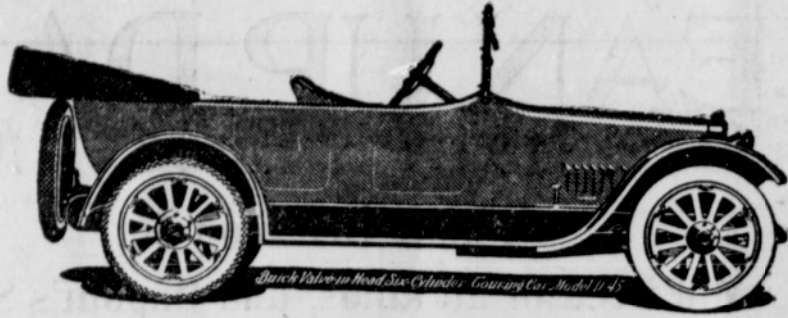


BUICK



Do you want a standard, reliable car with fourteen years experience back of it, the famous valve-in-head engine, Delco generator, of the best material and workmanship. The Buick Four, 35 H. P. sells for only \$795 00. Buick Six, 45 H. P. price \$1220

Robert Jonsrud, Agent
Kelso, Oregon

Boring, Oregon, Route No. 1. Phone 413

This Bank

--- Is for ---

PEOPLE WHO WANT TO IMPROVE THEIR
FINANCIAL CONDITION.

Will you let us serve you?

A checking account is most convenient in the
payment of bills.

A savings account is the sure road to an eventual
competency.

Clackamas County Bank.

HILL CREST.

Carl Power motored to Portland Saturday and met his father from Pendleton and they came out to the ranch Sunday where Mr. Power Sr. visited for a few days.

The farmers are taking advantage of the sunshine between showers and making good progress getting in their crops.

Paul White of Portland was out with a friend Monday to see his brother, John White.

Most of the McCormick ranch is plowed and the crop will soon be in.

Mr. Ten Eyck and daughter, Lillie, were in Hill Crest Saturday evening.

Mr. Pruha made another trip to Vancouver Monday.

Mr. John White made a business trip to Portland Tuesday.

Welches Zig-Zag.

Mr. C. V. Chapman returned from Portland last week, after taking the examination for a Commission in the Army.

Mr. Russel Mauxly made a trip to Portland this week.

Mr. E. Karlan and wife are once more located at the Toll Gate for the summer. Work commenced Monday on the Toll Road, the road being open as far as the Three Mile Hill.

The Meinig & Johnson Mill is again in operation, after an enforced idleness throughout the winter.

Mr. Joe Wangitte came out this week and is at work preparing for the tourists this summer.

Work started Monday in the Still Creek Cottage Site, by the Forest Service. They are putting in roads and establishing Public Camp Grounds.

Mr. L. F. Pridmore of Government Camp reports the snow, as disappearing very swiftly, there being about 9 ft. at present. If the weather continues mild the first automobile will probably reach there the early part of June.

Mr. John McIntyre had the good fortune to trap two black bears this week.

Southwest Dover.

Henry Udell made a business trip to Oregon City last Wednesday.

Mrs. Udell was in Barton Wednesday to see her father, Mr. Gibson, who is very ill.

Mr. and Mrs. Affolter and sons, John, Albert, and Walter, motored to Washington last Sunday.

Mr. Miner spent Friday evening with Henry Udell.

Mr. Miner held his regular preaching services at the Dover M. E. Church Sunday afternoon. He held preaching services at the Douglas School House Sunday evening.

The regular business meeting of the Dover League met at the church Friday evening. The meeting was well attended.

Mr. and Mrs. Koennaman made a business trip to Portland last Saturday.

Dufur Cooper just returned from Oregon City last Friday, where he was visiting relatives and friends.

Mr. and Mrs. Henry Udell leveled off the school yard last week.

The school ground apparatus will be put up this week. Then Dover School will be Standard.

Miss Brown and pupils are planning a little picnic for Friday afternoon.

Don't forget to attend the Last Day of School Program to be held at the Dover Church Friday evening, May 11.

No. 71

REPORT OF THE CONDITION OF
CLACKAMAS COUNTY BANK
at Sandy, in the State of Oregon at the
close of business May 1st, 1917.

