

AGRICULTURE AND LIVESTOCK NEWS
Up-to-date Information to Help Develop Progressive Farming

O. A. C. CORRESPONDENCE
SHORT COURSES OFFERED IN MANY FARM SUBJECTS

Seven short courses in practical farming are offered Oregon farmers this winter by the agricultural college as follows:
Eleven weeks in tractor mechanics, January 2 to March 17.
Eleven weeks in general agriculture, same dates.
Eleven weeks in horticulture, same dates.

Five months as dairy herdsman, January 2 to June 10.
Four weeks in dairy manufacture, January 2 to 27; repeated January 23 to February 21.
Short courses in horticultural products—canning, drying, jellies etc., February 5 to 24.

One week in beekeeping, March 19 to 24.
The work deals with methods of growing leading crops, handling the livestock, learning to run a tractor and care for it, handling the orchard, garden berry patch and flower garden, managing dairy animals, butter, cheese and ice-cream making, managing bees, and preparing fish and fruit and vegetable into preserved products.

The courses are explained in a small pamphlet free to those interested. Write O. A. C., Corvallis, Oregon.

Dairy Herds Improved
Sale of 20 boarder cows was made by Oregon cow testing associations in October to reduce cost of producing milk and increase the profits of dairying. One purebred bull was bought to replace two scrubs, thus providing better milkers for the future. Many more cows were tested than in October last year, and the average production of milk was 66 pounds per cow more, of fat 1 3/4 more.

WHITE PINE BLISTER TO BE HELD AT DISTANCE

The third white pine blister pest conference will meet in Portland, November 22 and 23. A. A. Rank, president of the state board of horticulture, and H. P. Davis, chief in botany and plant pathology at Oregon Agricultural College, are members of the executive committee.
The 1921 conference asked an appropriation of congress for investigation of the blister rust recently found in the northwest. This was used to finance scouting, investigation and some eradication of the rust in the forests last summer. State headquarters were established at Oregon Agricultural College experiment station and ten collectors were employed during the summer for this work.
Oregon has some important stands of western white pine and sugar pine which leads her to be interested in the situation, said Professor Davis. In speaking of conditions in the state, "Fortunately the rust has not yet invaded Oregon, as determined by the investigation this summer.
"Reports of the agencies which have been working on the blister rust control plans will be made to present the advance of the menace which is now well established in British Columbia and scattered in western Washington."

Winter Coming
Many a farm gets few eggs in winter because the conditions under which the hens are housed and fed are poor, as well as because of lack of laying characteristics in the birds themselves. The best hen will be a poor layer if her feed and care are poor. No doubt she will lay more eggs than will the scrub hen, but that is no excuse for giving her poor treatment.

If the poultry house is not already prepared for the cold and wet season, right now is the time to put it in order. In doing so, one should remember a few fundamental principles.
The hen uses a great deal of oxygen. Probably no other animal of her size requires as much. This means that she must have fresh air.
Likewise, she breathes off a great deal of moisture. This moisture must be supplied in the form of drink, and provision must be made for letting it out of the first house. Otherwise the walls and ceiling become damp and clammy.
Both these facts mean one thing, and mean it emphatically—good ventilation.
But in ventilating, do not permit drafts to blow upon the hens. Probably the best method of providing fresh air is to have three sides of the house closed tightly, leaving the fourth side open. This will admit plenty of fresh air and at the same time prevent the undesirable draft.

Make that side of the house open that faces away from the prevailing storm winds and toward the winter sun, if possible. Sunlight is the best of all disinfectants. In the damp season of the year, every bit of sunlight should be utilized for the warmth of the birds and the drying and sweetening of the hen house.
It is well to have the house screened in, with duck or other semi-transparent cloth curtain that may be dropped when it becomes too stormy or cold to justify free access to the open.
In front of this open side where the light is good is the best place for the scratching floor. Be sure that it is a good floor. Do not have cracks in it that will permit the fine part of the litter and some of the grain to drop through and form an insanitary, decaying mass under the building. Build the floor up off the ground far enough to insure against dampness from the soil and against surface water running in when it rains or when the snow melts.

