

**BRAGG  
MERCANTILE  
COMPANY**

**Mid-Winter  
SALE**

**BRAGG  
MERCANTILE  
COMPANY**

**LADIES' COATS 1-3 OFF**

It is not our policy to carry over from one season to another, anything in this line, so we sacrifice the price to your advantage. This means--

**Misses Coats 1-3 Off**

\$30 Coats for 25      \$25 Coats \$16.75  
\$20 Coats for \$13.35      \$15 Coats for \$10      \$12 Coats for \$8

**Children's Coats 1-4 Off**

\$10 Coats for \$6.75      \$8 Coats for \$5.35      \$6 Coats for \$4  
Come early and get the choice of these bargains

**Overcoats for Men and Boys**

25 per cent off on Winter or Warm Overcoats.

The cold snap is liable to come any time. Don't delay buying now or you may be sorry.

**Wool Underwear**

At greatly reduced prices, that we haven't time to describe, but included in this is Men's Wool Underwear for as low as 68c per garment, and up to high class goods at proportionate prices. Everything goes in wool Men's, Boys', Ladies' and Children's.

Included in this Special Sale will be Winter Dress Goods, Kamonas, Waists, Wool Blankets, wool Shirts and about 300 Pairs of Shoes. We reserve the right to withdraw these prices after the 20th.

**HOOD RIVER TO HAVE  
NEW \$30,000 DEPOT**

(Continued from Page 1)

It was stated by Mr. O'Brien that it was expected to commence work on the station in sixty days, or about April 1st.

During the discussion it was dis-

covered that some favored the idea of having the baggage room moved to the east end of the depot and the waiting room transferred to the west end. A vote was taken and the majority favored having the respective apartments remain as planned by the company. Another vote was then taken as to the selection of the exterior finish and the pressed brick

and pebble dash was selected. The new station will cost about \$30,000. At the conclusion of the conference the officials were warmly thanked for the proposed new station and also for their courtesy in presenting the matter to the club for its approval. The erection of the station will make several alterations in the railroad yard necessary and the work will be commenced shortly. While the new station is in the course of construction the old depot will be moved across the tracks onto the railroad's right of way, opposite where it now stands, and it is possible that the company will make arrangements for the protection of pedestrians by a temporary overhead crossing.

**CENTRAL SELLING PLAN  
FAILS TO MATERIALIZE**

(Continued from Page 1)

of the best grade "extra fancy." John F. Sugrue, of Cashmere, Wash., favored three grades—"extra fancy," "fancy" and "C." When the main question reached the delegates for the vote, it proposed that the three grades be "extra fancy," "standard" and "C." This passed. B. E. Meacham, of Walla Walla, after pleading for a change of this grading, secured consent for the appointment of a committee to prepare a definition of the grades at the meeting at Walla Walla.

The convention discussed National apple box legislation. C. E. Whistler devoted an hour to dissecting the law and its application to the apple industry of the Northwest.

There was present at the opening session, which was called to order by H. C. Atwell, president of the Oregon Horticultural Society, over 100 fruit-growers from all parts of the Northwest, and leading apple culturists from three states took part in the proceedings. Ex-Governor Miles C. Moore, of Washington, Judge Fremont Wood, of Boise, Idaho; Miles Cannon, of Weiser, Idaho; E. C. Benson, of Prosser, Wash., ex-president of the Washington State Horticultural Society; C. E. Whistler, of Medford, representing the Rogue River Fruit and Produce Association; H. C. Atwell, of Forest Grove, Or., president of the Oregon State Horticultural Society; J. N. Stone, of Milton, Or.; H. C. Richards, of North Yakima, Wash.; A. P. Bateham, of Mosier, Or., and C. H. Sprout, of Hood River, Or., were among the more active spirits of the enterprise.

The strongest opposition to the plan proposed came through the talk of E. H. Shepard, editor of Better Fruit. Mr. Shepard maintained that there was no way for an organization—at least he had heard of no plan—which would equalize the values between the apples produced in the various districts. He was certain that there was no chance for over-production. That he regarded as a bug-a-boo created by the railroads and the press.

"All government statistics," he said, "that I have been able to get hold of, all the information that I have gathered, and all the interviews with old time nurserymen go to show that over-production is impossible, in apples at least. There is no such thing as over-production in this country of any food product. There may be faults of distribution in the sales end, but to talk of over-pro-

duction for a continuous number of years—that has never occurred and cannot occur in any known food product."

Mr. Miles Cannon, of Weiser, Idaho, a big shipper and grower, paid his respect to the railroads and aroused some applause when he said that he was asked to speak on the subject of "Will It Be a Trust or Bust?" "Well," said the speaker, "if it is a trust it will bust, according to National law, but to handle commerce these days it must be a trust, bust or no bust."