Loans and discounts.....	\$6,581.46
Overdrafts, secured and unsecured	86.76
Bonds and warrants.....	4,767.01
Stocks, securities, judg- ments, etc.....	1,250.00
Banking house.....	2,850.75
Furniture and fixtures.....	2,122.50
Other real estate owned.....	720.00
Due from banks (not reserve banks).....	none
Due from approved reserve banks.....	19,395.47
Checks and other cash items.....	none
Exchanges for clearing house.....	none
Cash on hand.....	6,041.34
Expenses.....	530.85
Customer's liability under Letters of Credit.....	none
Customer's liability account of "Acceptances".....	none
Other resources.....	none
Total.....	\$74,646.14

LIABILITIES	
Capital stock paid in.....	\$10,000.00
Surplus fund.....	1,000.00
Unprovided profits, less expenses and taxes paid.....	11.41
Dividends unpaid.....	none
Due to banks and bankers.....	none
Postal savings bank deposits.....	none
Individual deposits subject to check.....	48,689.41
Demand certificates of deposit.....	1,724.25
Cashier checks outstanding.....	1,482.63
Certified checks.....	none
Time and Savings Deposits.....	11,738.44
Total.....	\$74,646.14

STATE OF OREGON)
County of Clackamas)

I, M. A. DEATON, Cashier of the above
named bank, do solemnly swear that the
above statement is true to the best of my
knowledge and belief.

M. A. DEATON, Cashier

CORRECT—Attest:

A. L. DEATON,
W. A. PROCTOR,
M. A. DEATON,
Directors

Subscribed and sworn to before me this
6th day of May, 1917.

FRED L. PROCTOR,

Notary Public

My commission expires May 20th, 1917.

HANDLING HEIFERS.

Lack of Training Spoils Many Pros-
pective Milk Makers.

All young things require training
and none more than young heifers. In
fact, the treatment a heifer receives as
she is growing into cowhood often has
much to do with her value as a cow,
says the Farm Journal.

First, of course, she should be treated
kindly and should by all means be
accustomed to having people about her.
Never turn heifers into a back pasture
or leave them unhandled in sheds with
self feeders for months. A heifer
should be smoothed, carded, given tid-
bits, talked to and in every way made
to feel that the approach of man is not
to be feared.

Kindness is a first essential. Let the
buyer of a wild, panicky heifer lose no
time in courting and winning her at-
tention and affection. Then when the
young cow has milk she will be ready
for milking. She should at this time re-
ceive much caressing and petting and
be made to feel that she is of conse-
quence. Upon sitting down to her the
first few times do not begin milking
suddenly and harshly, but slowly,
waiting for her to become accustomed
to it.

The Young Calf.

The first few weeks of its life the
calf will suck its dam ten to fifteen
times daily under natural conditions.
It is impossible to feed calves by hand
more than two or three times daily. If
it is possible the calves should receive
three feedings per day during the first
three or four weeks, after which time
two feedings per day are sufficient.

Seven Days King.

Masanelli (Thomas Anello), born
1622, was known as the "Seven Days
King." He headed a revolt against the
Duke of Arcos at Naples, July 7, 1647,
forced him to abolish the tax on pro-
visions and for seven days was master
of Naples. He was most arrogant and
bloodthirsty and was assassinated
July 16. He is the hero of two operas,
one by Caraffa, called "Masanelli,"
and the other by Auber (libretto by
Scribe), called "La Muette de Portici."

Sandy Creamery Co.

Manufacturers of

Mountain Meadow Butter

Formerly Mt. Hood Butter.

Pure, Sweet, Clean.

EVERYBODY WANTS IMPROVED ROADS

Plan That Will Insure State
Better Highways to Be
Voted Upon in June.

Everybody wants good roads. The
need for improved highways is admit-
ted. Every citizen is anxious and
willing to pay his share towards the
cost of building good roads. All the
individual ever has insisted upon and
is asking today is that the public re-
ceive one dollar of value for every
dollar expended in road construction.
Frequently in the past the public has
not received full value from these ex-
penditures. But this has been due
invariably to the lack of a systematic
plan of road building and an intelli-
gent supervision of the work by public
officials charged with disbursing the
fund.

The last Legislature, however, pro-
vided the necessary legislation for in-
troducing in Oregon a systematic and
intelligent campaign for the state-wide
construction of permanent hard sur-
face highways. A complete road code
was adopted and a Highway Commis-
sion created for its administration.
Another measure provided for issue
of bonds aggregating \$1,800,000
with which to match an equal amount
provided by the Government, under
the Shackleford Act, for the construc-
tion of post roads and forest roads.

Most important of the Legislative
measures was that authorizing the
issue of bonds to the amount of \$6,000-
000 for the construction of main trunk
lines throughout the state. At the
same time, another bill was passed
doubling the annual license on all au-
tomobiles and motor vehicles. The
revenue from this source, together
with the money derived from the ex-
isting one-fourth mill road tax will
meet all interest charges of the pro-
posed bond issue and retire the bonds
without adding a dollar to the direct
taxes of the individual.

