

One Year... \$1.50
Six Months... .75
Three Months... .38

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MOSIER BULLETIN

VOL. VI

MOSIER, WASCO COUNTY, OREGON, FRIDAY, JANUARY 8, 1915

NO. 46

ADVERTISING RATES

Professional Cards... per month \$1.00
One square... " " 1.00
One-quarter Column... " " 3.00
One-half Column... " " 5.00
One Column... " " 10.00

Business locals will be charged 3 cents per line for each insertion.

Local advertisements will be all week long when to the party ordering them, at special rates, and paid for before advertising is furnished.

...Grand Annual...
...Masque Ball...
in
CHOWN'S HALL
MOSIER, OREGON
Saturday Night, Jan. 9th, 1915
Music by the Mosier Orchestra
..EVERYBODY WELCOME..
Tickets \$1.00 Spectators 25c
DANCING AT 8:30

Mosier Valley Bank
MOSIER, OREGON
CAPITAL AND SURPLUS \$11,700.00
DEPOSIT YOUR SAVINGS IN
A CAREFULLY MANAGED
BANK.
J. N. MOSIER, Pres. - - L. J. MERRILL, Cashier.

MOSIER MEAT MARKET
FRED ULMER, Proprietor
Fresh and Smoked Meats, Sausage and Fish
A clean, sanitary place to do your shopping
MOSIER - - OREGON

"The New Christmas"
An old fashioned holiday in a "new fashioned" way
You can modernize Christmas in your home and, at the same time, be sure of old-fashioned delight in the gifts received if you make your gifts electrical.
G-E Electrical Gifts
will bring comfort and pleasure into the holiday gathering and prove a lasting benefit throughout the year.
Among the most suitable gifts for the home are the chafing dish, flatiron, toaster, luminous radiator, percolator and "Uni-Set"—a complete electrical cooking outfit.
Let us show you these and other modern electrical gifts.

Pacific Power & Light Co.
"ALWAYS AT YOUR SERVICE."

Everybody likes it—
Vogans' chocolates
Send to Modern Confectionery Company, Portland, Oregon, 5 "Modern Sweets" seals clipped from the enclosure found in all packages of "Modern" products, or 10 cents (stamps or coin) for postage, and full sample box of Vogans' Chocolates will be sent you free.
THEIR GUARANTEE: If for any reason Vogans' Chocolates do not give a purchaser perfect satisfaction, we are authorized to replace them at their expense.
S. E. FRANCISCO
Proprietor "THE OAKS."
MOSIER, OREGON

HOW TO BRING BACK PROSPERITY

The following article was written by Joseph Beifeld and published in the Medford Mail Tribune, which paper's introductory remarks state a condition that is of course apparent, but the remedy for which, according to the writer, may not have occurred to the average. The article, the exhaustive, is interesting reading:

Joseph Beifeld, proprietor of the Hotel Sherman of Chicago, who claims to be a disinterested observer, analyses the present financial depression as a business man as being due, in a large degree, to the fact that the railroads are hard up thru over-regulation and that the way to restore prosperity is to grant the increase in rates asked. There is undoubtedly merit in his plea which reads as follows:

"What then, is the concrete basic cause of the present business depression?"

"The private citizen answers offhand that it's the war. But the distress dates back long before we heard the rumblings of Mars. Europe has simply added hardships to a business burden already heavy. Further, we are told that on the whole the big war is to be of great commercial advantage to the United States.

"The wholesaler guesses that the tariff is responsible. But this is a debatable question in theory and in practice as applies to the present case—because the new tariff was not in operation long enough to have a determining influence one way or another. We must go still further back.

"The merchant being in direct contact with the people and their purchasing power, has his fingers on the pulse of business life. He is able to diagnose the trouble and point out one specific cause that overshadows all other complications. And his explanation follows:

"The railroads are hard up. Therefore they do not spend the money they should. The lack of new capital prevents their making many needed improvements. Between this and reduced current expenditures the effect permeates all down the line from manufacturer to jobber to retailer and finally to the working man."

"The plight of the railroads should not be judged by a few conspicuous cases of flagrant abuse. True, the pirates of finance have worked havoc among certain railroads. In doing so they have brought distrust and misconception on the whole structure of railway organization and management. The result has been a lot of governmental regulation—some wise and some decidedly unwise. No discrimination is shown between honestly conducted railroads and the other kind.

"In addition to federal supervision the states individually have taken a hand in regulating the railroads. Likewise the states have soaked the railroads good and plenty for taxes—the idea being that the more a state gets out of a railroad the less it will have to ask in direct taxation.

