orders early, to avoid possible delays.

Additional Service by Motor Coaches—Now Leaving

NORTHBOUND

11:25 a. m. 5:20 p. m. 11:40 p. m.

Stages leaving at 11:25 A.M. and 5:20 P.M. make direct connections at The Dalles for Portland and way points.

Stage leaving at 11:25 A.M. makes connections at Biggs Junction for Yakima, Pendleton, Spokane, Walla Walla, Boise and way points.

SOUTHBOUND

8:50 a. m. 3:35 p. m. 7:50 p. m.

Stage leaving at 8:50 A.M. makes direct connections at Bend for Klamath Falls and way points.

ONE-WAY AND ROUND-TRIP FARES FROM MORO

TO	One-Way	R'd Trip	TO	One-Way	R'd Trip
Portland	\$4.35	\$ 6.55	Walla Walla	\$5.60	\$ 9.60
The Dalles	1.35	2.05	Spokane	8.75	13.70
Bend	4.45	6.70	Klam Falls	10.75	19.20
Yakima	6.60	11.60	Redmond	3.80	5.70
Pendleton	4.55	6.85	Madras	2.80	4.20
Arlington	1.80	2.70	Hood River	2.20	3.30

STAGE DEPOT
Ross Confectionery—Phone 411

COLUMBIA GORGE MOTOR COACH SYSTEM



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

Ladies and Children's Hair Cutting and Shingle/Bobbing

BATHS