

One Year \$1.50
Six Months .75
Three Months .50

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MOSIER BULLETIN

VOL. VIII

MOSIER, WASCO COUNTY, OREGON, FRIDAY, SEPTEMBER 15, 1916.

No. 28

ADVERTISING RATES

Professional Cards... per month \$.50
One square... " " 1.00
One-quarter Column... " " 2.50
One-half Column... " " 5.00
One Column... " " 10.00

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 admissibility is furnished.

White River Flour

Is cheaper because it makes more loaves of bread. Don't be fooled into buying the low priced flour thinking you are getting something cheaper than

White River Flour
Every Sack Guaranteed.

FOR SALE BY

Nichol and Company
Mosier, Oregon

School Days

School has started once more. Whether or not we are in school ourselves we are learning something each day. Try keeping a bank account and see if it is not easier to save money this way.

MOSIER VALLEY BANK
Mosier - Oregon

DON'T PRAY for times to changes—they may get worse. Don't do your share to make them worse. Spend your money at home that keeps it in circulation among home folks. Money sent away is very hard to get back and we need more money here in Mosier.

The Mosier Book Store

HOTEL MOSIER

NOW UNDER NEW MANAGEMENT

Will open a Lunch Counter in near future
Your Patronage Is Appreciated

E. F. FISKE, Proprietor

Expert Automobile Repairing
Fully Equipped Machine Shop
Agencies for Fords, Dodge and Buick Automobiles

Columbia Auto & Machine Co., Hood River

Rented

Prepare for the renting season during "Wire Your Home" month, March 15th to April 15th.

Electrically equipped houses are seldom vacant.

Insure your property against undesirable tenants or no tenants at all by having it wired for Electric Service. The investment will not be great and the income will be increased.

We have unusual inducements to offer if you arrange for the work now.

Pacific Power & Light Co.



Vulcanizing
Auto Supplies
Sporting Goods

Cates & Co.
The Dalles, Ore.

VOTERS MUST DECIDE UPON ONE ROUTE

Decreeing that the citizens and taxpayers of Mosier must decide upon one of two routes to be undertaken in the proposed bonding issue which comes up for a vote at the general election in November, two petitions to the county court, one favoring the Dry Creek route and the other proposing that the road be constructed over the present Seven Mile hill route, have been left at the Mosier Valley Bank to be signed Friday and Saturday, September 15 and 16.

Each and every taxpayer is hereby notified to appear at the Mosier Valley Bank and sign either one or the other of the petitions, thus getting a definite understanding as to which route the majority of the Mosier people favor.

Citizens of The Dalles are anxious to know the sentiment of the Mosier district as a whole maintain that they are ready to back whatever plan receives the majority of supporters. The petitions will then be in the hands of the county court Monday morning that they may authorize which route shall be voted upon for bonding for good roads. It will be no use, emphatically asserted the members of the county court yesterday, for any delegations to appear before them remonstrating against one plan or the other as has been done in the past. The matter absolutely must be decided by signing the petitions.

It is up to the supporters of the two proposed routes to sign the respective petitions either today or tomorrow. Call on L. J. Merrill at the bank or stop in and signify your choice of routes. The two bonding plans vary in substance as follows: If the Dry Creek route is adopted the bond issue will be for \$260,000. Provided the Seven Mile hill route receives the endorsement of the majority of voters, \$20,000 will be cut from the bond issue at this end of the county and \$20,000 from the southern end, making the bond issue \$220,000.

It is the duty of each and every taxpayer to sign the petitions, either one or the other. No time to be lost for the petitions must be in the hands of the County Court Monday morning. Without further parley, the petition receiving the largest number of signatures favoring a certain route, will be adopted by the County Court in the vote to be included in the bond issue. Be sure that a you sign a petition.

PRUNE RETURNS SHOW NEARLY \$5000 NET

The full crops of prunes, containing 132 tons or 10,465 crates, besides 200 crates shipped by express, will net the fruit sold at \$35 f. o. b. Mosier. Last year the growers netted about \$3000 on 175 tons at \$14 per ton which were shipped in bulk to the dryer on account of the paralyzed green fruit market.

This year the crop was lighter than usual due, no doubt, to the cool weather this spring, although all fruit that matured is extra good in quality. A normal crop here would be 200 tons.

C. J. Sinsel, of Boise, Idaho, who had charge of the packing of the crop, stated upon leaving Tuesday night that he was well pleased with the local crop and situation in general and was positive in his statements that he declared that the local association might just as well reserve the crop for next year for it intended to buy it.

All local help was employed in packing the prune crop and \$675 has been disbursed among those who assisted in this work.