"All this activity of the different governing bodies has added great expense to the railroads. Wage increases have gone on apace, but the revenue has been steadily cut by reductions in rates. The railroads have passed the margin of safety between income and outgo.

"The number of employees is reduced wherever possible. Buying of supplies is curtailed. Improvements are taboed. Dividends are cut. Thousands of small investors suffer reduced incomes. Thirty railroads are now in receiver's hands. Others are passing dividends while some pay dividends out of surplus that should go for extensions.

"The rich feel the effect as well as the poor. Passing of dividends and default of interest reduce incomes for the well-to-

do. This brings curtailment of expenses, often rigid economy. Servants are laid off. Purchases at shops and stores are cut down. Bills are allowed to run. Building and business investments are refused. All this helps to cause dull business.

"To settle for all time the exact status of railroad capitalization in this country, the government is now undertaking a comprehensive work of determining the physical valuation of all the property of the railroads.

"Capitalization has a bearing on rates. But we don't want to wait until the physical valuation of railroads is completed some five years hence. We want prosperity now.

"When we bear in mind that the railroads are owned by the plain people of the United States, a different attitude can be assumed toward this great industry. There are about one and a half million individual holders of railroad stocks and bonds, with an overwhelming proportion of them our own countrymen. One million more own stock in corporations depending on the railroads. For the most part they are folks in ordinary circumstances.

"Nearly two million are employed by the railroads, about one million more work for industries directly dependent upon the railroads for business.

"Since the average family consists of five persons, some fifteen million people look to the railroads for their daily bread. Railroad prosperity then vitally affects one out of every seven of the country's total population.

"Selling transportation is like any other business. Success requires a fair profit. Without a profit the railroad fails. When outgo exceeds income the road wipes out its profit and runs at a loss. To prevent this, rigid economies must be enforced. That is the situation today. Cutting down expenses means laying off men and curtailing the supplies, which in turn compels laying off more men employed by the supply firms.

"Vast improvements are needed. Extensions should be added to develop important sections rich in their resources. Steady increase in traffic requires more locomotives, rolling stock, trackage, terminal facilities and other equipments. All of which requires a large outlay of additional capital.

"Where to get that capital is now a problem that defies solution. Net earnings are steadily going. They are already so small that dividend rates are now below the market value of money in other fields. Railroad credit is therefore undermined. Great projects for extension and betterment are postponed. The multitude of workers are denied this chance of employment. Material concerns are paralyzed until normal progress in railroad building is resumed.

"This country is fundamentally sound, for we have had wonderful crops and these are bringing good prices. The nation is at peace. Foreign trade opportunities are opening up. The financial system has passed through the combines war and legislative crises in fine shape. No national disaster has occurred—and our natural resources are unimpaired.

"The weakness of the business situation must therefore be of an industrial nature.

"The American railway system is the great business generating dynamo of our commercial machinery. It supplies current that revolves many other industries. Speed up the railroads to normal capacity and you speed up all those industries directly or indirectly dependent.

"We can rely on the railroads working with the interstate commerce commission to properly equalize the advance so as not to injure either localities, commodities or individuals. The day of unfair, willful discrimination is past. From some angles the rate increases theoretically may or may not be justified. But from the practical standpoint it is not only advisable, but imperative.

COUNTY COURT AIDS BOAT LANDING ROAD

Thru the efforts of the Mosier Grange, the County Court at its session this week, appropriated the sum of \$500 to be used for the building of the road to the boat landing.

The Grange, at a recent meeting, adopted resolutions asking the Court for \$500 to be used for this purpose, and on Wednesday last a committee composed of C. J. Littlepage, Thos. Gordon, G. W. Mathews, F. G. Powers and R. W. Simpson went to The Dalles and presented the petition to the Court. Whether the arguments put up by the committee were unanswerable and convincing, or whether the court realized the necessity of such a road and had previously determined to grant the request, is of no particular importance; the important fact is that the Court very generously appropriated the amount asked for, and Mosier District hereby tenders its sincere thanks.

The petition for a county road across the railroad to the boat landing was granted several years ago and the road ordered opened. Efforts have been made at various times to build the road, but it was not until the Grange took the matter in hand this week that anything definite and substantial has been accomplished. More or less work has been done on the road, and we have a good dock boat. With the help of the appropriation from the Court, and the subscriptions from citizens of Mosier District who have not yet paid, both in money and labor, we will soon have river transportation facilities that will materially reduce the freight rates of the shippers of Mosier District.

The Commercial Club will hold a smoker at Hotel Mosier next Monday night. Refreshments will be served. All members are requested to be present.

