

Send Your Jewelry Repair Work to
100 POUND'S JEWELRY AND GIFT SHOP
 GUY A. POUND, Proprietor
 Remodeling Old Jewelry A Specialty
 Careful Attention Given Watch Repairing
 The Dalles, Oregon

When in The Dalles HAVE YOUR Lunch or Dinner **35c** (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

De Larhue Optical Co.
 Eyesight Specialists
 Manufacturing Opticians
 Eyes Examined Glasses Fitted
 Exclusively Optical
 Complete Lens Manufacturing
 Plant in Connection
 THE DALLES OREGON
 15-16 Vogt Block.

Portland Painless DENTIST
 Painless Extraction **\$1.00**
 W. T. Slattery, D. D. S.
 Over Wasco County Bank
 The Dalles, Oregon
 305 2nd St.

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

ZELL FUNERAL HOME
 THE DALLES, OREGON
 Phone 348 The Dalles
 Ambulance Service
 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

CALLAWAY'S FUNERAL CHAPEL
 Funeral Directors and Embalmers
 Union and Third St.
 The Dalles, Ore.

FINNEY OF THE FORCE



Bright Lights at Night

Attention has been focused the past few weeks, by state traffic officers, upon the automobile lighting law which recently became effective. Motorist who find night-driving one of summer's greatest pleasures owe it to themselves and to others to see that the headlights on their cars are adjusted so as not to be glaring and yet, at the same time, present adequate illumination of the highway. With thousands of motorists indulging nightly in this pleasant pastime, the poorly focused and inadequate headlight becomes a graver menace than at any other season.

The headlight evil about which there has been so much discussion of recent years is entering the season in which it makes itself most seriously felt. A great deal of the joy of short journeys is lost in the discomfort, if not actual danger of proceeding with exasperating slowness into an avalanche of glaring headlights. The

tragedy of the fatal, and scores upon scores of minor, accidents that are due to such a cause is that they are so easily preventable. At one time headlight adjustment was difficult because headlight equipment was imperfectly developed, some types being so inefficient that adjustment was virtually impossible.

This is not true today. Motor car manufacturers, lamp makers and the American Automobile Association have been cooperating for several years in an effort to solve the headlight problem. Such progress has been made that if the individual car owner will make the effort, he will find it very simple to put his headlights into proper adjustment or have them so adjusted. Summer's greatest pleasure demands that he act for the safety of his family and all other highway users.

It is the forces of sound thinking, sound government and sound economics which hold the only hope for real progress, real freedom and real prosperity for the masses of the people.—President Coolidge.

Test Car Proves Product

A romance of the General Motors proving ground at Milford, Mich., has come to light with information just received from the Chevrolet factory by Tipton & Manchester, local dealers at The Dalles, that Chevrolet test car number 112 has been retired from service after withstanding the withering strain of 46,150 miles of driving on various types of road under a wide range of climatic conditions, all within the brief space of four and one-half months.

Number 112 has a standard light delivery panel body on the standard commercial car chassis and was taken out of regular production at the Flint plant. When in the course of routine it was replaced at the proving ground by another Chevrolet, it still had in it many miles of unused transportation, engineers declared, despite the grilling experience of so many thousand miles of terrific test driving.

In the course of these tests the car was called upon to undergo all the types of service to which the present-day automobile may be heir—and then some. It was kept on "test" for 135 days, "working" on an average of 341.8 miles a day, but there were days when it was driven more than 500 miles to try its stamina. In addition to the test work at the proving ground the car carried mail to and from Detroit every day, permitting it to be studied and checked under actual road traffic conditions.

Engineers and technical men who drove and checked the car had in mind the many difficulties a car has to contend with in its lifetime. They thought of the driver who speeds his car over rough, rutted roads; they considered the motorist who "rides" his clute; they had in mind the man who habitually tramps on his brakes, the chap who races a cold motor, the chap who asks his car to pull out of a mud hole in high gear, and so on. They wanted to study the ability of the Chevrolet to withstand such abuse and to see if it could not be made even more fool-proof than it is now. We are informed that this car never left gravel and dirt roads except on its trips out of the grounds as a mail car.

Triple Responsibilities

In a recent address to the key-men of that corporation, Arthur W. Thompson, president of the United Gas Improvement Company, of Philadelphia, emphasized the triple responsibilities resting upon the management of such companies. These are first, the duty to the customer-public; second, to the investor and third to the employe. Responsibility to the public was ranked first by Mr. Thompson. Commenting on this, the Philadelphia Public Ledger says:

"Changes in the policies of great business organizations have come swiftly in the last 20 years, but they have come so naturally that they have escaped the attention they deserved. Twenty years ago almost any responsible official of a corporation would have said without hesitation that his first duty was to the investor—to protect the invested dollar from loss, and then, by intelligent methods, make that dollar return a profit to the owner. Today the head of a Philadelphia electric and gas corporation puts it differently. He says the first responsibility is to the customer-public.