Of these various measures, only one
—the \$6,000,000 Bond Bill—will be
submitted to the voters for their ap-
proval at the special election, June
4th. This measure asks nothing of
anybody except that which he must
pay under laws which go into effect
regardless of whether the bond issue
be adopted. All manner of safeguards
have been provided outside the bond-
ing act. The Highway Commission
has been reorganized, methods of road
construction have been reformed,
competition in contracts has been
made compulsory and an anti-conspir-
acy bill has been passed. Amortiza-
tion tables show that the income now
irrevocably provided will retire the
\$6,000,000 bond issue, meet the re-
quirements of the Federal Act, pro-
vide maintenance of roads and leave
a surplus even if there be no increase
in assessed value or number of au-
tomobiles.

Approval of the bond measure by
the voters is all that is needed to car-
ry out the good roads campaign effec-
tively. Indorsement of the bonds at
the June election would mean that
actual road construction could begin
this year. In passing on this measure,
voters are not asked to vote blindly.
The pending bond bill describes the
roads that are to be constructed and
defines the general character of their
construction. All roads will be built
under the supervision of the State
Highway Commission which was cre-
ated for that specific purpose.

The members of the Commission
are men of the strictest integrity.
They are among the state's most re-
presentative citizens who have achieved
enviable success in the business
world. As appointees of Governor
Withycombe, they may be depended
upon to conduct the business of state
road building with the same fidelity
they have shown in their personal af-
fairs. The personnel of the Commis-
sion is a guarantee that all road funds
coming into its hands will be dis-
bursed wisely and economically.

EVERY PRODUCER
WILL BE AIDED.

GOOD ROAD SIDELIGHTS

A dollar's worth of road for a dol-
lar's worth of expenditure is assured
at the hands of the State Highway
Commission which is charged with
disbursing the funds raised from the
proposed \$6,000,000 good roads bonds.

The question involved in the pro-
posed issue of \$6,000,000 road bonds
is simply this: Do the people of Ore-
gon desire to approve and inaugurate
a comprehensive system of state-wide
highway development. If the bond
issue is approved, taxes will not be
increased one cent on that account.
Both the principal and the interest
on the bonds will be paid from the
fund created by doubling the automo-
bile license and adding thereto the
quarter of a mill state road tax al-
ready provided.

In the last ten years approximately
\$40,000,000 has been expended on
roads in this state. What is there
to show for it? Support the \$6,000-
000 bond issue on June 4th and let's
take up road building on a practical
and comprehensive basis.

Friends of good roads who desire
to assist in the campaign for the \$6-
000,000 bond issue can do so by
forwarding subscriptions to Bruce
Dennis, Executive Secretary, at Good
Roads Headquarters, 310-311 Selling
Building, Portland, Oregon. The mem-
bers of the campaign committee have
refused contributions from paving
concerns and are relying entirely on
free will offerings from good roads
enthusiasts to meet the expenses of
the vigorous campaign that has been
outlined in behalf of the road bond
bill.

If the \$6,000,000 bond issue and the
highways designated therein are ap-
proved, comprehensive provision for
construction of highways will have
been provided. Road construction will
have been standardized; Federal aid
and co-operation secured; the cost of
efficient engineering will have been
minimized; co-operation between
State, Government and counties, to-
gether with genuine competitive bid-
ding for construction will have be-
come a reality. The acquirement of
funds for road construction at a low
rate of interest and a method of pay-
ing both interest and principal of
state bonds out of current revenues
already imposed will also have been
secured, and this without additional
tax burden and with proper safe-
guards to the general taxpayer.

The Highway Commission has gone
on record on this score. Unless con-
tractors are reasonable in their bids,
the Commission has announced that
it will install a paving plant and go
into the paving business itself.

Upon the construction of the roads
named in the road bond bill, the
money formerly spent by the counties
in repaving and maintaining the main
lines of travel can be used for im-
proving the laterals and less traveled
roads.

Good roads enable dairymen and
gardeners within a radius of 50 miles
of Los Angeles to reach the city mar-
ket daily before 7 A. M. The same
sort of highways in Oregon would
make markets in Oregon equally ac-
cessible to producers.

The "Back to the Farm" movement
will receive a great stimulus from the
approval of the good roads bond bill
at the special election June 4th.

Musical.
Mrs. D.—I have just bought tickets
for Miss M.'s recital.—Mrs. B.—Who is
she? Mrs. D.—A coloratura soprano.
Mrs. B.—I never cared for those negro
singers.—Musical America.

The Wrong Line.
He—Each hour I spend with you is
like a pearl to me. She—Aw, quit
singing me.—Columbia Jester.

Our deeds, whether good or evil, fol-
low us as shadows.