

One Year	\$1.20
Six Months	.75
Three Months	.50

Entered as second-class matter March 12, 1909 at the post office at Mosier, Oregon, under the Act of March 3, 1879.

MOSIER BULLETIN

ADVERTISING RATES

Professional Cards	one month	\$1.00
One square	one month	1.00
One-quarter Column	one month	3.00
One-half Column	one month	5.00
One Column	one month	9.00

Business locals will be charged at 5 cents per line for each insertion.

Legal advertisements will in all cases be charged to the party ordering them, at legal rates, and paid for before affidavits are furnished.

SHALL WE INCORPORATE?

This question has been asked a number of times within the past two or three years, but so far has remained unanswered.

It is again being agitated, and quite seriously, by the up-to-date, progressive citizens, who do not want the town to stand still, retrograde, or die of dry rot. One of these things will happen to it if we do not wake up. The country around Mosier is far and away ahead of the town in progressiveness, as it is being rapidly developed by intelligent men and methods. This of course, is good for the town, but the town itself should make some effort to get in line with the upward movement.

It might be argued by some that the town is too small to assume municipal duties and responsibilities. There are small hopes of its becoming much larger unless it incorporates. Smaller towns than this have been incorporated, and from the time of their municipal birth has dated their prosperity. We presume to say that there is hardly a citizen in the town who would be willing to place himself on record as objecting to the movement on the ground that it would ruin the town or any interests or individual in it. No community can prosper to any extent where there is a lack of united effort and public spirit--which does not act on the belief that community interests are individual interests, and vice versa.

Civic pride will go far toward making any place good to live in, whether incorporated or not. The trouble is, oftentimes, that such pride is not felt by a sufficient number of citizens to accomplish results. For instance: If the streets become cluttered with rubbish of all kinds, or are almost impassable from mud or gullies washed by heavy rains because of improper drainage; when the sidewalks (what few there are) are out of repair; when the sanitary conditions are a disgrace to any civilized community; when vacant lots are made the dumping ground for the town and back yards of residences are seldom if ever cleaned up; when, in fact, the whole town presents a dilapidated appearance to the stranger and is a positive eye-sore to ourselves, who is there, as the case now stands, with the authority to change these conditions--to force the citizens to wash their municipal face, as it were? No one. Whatever is done is by individual effort, which naturally is exerted for individual benefit. With the town incorporated, however, conditions would soon change for the better, for a city government could order things done and see that they were done.

Aside from the great difference in the appearance of the town, an important thing to be considered is the greater safety to property and, perhaps, life. At present there is no fire protection whatever. This increases the cost of insurance. Should a fire get well started in the west end of town, with a brisk wind blowing, all we could do would be to stand around and "fiddle while Rome burned." With an adequate water supply, fire hydrants and fire-fighting apparatus, the town would be reasonably secure from any serious conflagration, and the cost of insurance would be greatly reduced. Of what avail is it to lock the door after the horse is stolen? Why not prevent the first occurrence?

One of the first questions a stranger asks on arriving here, if he contemplates locating, is "Are you incorporated? Have you good fire protection?" Then do we look foolish and hang our heads in shame for our lack of

common business foresight.

A general canvass of Mosier reveals the fact that the citizens are alive to the necessity of doing something and are heartily in favor of incorporating, believing that it is the best and only thing for the community. The matter of cost to the individual has not been worked out, but it is safe to say that the gain to him in many ways will be far greater than the possible increase in taxation. He will share in the general prosperity, and this will mean much to the business man and the laborer.

From a social, business and economic standpoint, it appears to the thinking, progressive citizen that the most sensible thing to do is to incorporate the town of Mosier and it has been suggested that a mass meeting of the citizens be held next Tuesday night at 8:30, to thoroughly discuss the proposition and, if found advisable, to formulate plans for incorporation.

Let every citizen attend this meeting and express his opinion on the subject.

