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Professional Cards... per month \$ .50
One square... " " 1.00
One-quarter Column... " " 3.00
One-half Column... " " 5.00
One Column... " " 10.00

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If you are planning to take a trip, stop in the bank and ask us about American Bankers Association Travelers' Checks. These are known all over the country, and this is the safest way to carry money, as well as the most convenient.
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Mosier - Oregon

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The Mosier Book Store
Illustrations of people reading books.

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26 MILES of smooth, firm, white sandy beach sloping gently into the sea—no dangerous under-tow—a score or more of delightfully interesting oceanside hamlets—simple, restful life combined with different, tasteful foods and only the best of summer-resort pleasures—That's
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Weather and beach conditions are just right—therefore, GO NOW—we will be glad to help plan your trip. Ask for the new North Beach Folder—just off the press. Fares and full information upon application to
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We have unusual inducements to offer if you arrange for the work now.
Pacific Power & Light Co.

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Office in Brosius Bldg. Hood River

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4,500 feet above sea-level, in the Powder River Mountains near Joseph, Oregon. Eat, sleep, play, live out-of-doors. A delightful mountain-lake resort. Good fishing.
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Forty-eighth School Year Opens
SEPTEMBER 18, 1916.
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Catalogue and beautiful illustrated booklet free.
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W. A. HUSBANDS
Blacksmith
Horse Shoeing and General Repair Work.
MOSIER, OREGON

RAIL AUTO
Leaves Hood River daily at 12:45 p. m. and 5:00 p. m. On Sunday at 6:30 a. m., 12:45 p. m. and 5:00 p. m.
Leaves Parkdale daily at 7:45 a. m. and 2:30 p. m. On Saturday evening leaves Parkdale 6:30 p. m. Steam Train leaves Hood River daily at eight returning at 2.
Mt. Hood Railroad Co.

ROAD PLANS REACH CLIMAX

BIG SUM READY FOR ROAD WORK

Ravlin Tells of Events at Monday Meeting of State Highway Commission

From the Hood River Glacier
Plans, characterized by C. N. Ravlin, who with Leslie Butler represented Hood River at the conference, as being the eclipse of any former good roads movement in the state of Oregon, whereby the Oregon State Highway Commission, the United States Forestry Department and the United States War Department, will undertake the construction of roads on an immense scale, were revealed at a meeting of the Highway Commission in Salem Monday. And as a result of action taken at the Salem meeting, construction work on the completion of the Columbia river highway unit between this city and the Multnomah county line and on the section of the Loop highway between the Homer A. Rogers' Mount Hood Lodge and the old Barlow road, involving the probable expenditure of \$38,000, may be under way by the first of September.

Elation over gratifying events has never before been so keenly felt in Hood River as has been evidenced by representative business men in their expressions on learning news from the State Highway Commission.
At an impromptu meeting held last Thursday evening at the Commercial Club, when good roads enthusiasts conferred with Amos S. Benson and J. B. Yeon, of Portland, as to possible plans for securing an appropriation from the State Highway Commission for the elimination of the Ruthton hill grade just west of town, it was decided to send Mr. Ravlin and Mr. Butler to Salem Monday to ask that an appropriation, set aside for expenditure on the east extension of the Columbia river highway, between here and Mosier, be diverted to that work in this county. The state aid appropriation, originally amounting to \$45,000, but which has been decreased to an approximate \$40,000 by the diverting of funds for surveys in other sections of the state, was made with the provision that the county, in order to obtain the benefits, would vote bonds for road improvement. The local men, in asking for the money, were prepared to present the argument that the citizens of the neighboring county had postponed their vote on the proposed bond issue until the general election in November, and that after that date it would be too late to accomplish much with the fund at hand.

"We had gone to Salem," says Mr. Ravlin, "with some hope of getting at least a portion of that \$40,000. The results of the real accomplishments of the meeting are so big that I scarcely know where to begin to tell you what happened."
The events transpiring Monday came as a climax of efforts on the part of the Portland Chamber of Commerce and representatives of the United States Forestry Department during the past year. Last autumn the proposed Loop highway, to be made possible by the opening of the road up the East Fork of Hood river and extending to the old Barlow road, thus connecting the Columbia river highway with the route leading out from Portland to the south side of Mount Hood, revealed its first material stumbling block. A party of Chamber of Commerce representatives, Forestry officials and local good roads men, made a tour of investigation on muleback and horseback. Since that time, as was evidenced Monday, the Chamber of Commerce and the Forestry Department have been carrying on a silent but ceaseless campaign, looking to the ultimate construction of the roads.