Do everything possible to keep the house dry—floor, walls, ceiling. Dampness is a great enemy of hens. Many diseases are contracted because of it.
Be sure not to have the hen over-warm. Colds come from too warm quarters more often than from too cold.
Provide a watering system that will insure plenty of water, not too cold, throughout the winter days. Fresh water, and plenty of it is one of the cheapest poultry "feeds" and conditioners. Arrange it so that the birds cannot make it foul. Keep it clean; keep it fresh; keep the ice off of and out of it.

And then, clean the house regularly all winter. It is well to clean to you when you go in in the morning, you may be sure that it is clean. If the odor in it is unpleasant to you, it is certain that it is not only unpleasant, but unwholesome to the hens.
If you want eggs, give the hens a chance to lay them. If they expend all their energy trying to overcome adverse conditions of feeding and housing, they have no energy left with which to produce eggs.

CAREFUL IN CRANKING TRUCK

Drivers Ought to Be Sure That the Spark is Fully Retarded—Plan to Avoid Injury.
Before cranking the engine, the driver of a motor truck should be sure the spark lever is fully retarded and that the gears are in neutral. If it is attempted to crank the engine with the spark lever advanced, the chances are that the engine will backfire, possibly resulting in a broken arm.
Furthermore, if the driver succeeds in cranking his engine when it is in gear it may start and run over him and be the cause of considerable damage to the truck and other property as well.
It pays to be on the safe side when the cost of taking a chance means possibly damage suits of two kinds—one of injury to the driver, and the other

SCALLOPED CORN WITH TOMATO SOUP

One cup canned corn, one cup tomato soup, one cup cracker crumbs, two tablespoons butter, one-half teaspoon salt, one-half teaspoon celery salt, one-fourth teaspoon onion pepper.
Put a layer of crumbs in buttered baking dish. Add corn and soup mixed and seasoned, and add another layer of crumbs. Continue layer for layer until all is used. Dot with bits of butter and bake in hot oven for half an hour.

SHORTCAKE FOR FOUR

One and one-half cups flour, two teaspoons baking powder, 3 dessert spoons butter, one teaspoon sugar, one-fourth teaspoon salt, cold water to make a soft dough.
The method of mixing is the same. One solid pint of berries can be stretched to serve four, but serving of berries is a bit "scampy."
Instead of baking the cake in one big pan, individual biscuits are often made. These are split, and prepared, just like the big shortcake. There is less controversy over the "biggest piece" and the short cake is easier to serve when individual cakes are made.

OLD-FASHIONED STRAWBERRY SHORTCAKE IS ALMOST A WHOLE MEAL IN ITSELF

Use it as a luncheon dessert or with a light dinner. Clear soup, fish salad, brown bread and butter old-fashioned strawberry shortcake and coffee would make a nourishing meal for the average person.



Before Cranking a Truck Be Sure That Gears Are in Neutral.
on account of property damage of one sort or another. There have been cases where damage suits have arisen from injuries done to outside persons other than the driver, all because this rule was not obeyed.

Why Potatoes Scab

Scabby potatoes are usually caused by a soil bacteria which has turned parasitic on the plant and attacked it, resulting in damage. Scab cuts down the yield and also destroys the quality of the potatoes. Besides causing waste in necessitating removal of a thick slice of skin, badly scabbed potatoes have an earthy taste that is disagreeable to some people.
An alkaline condition of the soil has been found to control the disease, but

it will work much better if the inoculated form of sulphur is used. Sulphur when applied to moist soils, causes that soil to become acid in reaction. Bacteria are present which breaks down the sulphur and adds it to the materials already in the soil. If the bacteria are added to the sulphur before it is applied to the soil the reaction takes place much more rapidly than would be the case were they not added. The use of common dusting sulphur without inoculation at the rate of 200 to 400 pounds per acre results usually in reducing the amount of scab. When potatoes are planted in a soil which is distinctly acid in reaction they do not scab.