EASTERN OREGON IS ENTITLED TO NORMAL

Fred Lockley, a special writer for the Portland daily newspapers, was in Mosier yesterday in the interest of the proposed Eastern Oregon State Normal school at Pendleton. Mr. Lockley has completed a trip which took him pretty well all over eastern Oregon and reports that eastern Oregon is a unit in its desire to see a Normal school established in the country east of the Cascades.

"I believe No. 308, for that is the number on of the measure on the ballot, will have a good majority," said Mr. Lockley. For years educators of the state have recognized that Oregon is lagging behind the other states along the line of training teachers for the public schools of our state. Idaho with half the population of Oregon has two Normal schools and spends twice as much in preparing her teachers for their life work as does Oregon. Only 13 per cent of the 6055 teachers in the public schools of Oregon are Normal school graduates.

"We have but one Normal school. This school is located at Monmouth and it is unable to supply more than ten per cent of the teachers required and these teachers are so greatly in demand that they find schools in the Willamette valley, very few of them coming east of the mountains. As a consequence although eastern Oregon pays high wages to her teachers she must get along with untrained and inexperienced teachers. "A Normal school at Pendleton will correct this condition," declared Mr. Lockley. "The cost to the taxpayer for the annual maintenance of the school will amount to but one 25th of a mill, 4 cents on a thousand dollars taxable property, surely a small price to pay to secured trained teachers. There is practically no opposition to the measure as it is recognized as a meritorious one and it is to be hoped that it will pass with a big majority."

At Electric Theater, Hood River

Friday and Saturday, September 22 and 23, Hazel Dawn will appear in "The Sales Lady," one of the most novel screen subjects in which Hazel Dawn has ever been starred by the Famous Players Co. It is the tale of a country girl whom poverty forces to try her fortune in New York. Upon her arrival in the city her beauty attracts the attention of a band of villains who become instrumental in subjecting her to a series of vicissitudes that are strange, stirring and dramatic in the extreme.

SANE SUGGESTIONS FOR OREGON ROADBUILDERS

(From the Oregonian)

The average citizen has an idea that Oregon is a great state; but he can have no real conception of the variety of its resources nor the immensity of its situations until he travels over it. The state has an acre of 100,000 square miles and it is 300-odd miles wide from its north to its south boundary and 400-odd miles from its east to its west line. Within this vast expanse live less than 1,000,000 people. In these days of quick and easy transit they are not dismayed by distance and they are alive to the need of first class roads.

A great highway has been built up a slope of the Columbia river at a cost of \$2,000,000; and large sums have been expended on roads, main and lateral, elsewhere. Every community is straining its resources to the utmost to realize its proper desire for roads. Some have done more than others, because they are financially able; and some have had to help.

Take Hood River county. It is in line with the Columbia highway, but it has a small population and it has not been able on its own account to respond as others would have it do. Now there is an opportunity to get some government aid, and Hood River, aided by Multnomah, has stepped back to see it. But there are complaints that Portland and Hood River are seeking to "hog" everything at the expense of the state. The Oregonian on the other hand had something to say on this subject, and now it receives from a Statesman editor a clipping from the Capital Journal, voicing the same protest, as follows: "When Portland grabs that money appropriated by congress for roads on reservations and builds an auto road around Mount Hood, she will be gorged with scenery that she can't look at common folks. Douglas county could use the entire amount to good purpose and where it would be of real benefit to the state. Since we are all right when we can afford them, but just now the state's crying need is roads that will open up agricultural lands and make them productive. It is not as if the good roads fundist at his best, which means his worst. To Portland it no doubt seems the correct thing, but to the balance of the state it savors of what our Portland contemporaries call 'pork'."

Undoubtedly, the government funds, or the state funds, or any funds, could be spent to great advantage in Douglas county, or anywhere in Oregon. But there is little money available and there are many deserving projects in the state so large as Oregon. Not everybody can be satisfied at once. It would be folly to divide the government moneys, or even the state moneys, into many little items. That is obvious.

The Columbia highway is of first importance in Oregon, if the basis of road building is the basis of the state. It is a highway which every citizen of Oregon is free to use, and which thousands of them do use. They are proud of it and they are glad it is being built. There are other highways in Oregon of merit, doubtless of equal potential merit. Take Crater Lake. The government is spending thousands of dollars in road development in Crater Lake Park, and it is unthinkable that the citizens of Oregon, who have all together, will neglect the duty of making adequate connecting roads. There are ambitious plans for a great Pacific highway and for other roads, and the farmers of Oregon, who have daily use for roads, naturally want to reach the market places, and they insist upon adequate consideration for lateral roads.