"We of Hood River want to extend unstinted thanks to Portland men for their aid Monday," says Mr. Ravlin. "Without their backing we would never have gained the least headway. Amos S. Benson, by arranging for the Portland delegation, carried the plans through to success. When the names of S. Benson Amos S. Benson and John B. Yeon, all of whom were present, were mentioned, and it was stated that they were favorable to the plans as outlined in the letter effect, Thomas B. Kay, member of the Highway Commission, said: 'I consider that you three men have done more for highways in Oregon than all the rest of us in the state combined, and your approval is enough to win my favor for the plan.'
Other men present at the conference were: E. E. Covert, Geo. Joseph, legal adviser of the Chamber of Commerce; Jacob Kanzer, chairman of the Civic Committee; the Chamber of Commerce; T. H. Sherrard, state forest supervisor, and B. J. Finch, senior road engineer in department of roads for forestry service.

"The members of the Forestry Service in the past year's time have completed surveys, made investigations and prepared arguments in anticipation of Monday's meeting. In fact, all necessary steps had been taken, and a brief of their plans were already en route to Washington.
"The plans of the proposed Loop road, of which the Columbia river highway will form the north boundary, it is said, will take precedence over all others for improvement of forestry roads. The map sent to Washington, is marked Project No. 1. The Loop highway is divided into the following units: Portland to Multnomah county line, 40 miles; Multnomah county line to Hood River, 22 miles; Hood River to Mount Hood Lodge, 25 miles; Mount Hood Lodge to intersection of Barlow road, 26 miles; thence to Government Camp, 10 miles; Government Camp to Multnomah county line, 25 miles; and thence to Portland, 20 miles. The total distance will reach 172 miles.
"For construction of roads outside of forest reserves, Oregon's share from a federal fund recently apportioned, the sum of \$78,000 is available, provided the state appropriates an equal amount. At a meeting Monday, the State Highway Commission agreed to spend this money on the Columbia river highway, that is, as much of it as can be matched by state appropriation. The sum of \$42,000 is now available, and it is thought that the full amount can be raised from other sources. It means that in all probability \$156,000 will be

PERMANENCY IS MAIN OBJECT

Following is an article on good roads by T. Rorick, of The Dalles, that appeared in a recent issue of the Chronicle:
It may not be generally understood that the money that will be provided by the proposed bond issue will be expended on so-called trunk lines exclusively. There may be those, too, who do not know just where these trunk lines extend. These two points should be definitely understood by every voter and the friends of the bond issue desire that it be given the fullest publicity.
Every taxpayer who supports the issue will naturally feel that the money he helps raise would be of more immediate benefit to him if it were apportioned so that a part of it would be expended on the roads adjacent to his property. Most of us will sympathize with that view. On the other hand it need scarcely be said that \$250,000 could not be simultaneously and proportionately expended on the 1100 miles of highway in Wasco county.
The fundamental principle underlying the bonding idea is permanency of construction. From the landing of the pilgrim fathers at Plymouth, with few exceptions till our last decade, road building in the United States has been limited to locating the lines to be traveled and putting them in more or less passable condition for wagon traffic. The contour of the country determined their location regardless of the principles of graduation and drainage. Gradients, and construction to withstand the seasons' rains and frosts, strangely enough, have always inclined the majority to believe that the cost of the work would not be warranted by the benefits derived. And so year after year millions of dollars have been levied for road taxes throughout the nation, and then collected and spent on the roads, and as each spring-time rolled around there was nothing to show for the expenditure.
The money spent for road repairs in the nation for the period of its history if estimated in one sum would reach a colossal figure and with the exception of the Alleghenians in the middle of the last century, and one or two minor projects, there has been no national effort for road construction of a permanent character. The result of this foolish policy gives the United States the humiliating distinction of having the poorest highways in the world.
The automobile has awakened the country to that fact and permanent construction is rapidly becoming the policy of many states in the nation. Oregon is falling in line and some counties have already bonded for permanent roads.

The question is now before the voters of our county and will be determined at the November election. The money spent on Wasco county roads since 1890 amounts to about \$90,000. With the exception of some efforts of permanent character they were the kind that existed a quarter of a century ago. It is now proposed to spend our money on the plan of permanency. If in considering how to vote on this question you feel that you are biased against it because the proceeds of the bonds will be spent entirely on trunk lines and those trunk lines are not in your locality, doesn't it suggest itself that the logic of the situation ought to be carefully weighed in your mind before you decide? A very little unselfish and ingenious reasoning will lead to the conclusion that the roads that are traveled most are, in the nature of things, the trunk lines and in roads as in all things else, the greatest good should go to the greatest number. In harmony with this theory it is tentatively proposed to apportion the funds as follows: From Mosier, via Dry creek, and over Seven Mile hill to The Dalles, \$81,000; from The Dalles east to Petersburg, \$34,000; from The Dalles to the Jefferson county line, via Dufur, Shaniko and Antelope, \$135,000. The fairness of this seems prima facie.