"It is my conviction, with the enormous increase in the apple crop likely to take place, something must be done in the way of united co-operation to bring about a profit to the fruit-grower. Not only is the selling end of the business in dire straits, but we have an equally serious problem in handling the railroad rate question."

"I sold, last year, 16 cars from my own orchard. My freight bill was large, but I make no complaint on that. I remember of shipping two cars, one to Chicago and the other to St. Louis. In each case the cars were 24 days making the trip and the apples were baked, utterly worthless, and I lost the sale. I shipped a car to Dallas, Texas, of the very choicest of apples, and they were 28 days on the trip. Of course they were practically worthless and all I could get was 40 cents a box when sold to peddlers. I could get nothing in the way of redress from the railway."

"I am of the opinion," said Judge Fremont Wood, of Boise, Idaho, "that the apple-growing industry of the Northwest is in danger, so far as profit-sharing is concerned. Not less than 10,000 cars of apples were shipped out of the Pacific Northwest during the past season. That represents 9,000,000 boxes. President Elliott has declared that the output of the Northwest alone in the near future will be 100,000 cars. This means 90,000,000 boxes, which equals the entire output of the United States at the present time. Such conditions are certainly productive of the question on the part of the grower, 'What of the future?'"

"I am not making these suggestions as the result of a pessimistic view, but rather to encourage the idea of preparing for changed conditions. Fruit growing is to be the big industry of the Northwest. It is a known fact that our crop just harvested was the largest and the finest ever produced in the United States. The conditions for a rich harvest were ideal, yet it is a well-known fact that the market for barrel stock has been good and the market for boxed apples, for various reasons, has been hammered down by auction offerings of the highest classes and sold at ruinous prices. Some way must be provided to keep our goods away from the auction blocks in the congested centers."

"There is a great opportunity for the production of 'apple-by-products' and I believe that the fruit-grower can better devote his time to creating a revenue out of this end of his business rather than ship his inferior apples to the east. Unless the fruit-growers devise some method of disposing of their product, I feel certain that the fruit industry is not what he has pictured it."

"I also consider the restoration of the distribution rate, especially upon

the transcontinental lines, a matter of vital importance to the Northwest states. Several years ago a distributive rate was given over the Union Pacific system west of Omaha. This enabled some of the growers in Southwest Idaho to go into the territory west of Omaha and dispose of their car lots in the smaller towns at the Omaha freight plus a small switching charge."

**New Contracting Firm**

A new firm of contractors has just been formed under the name of The W. G. Aldred Company, and consisting of W. G. Aldred, C. A. Cuss and G. D. Woodworth. The company has opened an office on Fourth street, opposite the Hartley block, and will do general contracting work. A specialty will be made of furnishing crushed rock for highways, and excavating. The company has purchased a new rock crusher with a capacity of 150 yards a day, and states that it will be able to furnish this material at a less cost than gravel or other material of this nature. It now has the contract for the cement curb and gutter work on Oak street, and expects to bid on other street work.

Deaconess Knight, connected with the Episcopal church, was here for a day or two last week in connection with her duties.

**BOXES! BOXES!!  
BOXES!**

Apple and Pear Boxes

**Stanley-Smith Lumber  
COMPANY**

**S. E. BARTMESS  
Funeral Director and Practical Embalmer**  
ESTABLISHED 15 YEARS  
HOOD RIVER, OREGON

**Forty Thousand**

Prescriptions Have Been Filled at This Store  
In The Past Ten Years

This record shows better than anything else the confidence placed in this store both by the Doctor and the Patient

**Chas. N. Clarke**

GLACIER PHARMACY

Hood River :: :: Oregon

**Don't Leave the Hood River District**

WITHOUT INVESTIGATING

**Mosier Valley** Natural advantages for fruit growing unexcelled. Land prices have doubled in last two years but are not half that asked for similar land in other sections. Buy now before speculators add their profits.

COMMERCIAL CLUB OF MOSIER

MOSIER, OREGON      6 Miles East of Hood River, Oregon

**To the discriminating Housewife:**

We have installed some new machinery and

**CUPID FLOUR**

will now make the *whitest, lightest bread* of any flour on Hood River market if handled rightly. It does not require as stiff working as others. Next time ask your grocer for CUPID and if he will not furnish it, trade with someone who will.

*It is made in Hood River*

**Hood River Milling Company**

**SHIP YOUR APPLES**

WITH THE

**DAVIDSON  
FRUIT  
COMPANY**

and get the benefit of SEVENTEEN YEARS SUCCESSFUL EXPERIENCE IN HANDLING THIS FRUIT. Our careful attention and experience shows in the promptness and amount of the returns.

SHIPPING WAREHOUSE

Foot of Third Street

Phone No. 65