RAILROADS UNDERPAID FOR MAIL SERVICE

"When Congress authorized the establishment of the parcels post it made no provision for the remuneration of the railroads, which will be compelled to carry this additional business free for some years unless the national lawmakers authorize an earlier adjustment of existing contracts," said Mr. J. P. O'Brien, vice-president and general manager of the Oregon-Washington Railroad & Navigation Company, to a representative of this paper.

"The committee on railway mail pay, representing 214,275 miles of railway in the United States, operated by 268 companies, has issued a statement containing facts and figures which prove that the railway mail pay does not equal the operating expenses that makes it necessary, leaving nothing for return upon the value of the property.

"This statement was called forth by a report to Congress by the Postmaster General, in which he claimed that the railroads were being overpaid for the work of carrying the mails. The committee asserts, however, that the cost of carrying the mails is much greater than the Postmaster General estimates it to be, and that even his own figures demonstrate that the railroads are not fairly paid now for the work that they do and for the facilities that they furnish. The statement of the committee further calls attention to the fact that the inauguration of the parcels post will force the mail pay still further below the level of just compensation by enormously increasing the volume of the matter transported.

"The people of the Pacific Northwest receive a large amount of mail over the O-W. R. & N. In connection with related lines we operate a fast mail train from Chicago to the coast. This train makes the best running time of any train on our lines. It is made up solely of mail and express cars. We are enabled by its operation to make prompt delivery of mail and articles sent by express. In Portland, for example, within three-quarters of an hour from the time of the arrival of the fast mail at 7:30 a. m. the letters are being distributed by the carriers. The mail clerks sort the mail by routes on the train. Equal prompt delivery is possible with the express.

"It costs a large amount to operate trains of this character. Our best engines are needed on the runs. Where there are heavy grades, two engines are used to maintain the schedule. New and expensive steel cars have been substituted for the wooden ones.

These cars, lighted and heated, are placed on station tracks for advance distribution often many hours before the departure of trains. Mails are called for and delivered at a large proportion of the postoffices located at railway towns.

"Enlarging the size and increasing the weight of the package which may be sent by mail, means a diminution in the number of packages which will be sent by express. The railroad company is paid for the latter, but is underpaid for the mail at present, and the parcels post will increase our work so that we are in a position to lose amounts that cannot be even approximately estimated at this time.

"The railroads are anxious to serve the people, but they cannot be expected to continue to do this at a great loss entailed through the failure of the United States government to properly reimburse them for services rendered. Mail weighings are made quadrennially. Prior to the next weighing the mail carrying lines stand to lose immense sums.

"We are giving good service with our fast mail. We are meeting the demand for expeditious delivery. Should the demands of the mail service under the new conditions brought about by the inauguration of the parcels post necessitate an additional amount of equipment we may be compelled to curtail our service. This will not be done, however, if just compensation is received."

NEW YORKER URGES APPLE PUBLICITY

Newspaper advertising is regarded, by Charles A. Muehlbrunner, an apple distributor of New York, as a prime necessity in the marketing of apples. At the recent meeting in Cincinnati of the National League of Commission Merchants, he expressed his views on the subject in part as follows:

"The great problem that confronts the producer in the Northwest, as well as the Middle West and the Atlantic seaboard, is how to get the immense production into distribution and consumption. In the days of Pharon, it is said of Joseph, that in the years of plenty he stored up the food for the seven years of famine and brought all countries to his warehouse. He supplied those in need, and was considered a wise and discreet man. Those ancient days and methods are no more. This country cannot have a famine such as came every seven years in those days, but it will require wisdom, discretion and modern methods to put into consumption yearly the vast crops that will come forward increasing from year to year.

"It is a well known fact that when markets are glutted there is practically no sale, and this applies to any food commodity, but there is a sound, sane, convincing way when properly worked out and carefully considered by which a demand can be created. Judicious advertising, convincing reading that will attract the consumers' eye, and make interesting reading matter, telling him how abundant the crops are, how they can be bought at low figures, how healthful and nourishing the fruit is. You will say that this increases your expense in running your business, which is true, but how would the bargain counter ever hold any attraction if it were not for the special ads in the daily papers, and you do not imagine either the bargain counter sales are made at a loss, and neither would fruit bargain sales.