Road District No. 23—Schuld Brothers, \$10; Portland Railway, Light & Power Co., \$175.14; Fred Wagner, \$9.73; W. H. Banks, \$11.23; George Christensen, \$7.48; Peter Houghlum, \$7.48; L. L. Griffin, \$7.48; Al Hayworth, \$7.48; D. Brooks Hogan, \$7.48; M. Peterson, \$2.49.

RECIPES

Brown Sugar Cookies

Two cups brown sugar, two cups shortening (meat drippings are good), one cup sour or buttermilk, one full teaspoon of soda, cinnamon or other spice as desired. If no eggs are handy they may be omitted, but will make more cookies if two are added. One-half teaspoon of salt, three cups of flour and mold as soft as can be handled and sprinkle with sugar over the tops before cutting out, and roll softly with rolling pin.

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The County Court

Road District No. 1—City of Oregon, City, \$7,562.27; City of Oregon City, \$4,500.
Road District No. 2—City of West Linn, \$6,247.08.
Road District No. 3—City of Oswego, \$1,086.08.
Road District No. 4—City of Milwaukie, \$1,333.04.
Road District No. 5—City of Gladstone, \$814.03.
Road District No. 6—City of Sandy, \$145.67.
Road District No. 8—City of Canby, \$789.58.
Road District No. 9—City of Barlow, \$72.89.
Road District No. 10—City of Motatone, \$520.43.
Road District No. 11—S. N. Oldham, \$134.83; H. Gebardt, \$211.87; H. Gebardt, \$230.50; S. G. Bullock, \$798.83; F. E. Davidson, \$109.75; J. R. Isley, \$71.96; J. P. Cook, \$55.31; O. E. Davidson, \$59.80; M. Weidman, \$12.70; H. Koch, \$4.49.
Road District No. 12—L. A. Smith, \$653.45; A. Worthington, \$333.79; J. S. Grizzit, \$68.77; H. Koenig, \$57.85; L. Indritz, \$25.40; S. M. Brantland, \$24.99.
Road District No. 13—Aden's Store, \$13.65; Carlson & Sherck Co., \$192.50; Concrete Pipe Co., \$29.05; A. A. Wood, \$25.96; Lloyd Jones, \$29.94; F. Toozee, \$2.49; F. Krouse, \$2.49; F. Kiser, \$16.19; B. Case, \$11.21; R. Lee, \$2.59; E. Baker, \$24.92; R. B. Graham, \$14.97.
Road District No. 14—Coast Culvert & Flume Co., \$115.07; Bill Saset, \$9.96; J. M. Turner, \$55.86; Ernest Wilke, \$7.47; Walter Wanker, \$7.47; John Wanker, \$1.24; Bob Shatz, \$39.98; Carl Elsie, \$4.98; Mike Aldridge, \$2.49; C. Tideman, \$16.21; Adolph Delker, \$2.49.
Road District No. 16—J. W. Schuld, \$25.43; Pete Schulz, \$142.30; Portland Railway, Light & Power Co., \$189; Schuld Brothers, \$150; O. F. Roethe, \$172.81; Chas. Moran, \$38.82; A. Henry, \$31.95; J. S. Booth, \$38.87; E. E. Roethe, \$29.95; C. Skaag, \$22.96; C. H. Herli, \$7.98; C. D. Atchley, \$22.96; J. S. Blair, \$11.96; H. Emil, \$5.99; Fred Vallet, \$7.48; J. H. McMillan, \$16.87; J. H. Frommyer, \$26.95; Sam Peters, \$4.98.
Road District No. 17—Milwaukie Service Station, \$35.68; C. E. Batten, \$52.35; Blackburn, \$41.88; Jack Battin, \$16.44; O. Walsh, \$29.90; G. Beecham, \$17.94; C. H. Counsel, \$31.92; J. No. Shields, \$65.89; Wm. Strange, \$11.93; W. H. Counsel, \$71.89; D. Mazzeo, \$54.52.
Road District No. 18—Mac Green, \$16.44; O. Walsh, \$29.90; G. Beecham, \$17.94; C. H. Counsel, \$31.92; J. No. Shields, \$65.89; Wm. Strange, \$11.93; W. H. Counsel, \$71.89; D. Mazzeo, \$54.52.
Road District No. 21—Portland Railway, Light & Power Co., \$321.40; Jake DeYoung, \$7.98; Arthur Gran, \$4.98; John Anderson, \$4.98; R. H. Soelle,