"In the course of his talk," says Mr. Ravlin, "Mr. Finch stated that the route would extend along the Pacific the entire distance and, since it would be open to traffic the entire year, would form the most popular scenic route between Oregon and California."
"it takes some deliberation," continues Mr. Ravlin, "for us in Hood River to realize the immensity of these plans and to grasp comprehensively how fortunate we are situated. But we must not lay down and consider that everything has already been accomplished. We must keep on at work and by every available means show our interest."
Judge Stanton was in Salem last Monday to make a plea for aid at Ruthton hill. Judge Stanton addressed the Commission, however, and returned to Portland before the ultimate and conclusive deliberation was entered upon.

SOFT FRUITS NOW BEING SHIPPED
The Mosier Fruit Growers Association has 500 crates of peach plums, and several hundred boxes of apricots, peaches, plums, crab apples and early apples. It is probable that these shipments will continue for the balance of the month.
"Soft fruits are in big demand this year all over the country," stated Manager Chatfield yesterday. "In fact there never has been such a demand as is manifest this year. We have had several queries for mixed cars of soft fruit which we are unable to fill. The prices and quality should be excellent."
The outlook for apples is promising much. In the east the crop has been damaged by rain and hot weather and considerable disease flourishes in orchards. With the crops of Idaho practically wiped out by frost, and the Mosier apples larger at this time of the year than ever before and with no conditions to contend with this year top notch prices should be received for the fruit. Estimates on the crop are being called for by the association.
A directors' room has been built adjoining the office of the manager and the walls and floor of the new room as well as that of the office has been painted. On Saturday the board of directors will meet for the first time in the new chamber. This will give them a private room and will guard against interruptions during their meetings and conferences. The new big safe has been installed in this room, and an additional office space allowed by the added improvement.

Montana Fruit Light
Because of the hard winter, which froze many fruit buds, Montana's fruit crop according to experts, will not be over 50 per cent normal.
Past Due memory refreshing stamps have been added to our ready made stock. They are neat in appearance and the wording is to the point. For sale at this office.
No trespassing and no hunting signs at this office.

BILLY SUNDAY WILL GO TO CANADA

When a delegation of temperance workers from Victoria, B. C., called in the Valley last Thursday to see Billy Sunday and undertake to secure his assistance in fighting Demon Rum in the province, the evangelist and his family were invited to make a tour of the White Salmon and Trout Lake, Wash., country. The visitors, however, camped at the local ferry landing and met the evangelist on his return to the Oregon shore. Following his short conference Mr. Sunday made a tentative agreement to comply with their wishes. Truman Butler accompanied the party including Mrs. Sunday and L. C. Heizer, on their Washington tour.

According to the present plans of Mr. Sunday, as announced by Mrs. Sunday, the evangelist left here yesterday on a four or five day tour, including Portland, Seattle, Victoria and Vancouver. Mr. Sunday, in addition to his temperance lecture in Portland addressed the Portland Ad. Club yesterday. The temperance lecture, Mrs. Sunday thinks, will probably be given at the White Temple.

"But according to our ideas," says Mrs. Sunday, "the place is rather small."
Give the Baby a Chance
Bad air, bad milk, over-crowding, poverty, dirt, ignorance, heat—these combine in summer to kill the city baby. It seems as though the brunt of the cities' sanitary sins were focused on the baby. The baby didn't ask to come to live in a hot, dark, air-tight tenement, to be fed on dirty, half spoiled milk, to be pestered with flies and mosquitoes. He is not responsible for any of these conditions and it is his right that he have fresh air, clean surroundings and decent food. The United States Public Health Service issues free of charge to all applicants a bulletin on "The Summer Care of Infants." It should be in the hands of every mother.

Ladies, secure your calling cards at the Bulletin office. 50 cards for 75c; 100 cards for \$1.

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MOSIER - OREGON

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to convince you that our workmanship is superior—that there is nothing in the repair line so technical nor too small to be handled in our repair department, is to send us the watch that is not giving you satisfaction.
We take pride in the accuracy of our work and it is absolutely guaranteed. Our charges are most reasonable and honest.
W. F. Laraway, Jeweler and Optician
EXPERT SWISS WATCH REPAIRING
HOOD RIVER - OREGON

Don't Neglect your Teeth
Even if business is quiet. It is true economy to guard your health and personal appearance. You can secure the same grade of work in this office as you will at any office in Portland at the same prices. You will also be spending your money at home, which is the best place, as that will help us all. Why pay more than the following prices?
22k Gold Crowns - \$5.00
Bridge Work, per tooth - 5.00
Gold Fillings - \$2.00 to 5.00
Porcelain Crowns - 6.50
Porcelain Fillings - 1.50
Silver Fillings - \$1.00 to 1.50
Plates - \$9.00 to \$12.00
Extracting - 50c
Dr. W. M. POST
Office Hours: 9 to 12, 1 to 5

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Enjoy The Good, Long Smoke
A Full Value cigar affords and you'll say it is the best smoke for the money to be had on earth. The Full Value is not just an ordinary good 5c cigar. It is a smoke that you cannot match for the price the world over.
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Leaves Portland on Mondays, Wednesdays and Saturdays from Oak Street Dock. Passengers and freight.
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