"Retail shopkeepers are averse to making special fruit line sales, but they must be brought to realize that it is just as profitable to specialize fruit sales as to make a specialty of anything else. Quick sales and small profits should be the slogan of every fruit merchant, be he wholesaler or retailer. The public should also be educated to know what apples are reasonable and not be persuaded to buy winter apples in September, October or November."

H. M. WEST
Mosier, Oregon

Dealer in

Hay, Grain and Feed
Of All Kinds

Sole Agents for

Shady Brook Dairy Feed

"Big 6" Horse Feed

LIONITE STUMPING POWDER

Rock Springs
Coal-LUMP

Tum-A-Lum Lumber Co.
E. A. RACE, MGR.

MOSIER - ORE.

In Business 50 Years W. F. LARAWAY Hood River Oregon

Is a Jeweler and Optician of many years experience. If you have a "sick" time-piece, he can cure it. If you have eye trouble, he can correct it by fitting you with proper lenses. If you have jewelry of any kind to repair, he can do it. If you want new jewelry of any kind, he has it. If you want ANYTHING in his line, he is the man to consult. His prices are right and so is his work.

PATRONIZE HIM AND BE CONVINCED



TALK ABOUT REAL JOY
Just get a box of our cigars and you wouldn't change places with an angel. Our OWL cigars are made for smokers who know what good tobacco is, not for those who don't know and don't care. We know you will like the OWL. Try one and see if we are not right.

S. E. FRANCISCO, Proprietor "THE OAKS."

What pleasant memories are associated with the word grill!

Memories of the cosy grill-room, the savory viands and the happy tete-a-tetes, or rollicking parties.

Grill is the magic word in cookery, and--

The G-E Radiant
Electric Grill

is the magic device in electric cooking. Here in a single handy little device you have a toaster, broiler, stew pan, water heater, frying pan and griddle for baking pan cakes.

Like all electric cooking devices it is ready for use in an instant, and two or more kinds of cooking such as broiling and frying, or toasting and stewing etc., can be done at the same time. Right on the dining room table too, or in the sitting room, nursery or sick room if necessary.

PACIFIC LIGHT & POWER Co.
"ALWAYS AT YOUR SERVICE."

RESOLVED! OUR CANNED GOODS HAVE COME DOWN. WE WERE CARRYING A BIG STOCK--WE CAN KEEP OUR STOCK FRESH BY KEEPING IT MOVING. WE CAN EAT WHAT WE CAN.



THE PRICES ON OUR GROCERIES TUMBLE--RIGHT IN THE BEGINNING WHEN WE MARK OUR GOODS--BUT THE QUALITY NEVER FALLS. WE DON'T BELIEVE IN PALMING OFF SECOND GRADE GROCERIES ONTO OUR CUSTOMERS, AND TRYING TO MAKE THEM BELIEVE THEY ARE FIRST GRADE. ON ALL OF OUR GROCERIES WE KEEP THE QUALITY UP. WE KEEP THE PRICES DOWN. LET US SUPPLY YOU WITH THE THINGS YOU USE FOR YOUR TABLE.

Nichol & Co.,
MOSIER - OREGON

Heater Stoves

All Sizes and Prices

W. E. Chown,

Mosier - Oregon

A. L. DAV, PRESIDENT-MANAGER PHONE 3

A Complete Line of
Electrical Novelties and Toys
for Christmas.

Buy Presents That Are Instructive and Interesting.

Electric Wiring & Supply Co.
FIRST NATIONAL BANK BUILDING
Hood River - Oregon

CALIFORNIA
SUNSHINE FRUIT AND FLOWERS

REACHED VIA O-W-R&N TO PORTLAND THENCE SOUTHERN PACIFIC TO THE LAND OF PALMS
A PLEASURE TO ANSWER QUESTIONS ASK ANY AGENT OF THE O-W-R&N TO HELP OUTLINE YOUR TRIP

OW