44.98; George Davenport, \$56.
Road District No. 22—Schuld Brothers, \$63; P. R. L. & P. Co., \$57.96; John Valberg, \$4.49; M. H. Wheeler, \$23.94; J. A. Hite, \$4.98; W. E. Wheeler, \$7.48; J. W. Wheeler, \$4.04; C. A. Wheeler, \$4.98; C. Banfield, \$62.97; B. C. Kimbley, \$4.98; C. J. Leckberg, \$1.24; John Duly, \$1.24; Lon Sutton, \$1.24.
Road District No. 24—John L. Lankins, \$11.98; E. T. Bateson, \$5.99; J. E. LaRoe, \$13.98; Es. Staub, \$2.99; J. McComb, \$5.98; E. L. Lankins, \$8.96; W. Mattson, \$4.48; E. Picken, \$1.50.
Road District No. 25—Paul R. Meining, \$12.94; Schuld Brothers, \$30; A. Ezrattm, \$29.26; G. Ten Eyck, \$9.90; W. T. Tice, \$19.90; R. Akins, \$29.94; Thomas Hagan, \$11.19; Thomas McGuire, \$9.96; Fred Gilbert, \$9.96; Joe Vaeritti, \$19.96.
Road District No. 26—Paul R. Meining, \$4.40; C. W. Harris, \$10.45; J. Friel, \$11.94; E. Hart, \$2.99; L. Green, \$7.46; L. Cox, \$1.50; Harry Nichols, \$1.50; W. A. \$56.96, \$36.66.
Road District No. 28—Wm. Swanson, \$7.98; A. M. Mowery, \$ 9.99.
Road District No. 32—Aug. Swanson, \$2.49; Chas. W. Holmberg, \$11.97; A. Carlson, \$2.49.
Road District No. 33—Oregon City Sand & Gravel Co., \$108; R. J. Mattson, \$31.50; Lake Smith, \$1.49; J. R. Livesay, \$7.47; C. R. Livesay, \$31.41.
Road District No. 34—Oregon City Sand & Gravel Co., \$7; Howard Cooper Corporation, \$3; C. T. Blackburn, \$22.71.
Road District No. 35—Wm. Braatz, \$15.96; E. Laresen, \$7.48; Ervin Sterns, \$7.48; Phil Weismandel, \$4.98; T. Norman, \$2.49; Wm. Griffith, \$2.49.
Road District No. 36—E. J. Lankins, \$11.98; E. T. Bateson, \$5.99; J. E. LaRoe, \$13.98; Es. Staub, \$2.99; J. McComb, \$5.98; E. L. Lankins, \$8.96; W. Mattson, \$4.48; E. Picken, \$1.50.
Road District No. 37—John L. Lankins, \$33.33; William W. \$9.74; Fred Bruner, \$5.98; William Bottmiller, \$9.98; Willie Rogers, \$9.96; Roscoe Gard, \$14.94; Alvin Gard, \$18.67; Richard Griffith, \$56.15; Hosie Rigers, \$12.45; Rafe Gard, \$7.47.
Road District No. 38—F. Madden & Co., \$2.75; Kaake & Jubb Lumber Co., \$19.92; L. M. Henthorne, \$16.78; P. T. Moore, \$60.61; Wiley Howell, \$12.47; Barney Gilbert, \$3.78; Carl Peterson, \$11.29; Gene Lewellyn, \$7.47; Clarence Huff, \$5.69; Tom Jubb, \$7.98; Pres Howell, \$2.49; H. Dabal, \$1.24.
Road District No. 39—Ralph Wade, \$6.78; Ward Jones, \$9.96; E. T. Davis, \$20.96; J. F. Snyder, \$9.98; J. W. Dullinger, \$9.98; E. H. Davis, \$9.98; G. L. Ray, \$9.98; L. A. Duncan, \$15.98; N. Henriksen, \$4.98; Walter Lemon, \$4.98; W. H. Hulder, \$4.98; Wm. J. Morrison, \$2.49; Joe Michael, \$4.99.
Road District No. 40—Joe Wadsworth, \$106.72; Jack Jones, \$25.19; Joe Ricker, \$4.98.
Road District No. 43—L. O. Nightingale, \$39.60; Elliott Lumber Co., \$262.88; Robbins Bros., \$30; D. E. Pennington, \$29; John Oblack, \$75; Ed. Feyrer, \$27.95; B. H. Miller, \$7.74; Geo. O. Zetter, \$2.99; Jack Feyrer, \$12.47; Scott, \$2.48; Geo. Ball, \$27.39; Roy Olson, \$19.99; Willis Standinger, \$4.98; Will Streen, \$6.28; B. C. Palmer, \$2.49; Gust Johnson, \$2.49; I. L. Boyer, \$1.24.
Road District No. 44—R. A. Wright, \$12.50; E. L. Palfrey, \$23.34; L. A. Shaver, \$99.98.
Road District No. 45—Hult Lumber Co., \$10.28.
