

Tires for the new Ford are specially made to give long wear



WHEN the new Ford was designed, it was immediately apparent that a new tire would have to be made to match the car's performance. It was distinctly a new problem, for here was a car with quicker acceleration, greater speed and more braking efficiency than any car of similar size or weight.

So that every Ford owner might be assured of maximum tire mileage at the lowest cost, the Ford Motor Company devoted many months to research and experiment in conjunction with the leading tire manufacturers.

As a result, certain definite specifications were developed for tires for the new Ford. These specify cords of certain strength and texture, a large volume of tread and side-wall rubber, sturdy non-skid design, and reinforced plies for protection against bruise breaks—all the strong features of construction formerly considered for only the largest tires.

Great care also was taken to secure the best riding qualities in connection with the transverse springs and the Houdaille shock absorbers.

Though the Ford tires are designated as 30 x 4.50, they have the resiliency and air space of much larger tires because of the drop center rim of the steel-spoke wheels.

For best results, the tires on the new Ford should be kept inflated to an air pressure of 35 pounds and checked regularly to insure this pressure all the time. This is important. Low inflation breaks down the side-walls of a tire. By causing overheating, it also destroys the rubber that acts as an insulation, with consequent separation of the cord.

At the end of each 5000 miles, when you have the front wheels packed with grease, it is a good plan to have the wheel alignment checked. This will prevent premature wear.

When punctures come, as they will with any tire, you will find the Ford dealer particularly well-equipped to make repairs quickly and at small cost. See him, too, for replacements. Then you will be sure of getting tires built specially for the Ford car according to definite Ford specifications.



FORD MOTOR COMPANY

Movies

DANE AND ARTHUR USE CRANE FOR ACROBATICS

A giant crane, ninety feet high from its base to the tip of its boom, was used for aerial acrobatics by Karl Dane and George K. Arthur when they enacted the thrilling fire scenes for "All at Sea" which will be at the Moro Theater as a new Metro-Goldwyn-Mayer comedy feature.

Both of the comedians scaled the big crane while it was in motion and used it to accomplish the daring rescues that climax the story. The crane is brought into action through the quick wits of Arthur, a dishonorably dismissed cook. Though he is out of the service, as punishment for one of his pranks, he joins his former buddies when they run to stem the spread of a raging fire caused by the explosion of a huge powder arsenal.

Four marines are overcome by powder smoke on the roof of a burning building when Arthur swings to their rescue via the crane. He and Dane manage to save them all, but then Arthur falls, overcome by the smoke, and his rescue is left to the hilariously awkward Dane.

Other big scenes, beside the fire, include a riot in a theater, a panic at a navy ball, a sequence in which Arthur does a female impersonation, and big gun target practice.

Dane and Arthur play the parts of antagonistic buddies in the laugh riot and Josephine Dunn is the girl over whom they stage most of their battles. Alf Goulding directed from an original story by Byron Morgan.

Farmers in Oregon growing vegetables for canning or manufacture are now finding increased competition of fresh vegetables marketed the year round. In 1928-29 there was a consistent gain in acreage of all vegetables for manufacture except corn, cucumbers, peas, and tomatoes. About 932,000 acres of vegetables were grown for canning purposes in 1928 with an estimated valuation of \$46,000,000. Snap beans for canning have shown a more rapid increase than any other crop during the past few years, reports the experiment station.

Cocoanut macaroons are easily made with sweetened condensed milk and cocoanut. For the best results use one cup of milk to half pound of cocoanut flavored with half teaspoonful of vanilla. A variation may be had by adding 4 tablespoons of sweetened ground chocolate.

1928 A Record Year

Electric Power Service Now Enjoyed By 350,000 Farms

Some of the high spots in a review of development in the electric light and power industry during 1928, just given to the press by Preston S. Arkwright, president of the National Electric Light Association, are as follows:

Continued expansion of facilities by the industry and a greater diffusion of its service to all classes of consumers was an outstanding feature of 1928. According to preliminary estimates of the United States Geological Survey, the production of electricity amounted to 88,000,000,000 kilowatt hours and an additional 1,600,000 kilowatt hours was imported from Canada. This total available supply is as much as the production of all the rest of the world. In the past seven years, President Arkwright stated, the industry has constructed nearly 50,000 miles of high voltage transmission lines, doubled the output of its energy, and increased the number of its customers by more than 10,000,000.

During 1928, 1,400,000 new customers were added, making a total of 23,000,000 now served by this industry. Of these nearly 19,000,000 are household users.

"Twenty-five years ago, the total number of all consumers was 650,000. Electric service has now been extended to every city with a population of 5,000 and over; to 97% of all communities with populations between 1,000 and 5,000; to 50% of all hamlets of less than 250 population," he said.

"Farms connected with the electric power lines in the last three years have increased by over 125,000, making a total of nearly 350,000 farmers now enjoying electric service...."