Clearly there is much to do in Oregon, and not enough to do with the funds that are at our disposal. They cannot be all at once trunk highways connecting important points, and scenic roads, and community roads. But there can be systematic and intelligent work for improved roads and cooperation between our interests to give each its proper attention. Just now there is a disposition—indeed, something more than a disposition—for one group to oppose another, or for one community to prefer its interests to another's. The business of effective road development will go but slowly, if it goes ahead at all, unless there is more of a get-together spirit in Oregon.

The Oregonian has no more interest in the Columbia highway than it has in Crater Lake, or the Pacific highway, or any other highway, or the lateral roads which are indispensable to the service of farms and farmers. But it can see no good in methods which appropriate a little here and a little more there—just enough for a start, and not enough for real development; and necessarily it wants the best service of the state, the smallest amount available to the largest number. But that is not enough. There ought to be enough road money in Oregon to build roads—good roads—in every county and into every section. The counties and districts have already laid out enormous sums—much of it sheer waste, through lack of a continuous and intelligent policy—and they are willing to raise and expend thousands more. Yet they cannot afford to ignore the plans of other counties and districts, nor the larger plans of the state.

There have been in the state highway fund up to this time the proceeds of a small tax—first one-half mill and now one-quarter mill. It is a poor time, indeed, to suggest an increase in taxes, and the Oregonian is no friend of the wastrels or tax eaters, as it has abundantly shown. But it believes profoundly in good roads and in public expenditure therefor. It is almost willing to say that the quarter mill tax is so meager that it ought to be abolished if it cannot be increased. It thinks it can see no good in being at least one mill. Why not? There is not a road district in Oregon which does not willingly tax itself the limit—up to ten mills per annum—but when it comes to a state tax there is hesitation and opposition. It ought not to be so.

The Hood River Market will take your orders for meat and mail them to you by parcel post. Customers will be allowed 30 days on their bills.

HIGHWAY CONDEMNATION SUIT LOOMS

In the opinion of county authorities, it will be necessary to begin condemnation proceedings in order to secure the right of way of the Columbia Highway over the Ruthton hill, where, according to recent announcements, S. Benson will appropriate \$10,000 for the purpose of beginning construction work that will eliminate the old grade. Property through which the route of the Highway has been surveyed belongs to an estate owned by J. W. Morton and children, some of the latter being minors. Tentative negotiations between Mr. Morton and county officials have been fruitless.

"Mr. Morton has written the county court a letter," says County Judge Stanton, "in which he expresses the hope that the highway will follow the old State road. He refuses to negotiate for the purchase of a right of way along the survey. A condemnation suit along the survey, I am sure will be necessary, and in view of the proposed construction I think the suit should be brought as soon as possible."

Judge Stanton, however, says that more than three times \$10,000 will be needed in opening the new Ruthton hill portion of the Highway.

According to the estimate placed on the purchase of the right of way by the county, "it will take \$33,000 to complete the new grade. But we certainly appreciate the offer of Mr. Benson in the Ruthton hill matter, as well as his plans to pave the mile of road between Cascade rocks and the Multnomah line. This latter stretch of road is so located that the wet weather of winter will make it almost impassable without paving."

REVENUE STAMP TAX HAS BEEN LIFTED

The stamp tax on proprietary articles of drugs and legal documents, automatically ceased to exist at midnight Saturday when a new revenue bill passed by congress became a law. The postmasters were in receipt Sunday of the following letter from Milton A. Miller, of Portland, internal revenue collector: "I am in receipt of advice from the Department at Washington that all stamp taxes under Sections A and B, documentary and proprietary, will be discontinued at midnight tonight. That is to say, any documents issued or cosmetics compounded subsequent to September 8, 1916, will not require the revenue stamps. It is my understanding that all documents issued subsequent to December 1, 1914, up to and including September 8, 1916, will require stamps the same as heretofore."

"In order that you may clearly understand the situation, I will say further: any instrument or paper heretofore requiring stamps and including September 8, 1916, will be stamped as formerly; but anything dated after September 8, 1916, will not require to be stamped."

GRAND TRUNK GRANTS DIVERSION PRIVILEGE

Fruit shippers in the northwest will welcome news which has just been given out by F. L. Norman, general agent of the Grand Trunk Railway of Seattle, to the effect that his company will publish effective as soon as possible, the privilege for diversion of fruit shipments after arrival at destination on their line.

"We have been working on this for the last three years," said Mr. Robinson, traffic manager of the Northwestern Fruit Exchange. "California shippers in western states were denied the right to divert to any point beyond after arrival at destination without being compelled to pay a local rate from point of diversion to final destination. We were able to convince the Grand Trunk officials that they were restricting distribution, which every railroad wishes to increase."