Road District No. 46—Road Builders Equipment Co., \$36.50; S. W. Perry, \$14.97; Geo. Koehler, \$16.52; Wm. Welner, \$17.46; C. Pipka, \$4.98; Wm. Beeson, \$14.97; W. R. Ayers, \$9.98.
Road District No. 47—Lewis Kell, \$4.99; U. Ehlers, \$4.99; Ernest Bauman, \$9.98; Fred W. Sohn, \$6.78; Oregon City Sand & Gravel Co., \$38.
Road District No. 48—Thomas Plepka, \$13.90; R. W. Zimmerman, \$15.94; O. Zetter, \$2.99; W. S. Skidmore, \$2.49; O. Holland, \$2.48; P. Holland, \$2.48; E. Bell, \$1.24; H. Hansen, \$1.24; R. D. Zimmerman, \$2.49; L. G. Ziegler, \$4.45; V. Skinner, \$10; W. S. Bauer, \$16; O. Holland, \$5.63.
Road District No. 49—Canby Hardware & Implement Co., \$4; Mike Walsh, \$16.85; Ben Krause, \$4.98; Johan Kummer, \$2.49; Rudolph Klaus, \$13.97; John Hanks, \$2.49; Skidmore, \$2.49.
Road District No. 50—Noody Brick & Tile Factory, \$9.
Road District No. 52—A. L. Drougher, \$6.85; A. M. Groshong, \$9.73; R. D. Groshong, \$3.73; C. S. Hill, \$2.49.
Road District No. 53—F. Madden & Co., \$9.75; Kaake & Jubb, \$36.40; J. W. Marris, \$14.47; Ivan Lacey, \$2.49; D. Horner, \$2.49.
Road District No. 56—R. Schuchard, \$9.92; L. Wallace, \$2.49; Joe White, \$4.99; W. M. Raver, \$4.98; Fred Schuebel, \$9.98.
Road District No. 58—Schuld Brothers, \$40; P. R. L. & P. Co., \$50.40; N. E. Linn, \$59.85; G. A. Heiple, \$2.49; A. Smith, \$37.42; J. Dowdy, \$4.99; J. Guthrie, \$7.47; E. Heiple, \$12.47; F. Amey, \$9.98; J. Erickson, \$3.98; L. R. Palmer, \$7.48; J. R. Hulse, \$2.49; J. Tunnell, \$24.95; B. C. Jones, \$4.99; G. B. Linn, \$6.22; E. Erickson, \$4.98; A. Lovell, \$14.94; H. Heiple, \$4.99.
Road District No. 59—A. C. Cogswell, \$9.40; P. R. L. & P. Co., \$370.80; Schuld Brothers, \$129.2; H. S. Fort, \$166.68.
Road District No. 61—T. C. Thomas, \$1.99; Maxwell Mafford, \$75.96.
Road District No. 66—Gebhardt, \$77.19; N. S. Oldham, \$77.18; Frank Fisher, \$6.74; Frank Fisher, \$2.49; C. E. Day, \$2.49; D. O. Day, \$15.96.
Road District No. 63—G. E. Notdurft, \$11.97; H. Yinger, \$7.48; E. Notdurft, \$3.73.
Road District No. 65—Carl Drougher, \$190.10.
Road District No. 66—Carl Drougher, \$59.50; Will Burekert, \$3.85.
Road District No. 42—Pete Westberg, \$81.50; J. A. Wall, \$30; E. E. Bredna & Rowan, \$9.85; Oscar Lindbeck, \$13.75; H. Lundmark, \$2.49.
Special No. 1—L. Coast Culvert & Flume Co., \$65.88; E. H. Park, \$11.90; W. D. Ruddle, \$7.47.
Special No. 13—A. A. Wood, \$57.90; E. G. Jones, \$8.97; Blah, \$11.88; Geo. Normanson, \$1.96; Fred Parrett, \$68.96; W. F. Bristo, \$74.95; E. Todd, \$7.46; L. W. Waters, \$21.62; Sam Peters, \$14.95; Kruger, \$14.95; Ray Heald, \$24.90; D. Parrett, \$38.42; H. H. Frommyer, \$65.88; Earl Toog, \$9.84; Fred Cruser, \$13.45; Emil Picken, \$11.96; Frank Zehly, \$13.45; Alson, \$2.99.
Special No. 14—F. Palmesker, \$4.98; Al Vogt, \$7.47; G. Andrews, \$4.99; J. M. Turner, \$19.95.
Special No. 20—George Gibbs, \$8.97; Joe Bell, \$47.84; Joe Papsch, \$44.94; John M. \$41.84; Earl Toog, \$9.84; Martin Toog, \$4.85; Walter O. Jones, \$91.77; J. C. Royer, \$41.97; G. E. Keller, \$17.46; Casper Schumki, \$7.48; Ray Dallas, \$7.48; Emil Papsch, \$4.99; C. F. Eckert, \$50.83; Gus Angle, \$14.