"In mining and manufacture, electricity has become the power medium of the nation and the central power plant the point of conversion of fuel and water into energy for useful service. Local installations of boilers and engines in factories has nearly come to a standstill. Between 1919 and 1925 the total net increase of 6,500,000 h. p. in factories was in electrical motors purchasing power from interconnected systems. Three-quarters of all the power in industry is now electrical, and of this electrical power two-thirds is being purchased from the lines of the light and power enterprises.

"New construction by the utility companies has been carried on at approximately the same rate as during the two previous years, with the result that the total investment of the electric light and power enterprises in plants and equipment at the end of 1928 was carried on the books at approximately \$10,000,000,000, being exceeded only by agriculture, steam railroads, and the oil-producing and refining industry. Gross revenues from the sale of current during the year approximated \$1,900,000,000, out of which the light and power industry paid \$175,000,000 in taxes.

"Electric power costs to the public including industrial, commercial and domestic uses, remain at pre-war levels despite the fact that living costs are 65% above pre-war levels."

Higher Costs—Higher Rates

Bills have been introduced in the legislatures of several states to limit the number of cars in a freight train. Congress has been petitioned to reduce hours-of-service law from 16 to 12. These resolutions are presented with the ostensible purpose of "promoting the safety of employees and the traveling public."

There is no excuse for legislation of this kind. Statistics show that accidents are growing less with each succeeding year and that railroad rates are lower and the service better. Reducing and limiting the number of cars in a freight train means an increase in cost which in turn would necessitate an increase in rates. Furthermore, shippers may now be accommodated and served by all freight trains, whereas, a train having the number of cars fixed by law, could not pick up cars enroute.

Under the present law no employe having anything to do with train operation is permitted to be on duty for more than 16 hours. This does not mean that 16 hours is a day's work, for the working time of employes in train service does not even average eight hours; it means that 16 hours shall be the absolute maximum, where such time might be required because of unusual conditions.

There are some districts where the running time of a freight train between terminals is 12 to 14 hours and the men agree to this and are paid accordingly. Fixing the maximum at 12 hours would either necessitate a change in the location of terminals or a reduction in tonnage per train. Either change would increase the cost of service to the public.

ADVERTISE!

The codfish lays a million eggs
And the helpful hen lays one;
But the codfish doesn't cackle
To tell us what she's done;
And so we scorn the codfish coy,
And the helpful hen we prize,
Which indicates to you and me
It pays to advertise.

Reading advertisements is worthwhile

County Notes

KENT LOCAL ITEMS

J. H. Gregg is proudly driving his new Buick that he received last week.

The sale held by Patjen & Andrews W. S. Holmes and R. P. Barnett on Monday was well attended, but the prices did not range very high.

Dale Guyton and wife arrived here Tuesday from San Francisco and are visiting his parents, Mr. and Mrs. C. F. Guyton. Dale is now employed by the railroad company.

J. Crocker and O. H. Adams and their wives left here Friday for Yakima, and came back Sunday via Walla Walla and Pendleton, driving 160 miles in seven hours, they say.

A. J. Decker and a Portland horse dealer shipped out about forty head of horses Tuesday, shipping them to Salem, where they will sell them at auction. Decker got a lot of horses from Wilbur Haggerty and Patjen & Andrews.

J. C. Wilson went back to Portland Friday to see his family and found Mrs. Wilson still suffering from flu to some extent. He came back Tuesday and is getting ready for the spring work. Guy Hoskinson went with him and tried to get in the Veterinarian's hospital, but was not allowed in at this time as they are full. They told him to come back in June.

SHANIKO LOCAL ITEMS

Masquerade dance March 16th, Shaniko Hall.

John Conroy of Bend was a visitor here Thursday.

Ed Degroote of Antelope was a visitor here Saturday.

Ben Brown of Prineville was a visitor here Tuesday.

Ernest A. Rees of Antelope was a visitor here Tuesday.

Cole E. Smith of Ione was visiting relatives here Friday.

E. L. Emerson of The Dalles was a business visitor here Thursday.

Mrs. Julia Spalinger returned Tuesday from a trip to The Dalles.

Mr. and Mrs. Fred Miller returned Thursday from a trip to The Dalles.

Hallie Mottern and Ted Kelly of Kent were visitors here Wednesday.

Andy Brown returned from The Dalles Tuesday, driving a new sedan.

Mrs. A. Altermatt and son, Bob, spent the weekend at their home here.

Mr. and Mrs. Walter Beyers and daughter of Kent were visitors here Wednesday.

Mr. and Mrs. Andy Brown and Miss Janet Arnold were Sunday visitors near Bend.

Only spots of snow left here now. With warm sun and winds, the mud is fast drying up.

Mrs. G. H. Reeder and children, John and Marguerite, were visiting relatives in Dufur Sunday.

John McHargue has returned to his home here after spending the winter in the vicinity of Portland.

Maynard Christensen, who attends school in Grass Valley, spent the weekend with his mother, Mrs. Armin Schmidt.

Mr. and Mrs. John Smith and children of Portland were here the past week visiting with Mrs. Smith's mother, Mrs. Rosa Harris.