"A mighty factor in this newer and more wholesome policy has been the more tolerant, more sympathetic state of the public mind in dealing with corporations. Today, the customer is frequently a stockholder, and so, also, is the employe. Service is what they want. They are pleased when they get it, and that satisfaction causes a realization that the service-giver is entitled to a fair monetary return.

"Service today is regulated and bettered by scientific management. Management, with a capital 'M', now drives forward to do things for the customers' benefit. It serves as the go-between between capital and labor on one side and customer-public on the other. When necessary, it serves also as arbiter between labor and capital.

"This kind of management is largely a development of the last two decades. It came into being slowly and naturally, in response to a demand for better, more expert everyday supervision of plants, of contacts with the public, of relations with workmen and of the ways in which the investor's dollar might be safeguarded and made to return a profit. "Times change, bringing with them

Family Escapes Drowning

An automobile driven by B. W. Keller of Lonerock, Oregon, in company with his wife and their four children went off the grade on the Columbia highway about 100 yards east of Deschutes tunnel last Friday night, caused by glaring lights of a passing car. The car dived into about five feet of water, turning on its side. The man, his wife and older child got free of the car; the next to youngest was caught under the car, which had to be lifted before the boy was freed; the baby was thrown into deeper water. After three attempts at diving, it was rescued, unconscious and with its stomach about ready to burst with water it had swallowed. Held head down, a quantity of water came from the baby's mouth, more was discharged by placing it on its stomach over an auto engine hood and applying pressure on its back. It was then taken to a hospital, where it had fully recovered by Saturday-morning. The family were driving west to Portland to spend the 4th with relatives in that city.

It is calculated that the average stenographer has to work 200 times as hard as an electric motor to run a typewriter. The ordinary typewriter key requires a pressure of 10 ounces acting through a distance of three-eighths of an inch. The electric typewriter requires only one-quarter of an ounce pressure, the movement being one-eighth of an inch.

REPORT OF CONDITION OF THE BANK OF MORO

Charter No. 216 Reserve District No. 12
 REPORT OF CONDITION OF THE BANK OF MORO at Moro, in the State of Oregon, at the close of business June 30, 1927

RESOURCES

1. Loans and discounts, including rediscounts, acceptances or bills of exchange, sold with endorsement of the bank (including items shown in 29, 30 and 32, if any).....	\$228,260.89
2. Overdrafts secured and unsecured.....	796.46
3. U. S. government securities owned, including those shown in items 30 and 35, if any.....	5,000.00
4. Stocks, securities, claims, liens, judgments, etc.....	1,600.00
5. Furniture and fixtures.....	1,508.00
6. Real estate owned other than banking house.....	1.00
7. (a) Cash on hand in vault and due from banks, bankers and trust companies.....	7,105.85
8. (bc) Cash on hand in vault and due from other banks, bankers and trust companies.....	16,379.86
9. Checks on banks, subject to notice.....	67.00
10. Total cash and due from banks, items 7, 8, 9, 10, 11 and 11.....	\$23,522.71
11. Interest, taxes and expenses paid.....	2,516.37
12. Other assets, if any, Liberty Bells.....	12.00
Total	\$237,931.81

LIABILITIES

16. Capital stock paid in.....	\$45,000.00
17. Surplus fund.....	6,000.00
18. (a) Undivided profits.....	2,548.00
19. Demand Deposits, other than bank deposits, subject to reserve.....	6,000.00
20. Individual deposits subject to check, including deposits due the State of Oregon, county, cities, or other public funds.....	89,603.93
21. Certified checks outstanding.....	6.00
22. Total of demand deposits, other than bank deposits, subject to reserve, items 19, 20, 21, 22.....	\$99,909.93
23. Time and Savings Deposits, subject to reserve and payable on demand or subject to notice.....	78,433.60
24. Total of time and savings deposits payable on demand or subject to notice, items 23 and 24.....	\$78,433.60
25. Notes and bills rediscounted including bonds or other securities sold under repurchase agreements with contingent liabilities.....	62,420.00
26. Bills payable with federal reserve bank or with other banks or trust companies.....	30,000.00
Total	\$261,479.67

REPORT OF CONDITION OF THE FARMERS STATE BANK

Charter No. 240 Reserve District No. 12
 REPORT OF CONDITION OF THE FARMERS STATE BANK at Moro, in the State of Oregon, at the close of business June 30, 1927