55: Jerry DeYoung, \$11.96; Richard Bell, \$17.97; C. B. Perkins, \$71.88.
Special No. 25—A. Ekstrom, \$1, 143.01; Geo. A. Ten Eyck, \$59.84; L. W. Tice, \$95.95.
Special No. 28—Portland Railway Light & Power Co., \$27; Francis Welsh, \$9.25; R. J. Mattoon, \$27.90; J. R. Livesay, \$2.99; C. R. Livesay, \$7.88.
Special No. 34—Dave Meyrick, \$11.96; A. Fisher, \$15.96; H. Fisher, \$11.97; R. Edwards, \$1.87; H. Kamrath, \$4.99; C. Jones, \$2.49; E. Jones, \$9.96; E. Anderson, \$14.93; J. Hughes, \$14.93; Chas. Jones, \$13.63; E. Roberts, \$24.89; G. Roberts, \$32.86; E. Williams, \$24.89; E. Sheppard, \$21.42; F. Kamrath, \$41.89; F. Shaw, \$19.96; Wm. Martin, \$22.21; A. Thomas, \$41.88; D. E. Jones, \$32.89; W. Bohlender, \$17.43; J. Leatherberry, \$2.99; E. O. Hughes, \$1.24; W. D. Jones, \$9.96; Wm. Daniels, \$22.44; B. Klebe, \$10.84; Chas. Jones, \$13.60; J. Hughes, \$12.42; R. Edwards, \$12.47; G. Hollman, \$15.59; N. Christner, \$12.47; V. Bohlender, \$12.47; C. Steiner, \$14.49.
Special No. 36—J. C. Mattoon, \$20.97; A. Staab, \$2.99; John Hamilton, \$5.98; Steve Fellows, \$11.96; Ed. Staub, \$2.98; A. Graham, \$5.98; Andrew Graham, \$8.97.
Special No. 38—P. T. Monroe, \$2.
Special No. 40—Joe Wiederhold, \$210.55; Carl Rath, \$20.45; Berge Tolkeson, \$20.55; Ed. Harders, \$29.18; Ted Harders, \$3.99; Chris Klinker, \$67.43; Henry Schmidt, \$14.30; Gus Zweirman, \$9.95; Louis Ochs, \$14.30; John Marshall, \$14.30; O. P. Calif, \$18.63; Albert Hubert, \$25.81; Adolph Veldherd, \$15.55; Calvin Beebe, \$13.05; A. H. Miller, \$47.92; Frank Ochs, \$13.05; R. Rath, \$13.05; M. Grafenstain, \$13.05; Roy Miller, \$1.24; Ralph Chaney, \$13.95.
Special No. 42—J. A. Wall, \$22.05; Dick Lampman, \$28.63; C. E. Widstrand, \$28.63; C. B. Mann, \$24.90; Emil Lind, \$13.46; G. Lind, \$8.97; Chas. Backman, \$8.97; Andrew Johnson, \$8.97; Philip Putz, \$20.97; Victor Backman, \$14.97; C. J. Renhard, \$14.97; O. G. Nyquist, \$14.97; E. Nelson, \$14.97; C. A. Adolfin, \$14.97; Alfred Swanson, \$10.57; Emil Peterson, \$4.98; C. E. Bergstrom, \$7.47; John Johnson, \$2.49; A. J. Staffanson, \$7.47; Peter Johnson, \$8.39; C. Nelson, \$2.49; E. F. Wallace, \$6.83; T. M. Fellows, \$7.78.
Special No. 43—O. Jeff Davis, \$46.40; B. L. Lewis, \$37.42; Geo. Koss, \$19.96; Joseph Zeaker, \$9.98; Guy Dibble, \$9.98; Jack Feyrer, \$33.67; Art Scott, \$67.36; Milt Streen, \$24.95; Jay Engle, \$12.47; O. J. Davies, \$2.49; Willis Standinger, \$6.23; Edw. Feyrer, \$43.88; William Dodge, \$17.43; A. H. Bransler, \$4.98; Harold Butler, \$26.14; William Butler, \$9.96; Lee Jones, \$1.

