

**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.

**DERBY RESIGNS FROM  
ASYLUM COMMITTEE**

Representative A. J. Derby of Hood River, says the Journal, resigned from the committee which will investigate the Oregon insane asylum.

His health has not been good in the past few days and he did not believe that he could bear the exacting requirements as a member. Speaker Rusk appointed Collins of Multnomah to take the place vacated.

The house decided that it would make an investigation of the asylum independently of the senate. The resolution from the upper house pro-

**ALL SHOULD BOOST  
GOOD ROADS CAUSE**

Oregon's mud tax is four million dollars. The amount saved would build 1500 miles of good roads. It would improve all the highways in the state. Oregon's mud tax saved would pay by several times the possible tax for permanent highway making under the proposed good roads bills submitted in the legislature by the Oregon Good Roads Association.

A mile of good roads built ends the mud tax and begins the returns on the investment from the good roads construction. Other miles of good roads open up the state to increased population, intensified production, accelerated development, making possible more pleasures and comforts, bring rural delivery, increased neighborhood sociability, elevate citizenship standards, double in value abutting property.

Louis W. Hill, president of the Great Northern, said the other day: "Oregon is backward in wagon road building. Our contemplated railroad construction will fall of intended development benefit if the people do not make good wagon roads as feeders to the railroads." Mr. Hill did not advocate wagon road construction to fill his own pockets. He knows, and those who live in the enjoyment of good roads know too, that permanent highways and their use and benefits fill the pockets of the people.

The value of macadam roads is not understood or realized until the road is made and used. Backwardness of road construction in Oregon is explained in two ways: First, ignorance of benefits; second, opposition to population and intensive cultivation of the soil. A man was found lobbying against the Good Roads Association highway measures at the legislature. "I own 5200 acres of land," he said. "I have seven miles of road bordering my property; I am opposed to population greater than now; I am opposed to good roads; good roads bring population and might compel me to cut up my place; I don't want to cut it up." The views of this man are not shared by people anxious to enter in upon Oregon's undeveloped empire, nor are his views shared by the man who really desires to benefit and develop the state. The man quoted was controlled by petty, selfish localism, and it would be Oregon's sorrow if his kind were in the majority.

Unfortunately a mistaken impression, due to lack of information, concerning the highway measures has gained place in the minds of some of Oregon's people. The highway bills of the Oregon Good Roads Association were not framed for the con-

viding for a joint inquiry came from the resolutions committee with an unfavorable report and it was adopted.

Belland of Clatsop, Magone of Clackamas, Miller of Columbia, Smith of Josephine and Gill of Wasco were appointed as members of the committee to confer with a similar one from Washington on the Columbia fisheries question. They will meet in Portland during the next week or ten days.

struction of state roads. They put the entire power of road building into the hands of the people of each county. If all the measures were made law and became operative, no county would be under greater obligation to build roads than now. Nor is an excessive road tax contemplated. People in the cities, when they want to hard surface streets, issue bonds providing a sinking fund and pay for the street out of the increased business and property values.

As much as anything else, Oregon needs the advertising value of good roads. If the people now residents were not to be benefited, the value from the advertising across the nation would more than offset the cost of permanently constructing highway systems in every county.

**Facts Regarding Oregon's Forest Fires**

Oregon has one-fifth of the standing timber of the United States.

Oregon has 400 billion feet worth 500 million dollars on the stump. If manufactured this 400 billion feet will bring in five billion dollars of outside money. It will either be manufactured or destroyed by fire.

Oregon's forests already distribute more wealth in the state than apples, fish, wool and wheat combined. Cutting has hardly begun.

Lumbermen are spending each year to protect their timber in Oregon about \$130,000, the federal government spends for patrol \$150,000. The state spends \$250.

Pennsylvania spends \$180,000, New York \$118,000, Maine \$64,000, Idaho \$30,000 and Washington \$23,000 to protect their forests against \$20 by Oregon with more timber than any state. Washington expects to quadruple its appropriation this year.

Of the revenue received from our lumber 80 per cent goes for labor and supplies.

The state is taking no steps to apprehend violators of fire laws or look after patrol in sections occupied by settlers and miners.

**Heights Literary Society Meets**

Hood River Heights Literary Society met at Taylor's hall Feb. 1st and the following program was rendered:

Reading of minutes of previous meeting—Wm. Chapman.  
Declamation—Mr. Blossom.

Song—Carson Bucklin, Earl Holman and Wilbur Walker.  
Recitation—Nelle Hart.

Song, "Casey on the Engine"—Joe Carson, Fred Curtis and Dora Chambers.

After a recess, the subject, "Resolved, That capital punishment is a crime and should be abolished," was debated. Affirmative, Allen Hart, Joe Carson, Carson Bucklin. Negative, Gilbert Edgington, Mr. Blossom and Wm. Dunne. Mr. Shrum, Mr. Holman and Wm. Hart were chosen as judges and decided the question in favor of the affirmative.

Miss Lena Shrum presided at the organ. A closing song was given by Gilbert Edgington.

The next meeting will be held on Wednesday, Feb. 8th, at Taylor's hall on the Heights. A good program is being prepared and everybody is invited to attend. Exercises will begin at 8 o'clock p. m.

Best Wyoming lump coal in any quantity. Transfer & Livery Co. Phone 5.\*

**RUMOR OF TYPHOID  
AT MOSIER UNTRUE**

Editor News:—On my last two trips to Hood River recently, I was much surprised at being asked the question by a number of prominent Hood River people whether or not the report was true that there was an epidemic of typhoid fever in Mosier. It seems that for some unaccountable reason such a report has been believed in your city and I am writing you in hopes that you will find room in your most valuable publication to contradict any such report, and assure our good friends over the mountain that this is not the case.

There is one case of typhoid in the Mosier district, a Miss Jennie Olson, who contracted the disease in the Willamette Valley and was sent to her home in Mosier for treatment. However, under the invigorating influence of our splendid climate, Miss Olson is rapidly recovering. This being the only case of typhoid in the Mosier district, it should not be used as a means of starting the report that there is an epidemic of this fever here.

Thanking you in advance for any means of correcting this rumor you may see fit to use, I remain  
Yours very truly,  
D. D. HALL.

**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