Harold Stoltz gave a party on Tuesday night, December 29th, in honor of his brother, Roy, who is attending High School at The Dalles, Ralph Hazen, of Mill Creek, and Willie Sendlinger, a student at Corvallis, who was at home for the holidays. The evening was passed very pleasantly with music and games, and refreshments were served.

Mr. and Mrs. A. B. Burton arrived home last Saturday from a ten days' visit with relatives in Eastern Oregon and Washington. They were accompanied home by Mr. E. W. Doherty, a brother of Mr. Burton.

REPORT

Of the condition of the MOSIER VALLEY BANK At Mosier, in the State of Oregon, at the close of business, December 31, 1914:

Table with columns: RESOURCES, DOLLARS, CTS. Includes items like Loans and discounts, Overdrafts, secured and unsecured, Bonds and warrants, Stocks and other securities, Real Estate, Furniture and fixtures, Due from approved reserve banks, Checks and other cash items, Cash on hand, Premium on Bonds.

LIABILITIES

Table with columns: DOLLARS, CTS. Includes items like Capital stock paid in, Surplus fund, Undivided profits, less expenses and taxes paid, Dividends unpaid, Due to banks and bankers, Postal savings bank deposits, Individual deposits subject to check, Demand certificates of deposit, Certified checks, Cashier's checks outstanding, Time certificates of deposit, Bills payable for money borrowed.

STATE OF OREGON, ss. COUNTY OF WASCO. I, L. J. MERRILL, Cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. L. J. MERRILL, Cashier. CORRECT—Attest: J. N. MOSIER, J. M. CARROLL, FRED EVANS, Directors. Subscribed and sworn to before me this 7th day of January, 1915. H. G. KIBBEE, Notary Public.

MAMMOTH LUMBER PLANT

An enterprise in Wallowa County which is now well under way is the erection of a mammoth lumber manufacturing plant and the construction of 20 miles of railroad. The grading on this railroad has been completed and several miles of steel laid. The mill will have a capacity of 100,000 feet of lumber per day and will be owned and operated by a syndicate of capitalists with headquarters at Kansas City. The mill is expected to be in operation by July 1 and it is estimated that it will take 15 years of continuous operation to exhaust the merchantable pine owned by the company.

ONE MILL TAX ASKED FOR GOOD ROADS

Wednesday's Oregonian states that the business men of Postland have asked the Multnomah legislative delegation to ward their support to a bill providing for a tax levy of 1 mill for a period of two years, to provide funds to complete the Columbia River Highway. They claim that a 1 mill tax for two years will raise \$2,000,000 which, with the present tax of one-fourth of a mill, will be sufficient to complete the highway thru Columbia, Hood River and Wasco counties. Multnomah county pays one-third of the taxes of the state and will build its own roads without asking state aid.

MOSIER CLEANING PARLORS
J. E. NICHOLS, PROP.
Cleaning and Pressing done.
Satisfaction guaranteed, and Prices Reasonable.
Office in Sturgess Bld'g. Mosier, Ore.

Nichol & Co.,
Mosier - - - Oregon
General Merchandise

WHEN THE NORTH WIND DOTTH BLOW
When there is a forewarning of snow in the air, and the stock linger close to the sheltering windbreak of the barn; when the color of the sky foretells that Old Boreas is coming to claim his own—then you realize the period of GOOD FUEL is at hand.
But this season brings with it no anxiety, no fear and uncertainty for the man whose home is flooded by the cheerful warmth of
"Tum-A-Lump"
"See Harms About it."
Tum-A-Lum Lumber Co.

CALIFORNIA
The Land of Sunshine, Fruit and Flowers
CALLS YOU
With SUMMERTIME in WINTER
OUTDOOR AND INDOOR SPORTS—BATING, SURF-BATHING, DRIVING, GOLF, POLO, TENNIS. For rest and recreation, California is delightful.
For Safety and Comfort, go via the OREGON-WASHINGTON RAILROAD & NAVIGATION CO. through Portland. RETURN THE SAME WAY. CALIFORNIA IS STAGING TWO BIG SHOWS CELEBRATING COMPLETION OF THE PANAMA CANAL
Panama Pacific International Exposition
San Francisco, February 29 to December 4, 1915.
Panama-Californian Exposition
San Diego, January 1 to December 31, 1916.
They represent the highest and best of human endeavor in the world of art, science and industry. See Both of Them.
Tickets, information, etc., upon application
F. A. ALLINGTON
Agent, O-W. R. & N. CO.
Mosier, - - - Oregon

Advertise In the Bulletin--It Pays