24: R. J. Bruce, \$10.58; William Louy, \$2.49; William Feyrer, \$15.19; Jack Feyrer, \$9.99; Henry Kylo, \$9.99.
Special No. 46—Almon Johnson, \$34.93; Melvin Mahlum, \$14.97; J. R. Pitts, \$34.93; F. A. Wigan, \$9.98; S. W. Bany, \$24.93; J. W. Hyiton, \$17.43; Roscoe Miller, \$17.43; Conrad Herman, \$9.96; E. B. Needham, \$17.43; Geo. Koehler, \$23.94; Wm. Welner, \$19.96; V. Skinner, \$4.99.
Special No. 47—Ernest Bauman, \$12.47; Fred W. Sohn, \$9.97; Oregon City Sand & Gravel Co., \$35.7.
Special No. 50—Oregon City Sand & Gravel Co., \$120; Willamette Valley Southern Railway Co., \$90; Ed. Mitts, \$7.48; Roy Nickelson, \$9.93; Wm. Dreher, \$9.93; S. G. Nickelson, \$4.98; E. E. Wyland, \$78.57.
Market Road No. 2—Estacada Telephone & Telegraph Co., \$ 35; The Motor Store, \$ 75; Crawford Bros., \$37.59; Standard Oil Co., \$38.67; Paul R. Meining, \$1.82; A. W. Anderson, \$32.05; Fred Lins, \$8.25; Carl Rath, \$23.05; Joe Wiederhold, \$431.23; Wm. Rhoades, \$6.14; Smith Hardware Co.,