Mr. Robinson says: "Much credit must be given to Paul Weyrauch, of Walla Walla, president of the Fruit Growers' Agency, for his cooperation in presenting the shippers' needs who the officials of the Grand Trunk Railway. This Agency has about 80 per cent of the fruit output of the Northwest affiliated with it." This decision should be of great benefit to shippers who export to eastern Canadian points reached by the Grand Trunk Railway.

APPLE NOTES

September 1 forecast for Oregon: 1,250,000 barrels; production last year, 1,945,000 barrels.

United States: September 1 forecast, 67,700,000 barrels; production last year, 76,670,000 barrels.

E. Wagner & Son have bought at Wenatchee the remaining apples necessary to supply their Australian market this season from G. M. H. Wagner & Sons and the Northwestern Fruit Exchange. The deal was closed last week and the price paid averaged \$1 a box for 75,000 boxes. Jonathan, King David and Wealthy are the leading varieties included.

The first shipment is scheduled for September 16, when 14,000 boxes will go forward. The next large shipment will be three weeks later. Both are San Francisco sailings. Space on boats sailing from Vancouver, B. C., is taken up largely by Canadian apples, and only a small percentage will be from Washington.

Nichol & Company

DEALERS IN

General Merchandise

MOSIER - OREGON

The Only Way

to convince you that our workmanship is superior—that there is nothing in the repair line too 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

Fruit Growers Attention

Will sell direct to planters, less agents commission, choice lot of cherry, pear, apple and prune trees in one year old 3-4 and 4-6 ft. grades budded and grafted on best whole roots and guaranteed true-to-name. Please write or phone

TRUE-TO-NAME NURSERY, Hood River

STEAMER TAHOMA

Leaves Portland on Mondays, Wednesdays and Saturdays from Oak Street Dock. Passengers and freight. Mosier Dock in charge of W. F. Baker, who will meet all boats and attend to transfer. Phone No. 191.

308 X YES IS A VOTE

FOR YOUR CHILDREN

SQUARE DEAL FOR EASTERN OREGON

If you are in favor of a square deal for the country East of the Cascades you will vote for and work for THE PROPOSED EASTERN OREGON STATE NORMAL SCHOOL AT PENDLETON, OREGON. Oregon has but one Normal School. This school is located at Monmouth and is not able to supply more than TEN PER CENT of the teachers required in the public schools of Oregon. Of the more than six thousand teachers in our public schools, BUT 12 PER CENT are graduates of Normal Schools. It is a matter of simple justice to the country East of the Cascades to establish a Normal School East of the mountains to furnish thoroughly trained teachers for the schools of Eastern Oregon.

TRAINED INSTRUCTORS WANTED

Every resident of Eastern Oregon has a vital interest in the passage of this measure for Eastern Oregon pays HIGH SALARIES to her teachers and is entitled to the services of TRAINED INSTRUCTORS. ONLY COSTS 4 CENTS PER \$1.000

The annual cost of maintenance of the proposed State Normal School amounts to BUT ONE 28TH OF A MILL OR 4 CENTS ON A THOUSAND DOLLARS of taxable property. Is it worth this to you to have your children trained to become U.S. CITIZENS AND PRODUCTIVE citizens?

STRONG ENDORSEMENT

J. A. Churchill, the State Superintendent of Public Instruction, voices the sentiment of the educators of the state when he says:

"Oregon's greatest need for its rural schools is the teacher who has had full preparation to do her work. Such preparation can best come through Normal School training."

"I trust that the voters of the state will assist in raising the standard of our schools by establishing a State Normal School at Pendleton. The location is central, the interest of the people of Pendleton in education most excellent, and the large number of pupils in the public schools will give ample opportunity to all students to get the amount of teaching practice required in a standard normal school."

The educators of the State insist that Standard Normal Schools be located in towns of 5000 population or more and having ENOUGH GRADE PUPILS FOR TEACHER PRACTICE.

BE LOYAL AND VOTE RIGHT

Show your loyalty to the best interests of Eastern Oregon and of the whole state by working for this measure and by voting YES FOR NO. 308. By voting YES FOR NO. 308 you will help to GIVE TO THE SCHOOL CHILDREN OF OREGON THE SAME ADVANTAGES ENJOYED BY THE SCHOOL CHILDREN OF OUR NEIGHBORING STATES.

Eastern Oregon State Normal School Committee

By J. H. Gwinn, Secy., Pendleton, Ore.

(Paid advertisement)