RESOURCES

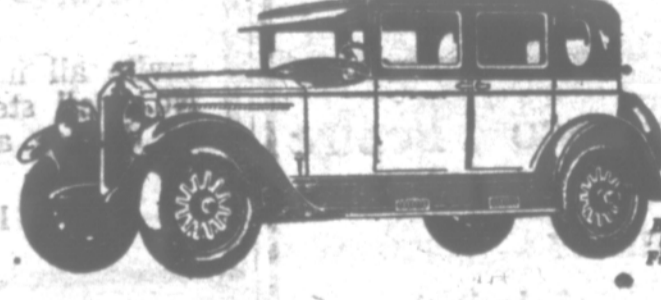
1. Loans and discounts, including rediscounts, acceptances or bills of exchange, sold with endorsement of the bank (including items shown in 29, 30 and 32, if any).....	\$203,298.59
2. Overdrafts secured and unsecured.....	143.14
3. U. S. government securities owned, including those shown in items 30 and 35, if any.....	5,000.00
4. Stocks, securities, claims, liens, judgments, etc.....	1,600.00
5. Furniture and fixtures.....	1,508.00
6. Real estate owned other than banking house.....	1.00
7. (a) Cash on hand in vault and due from banks, bankers and trust companies.....	7,105.85
8. (bc) Cash on hand in vault and due from other banks, bankers and trust companies.....	16,379.86
9. Checks on banks, subject to notice.....	67.00
10. Total cash and due from banks, items 7, 8, 9, 10, 11 and 11.....	\$23,522.71
11. Interest, taxes and expenses paid.....	2,516.37
12. Other assets, if any, Liberty Bells.....	12.00
Total	\$237,931.81

LIABILITIES

16. Capital stock paid in.....	\$45,000.00
17. Surplus fund.....	6,000.00
18. (a) Undivided profits.....	2,548.00
19. Demand Deposits, other than bank deposits, subject to reserve.....	6,000.00
20. Individual deposits subject to check, including deposits due the State of Oregon, county, cities, or other public funds.....	89,603.93
21. Certified checks outstanding.....	6.00
22. Total of demand deposits, other than bank deposits, subject to reserve, items 19, 20, 21, 22.....	\$99,909.93
23. Time and Savings Deposits, subject to reserve and payable on demand or subject to notice.....	78,433.60
24. Total of time and savings deposits payable on demand or subject to notice, items 23 and 24.....	\$78,433.60
25. Notes and bills rediscounted including bonds or other securities sold under repurchase agreements with contingent liabilities.....	62,420.00
26. Bills payable with federal reserve bank or with other banks or trust companies.....	30,000.00
Total	\$261,479.67

STATE OF OREGON, County of Sherman, ss.
 I, F. E. Fortner, cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
 F. E. Fortner, Cashier
 Correct—Attest:
 L. Barnum, J. W. Hoech, Directors.
 Subscribed and sworn before me this 6th day of July, 1927.
 J. L. Searey, Notary Public, my commission expires March 3, 1930.

344,679
 car owners
 say Buick will be their next car



A general and impartial survey of automobile owners recently conducted by a great organization, shows that 344,679 owners of other cars intend to change to Buick next time they buy a car.

These owners have compared their cars with Buick—in performance, in economy, in comfort, luxury and dependability. And they have decided that Buick offers greater value.

Examine a Buick at your earliest opportunity. Find out why so many owners of other cars are changing to Buick every day.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

GEO. N. CROSFIELD
 DISTRIBUTOR FOR SHERMAN COUNTY
 WASCO, OREGON



AMONG the eight Chevrolet passenger car models there is one particularly suited for every driving preference—a Chevrolet for everybody, everywhere. The development of this complete line of low-priced modern quality cars is a notable achievement in fine car building. It represents the result of 14 years' consistent improvement and endless testing on the world's greatest proving ground. It touches every cross section of American life.

The family seeking an all-purpose automobile—those women and men who require personal cars of unquestioned smartness—the business man who demands combined economy, utility and fine appearance—owners of high-priced automobiles who wish to enjoy the advantages of additional transportation without sacrifice of quality or prestige—
 —all find in Chevrolet exactly the car that meets their needs, at a price whose lowness reflects the economies of gigantic production!

—at these Low Prices

The Coach.....	\$595	The 4-Door Sedan.....	\$695	The Imperial.....	\$780
The Touring or Roadster.....	\$525	The Sport.....	\$715	The Ton Truck.....	\$395
The Coupe.....	\$625	The Cabriolet.....	\$745	The Truck.....	\$495

All prices Cash, F.O.B. Michigan
 Check Chevrolet Delivered Prices
 They include the lowest handling and financing charges available

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

W. C. BRYANT
 Attorney-at-Law
 Office Phone Main 93
 Moro Oregon

Dr. J. R. Morgan
 DENTIST
 United States Dental Examiner for this district.
 Office at
 MORO, OREGON

DR. C. L. POLEY
 Physician and Surgeon
 Grass Valley, Oregon

Dr. W. N. Morse
 Physician and Surgeon
 THE DALLES, OREGON
 Office at the Hamilton Hospital
 Phone No. Hospital 487

JAMES STEWART
 SHERMAN COUNTY
 STOCK AND BRAND
 INSPECTOR
 Moro - Oregon
 DEPUTIES: L. Schadewits, Kent, Ore.; Dr. J. A. Saunders, Moro, Ore.; W. H. Meyer, Wasco, Ore.

Bank Hotel
 The Dalles' Newest and Best
 Hostelry
 CENTRALLY LOCATED
 Sherman County Headquarters
 EDW. BALL, MANAGER
 The Dalles - Oregon

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 privileges \$1.00 up