MASON HEAVY DUTY CORD

Table with 2 columns: Size and Price. Rows include 80x3 1/2 (\$13.75), 82x4 (24.50), 83x4 (24.70), 84x4 (25.35).

New Standard Size

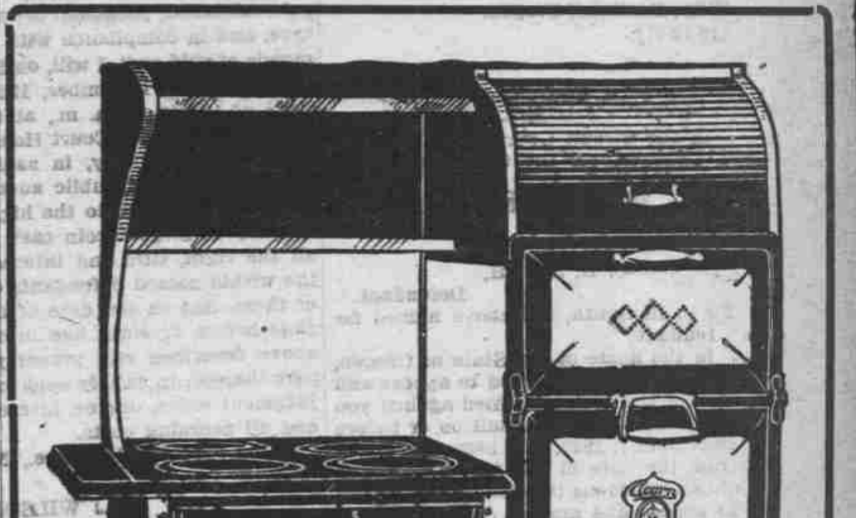
Table with 2 columns: Size and Price. Row: 80x3 1/2 (11.30).

Also 30 x 3 1/2 and 31 x 4 straight sides.
Goodrich motorcycle and bicycle tires.

North-West Tire Co. Warren & Blodgett, Prop. 407 Main St. Oregon City

THE FIX 'UM SHOP

We Fix Anything Bicycles, Guns, Umbrellas, repaired; Saws filed; Lawn Mowers, Scissors, Knives, sharpened. All kinds of soldering done. Keys made and fitted. HOWARD & KANNEY, Prop. 109 Seventh St. Oregon City



The Time to Buy

When money is rather close and prices are low... When spring comes there is always a buyers' fall, and prices always follow demand.

Insurance that Insures

Seven strong companies, fire, accident, burglary, forgery, casualty, auto.
E. E. TEEPLE, 79 1/2 Main, Oregon, Or.

Cook With Electricity

Countless thousands of American housewives would never have enjoyed real efficiency, economy, convenience and cleanliness in their kitchens had they not obeyed the national slogan—cook by wire.
Portland Railway, Light & Power Co.

Advertisement for Robert's Bros. featuring 'The Best in Quality' and 'The Best in Value'.

Advertisement for 'The Store that Underseils because it sells for cash' featuring woolen coatings and suitings. Text includes 'Here is an Opportunity Underpricing of This Season's Styles in Woolen Coatings and Suitings'.

Advertisement for ROYAL Baking Powder. Text: 'What a Wise Woman Knows... The woman who takes pride in her baking and is watchful of the family health is never won away from ROYAL Baking Powder... She knows that it is absolutely pure and dependable—that for over 50 years it has been used in the best homes in the country. It Contains No Alum Leaves No Bitter Taste'.