Andrew Brown and Otis Profit, prominent farmers of Bakeoven country, were business visitors here Friday, making the trip with team and wagon.

Mr. and Mrs. A. W. Goff of Madras were here Sunday to be with Mr. Goff's mother, Mrs. S. Goff, who is ill at the home of her daughter, Mrs. Ruby McKinley.

For Sale—Sherman Restaurant—fully equipped. Three rooms furnished to rent. Dance hall in connection. All buildings and fixtures for \$1800. \$900 down, balance \$25 per month. Write or call. Mrs. Pullen, owner, Shaniko, Ore.

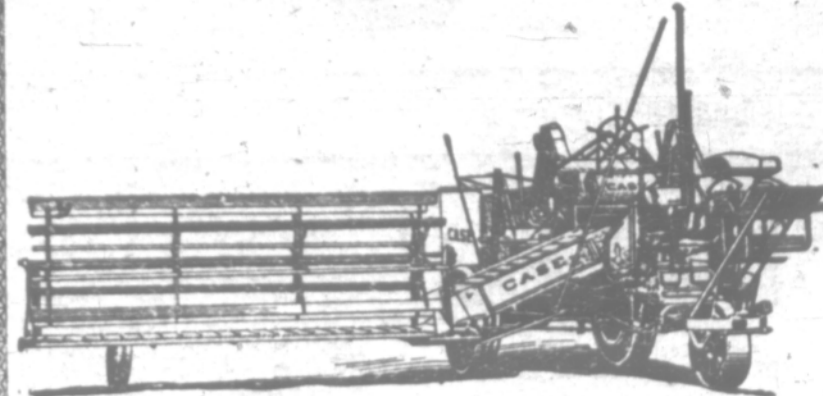
What Hath Roads Wrought

Good roads are the monitors of a higher civilization. Bad roads are the landmarks of community slovenness. Good roads also include common sense in their building and good business judgment in the letting of contracts. To say that one wants a road from Dingbuckto to Pinkatink is only half the battle. The fight is never finished until the project is seen through with a width for future needs, as straight and level as practicable, a solid foundation or under-structure of adequate thickness, a high quality of materials and workmanship, and backed by an honest contractor. Then you have a road. Until then you have only a wish.

Good roads have brought prosperity, convenience, safety, self-respect and happiness to countless millions. A city, town, county, state or nation that is not going after more good roads is commercially and socially committing self-imposed ostracism from the rest of the busy world.

Good roads are worth all they cost. Comparable to a financial panic would be the sudden deprivation of any section of this country of its good roads. The community without good roads is "losing out" every inch of the way in competition with more progressive communities who have had the vision and have set about to make that vision real and lasting.

The New Model "W" CASE COMBINE HARVESTER



Has a Great Many Improvements over previous models; such as Self-Leveling Shoe, all Ball Bearings, and a lot of other valuable improvements.

If interested,—Come in and we will show them to you.

Moro Hardware & Implement Co.

MORO, OREGON
AGENTS FOR THE CASE LINES
For Moro, Wasco, and Grass Valley District

Hotel Moro

"The House of Good Will"

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

Under the Personal Management of
E. E. LARIMORE
Formerly of The Hotel Oregon, Portland

SPECIAL CHICKEN DINNER SUNDAYS 75c

DINING ROOM OPEN USUAL MEAL HOURS

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

C. V. Belknap, Proprietor
Moro Hotel Barber Shop
Moro, Oregon
Ladies and Children's Hair
Cutting and Shingle Bobbing

BATHS



Sherman Restaurant



Shaniko, Oregon
On The Sherman Highway
Meals and Short Orders
All hours - Reasonable Prices
Regular Dinner 50c - Rooms 50c up
Cigars and Tobaccos
Soft Drinks and Confectionery
Dance Hall in Connection
Mr. and Mrs. H. Pullen, Proprietors

WHEN YOU TRAVEL

BY AUTO AND VISIT THE DALLES

STORE YOUR CAR

In the concrete, fully equipped, roomy garage of Walther-Williams Company. Competent workmen 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.

AUCTION SALE!

AT THE P. J. DILLINGER FARM, 10 MILES EAST AND ONE MILE SOUTH OF MORO, ON THE MONKLAND MARKET ROAD

Sale Begins at 10 a. m.

MONDAY, MARCH 11th

FREE LUNCH AT NOON

Twenty Head of Horses and Some Farm Implements
Twenty Ton of Hay --- Changing to Tractor Power
Nine Set Heavy Leather Harness
Two 8-horse Plow Hitches
Two Rod Weeders
One 3 1-4 Mitchell Wagon
A Lot of Lead Bars, Single and Double Trees, Etc.

TERMS:— All sums under \$20 to be cash. All sums over \$20 five per cent discount for cash, or approved note taken due October 1st, 1929. All notes to be approved by clerk before property is taken away.

G. R. Gouchnour, Auctioneer
W. D. WALLAN, Clerk P. J. DILLINGER, Owner