

Table with subscription rates: One Year \$1.50, 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

Table with advertising rates: Professional Cards \$1.50 per month, One square \$1.00, One-quarter Column \$2.00, One-half Column \$3.00, One Column \$5.00

Business letters 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 advertising 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

All Shoes in Stock for less than wholesale factory prices

Quality in most cases better than the new stock.

NICHOL & COMPANY

Automobile Repairing

Supplies for all Gas Engines. First Class Work Guaranteed. Gasoline, Oils and Accessories

L. & N. GARAGE

Personal Service Dentistry

WHY go to The Dalles or Portland for your Dental Work? Do you stop to consider the service you receive from the hired man dentist who operates for you on a commission basis?

Table with dental services and prices: 22 K Gold Crowns \$5.00, Silver fillings \$1.00, Bridge work \$5.00, Gold fillings \$2.00, Porcelain crowns \$6.50, Porcelain fillings \$1.50

Wm. Morton Post DENTIST

Rooms 1 and 2 Hall Building HOOD RIVER, OREGON. Hours: 9 to 12; 1 to 5. Phone, 2401; Residence Phone, 1374

Because of the Heavy Advance

in Blacksmith Supplies, I will be compelled to raise, temporarily, the prices of horse shoeing and general blacksmithing, beginning May 1, 1917. Horse Shoeing as follows:

- Four New Shoes, No. 3 or less, \$2.00. Four New Shoes, No. 4 or 5, \$2.50. Four New Shoes, No. 6 or 7, \$3.00. Four New Shoes, No. 8, \$3.50.

Advance prices of General Blacksmithing goes into effect immediately.

W. A. HUSBANDS.

J. W. ALLEN Attorney-at-Law

DERBY & STEARNS LAWYERS

THE DALLES OREGON HOOD RIVER, OREGON

OPPONENTS OF ROAD BONDS JUGGLE FACTS

Counties Outside of Multnomah Will Receive More Than They Contribute.

In an effort to turn the voters of Benton, Lane, Linn and Marion Counties against the road bond bill, C. E. Spence, Master of the Grange, is making the unfounded assertion that none of the money raised from the bonds will be expended on roads in the Willamette Valley south of Multnomah County; that all of the money contributed by Willamette Valley counties in automobile licenses and in taxes from the quarter mill state road tax will be required and will be expended in completing the Columbia River Highway.

The plain facts are: 1st.—Reliable engineering estimates secured by the Highway Commission agree that \$1,750,000 will complete the Columbia River Highway from Astoria to The Dalles.

2nd.—Multnomah County pays 3 1/2 per cent of the state tax and 40 per cent of the automobile license fees but under the highway plan embraced in the road bond bill not one cent of the money so paid will be expended in Multnomah County.

3rd.—Multnomah County will pay in automobile fees and state road tax approximately \$2,400,000 which is more than sufficient to complete the Columbia River Highway and leave a balance of \$650,000 to be applied on other roads. These figures do not take into account the amounts that will be paid by Clatsop, Columbia, Hood River and Wasco counties which will also be available for completing the Columbia River Highway. The amounts paid into the fund by these counties will further reduce the amount of Multnomah County's contribution to the Columbia River Highway and leave a considerably larger sum than \$650,000 to be applied on the Pacific Highway and other roads contemplated in the road bond bill.

4th.—Not one cent of the money paid by counties of the state, other than that contributed by Multnomah, Clatsop, Columbia, Wasco and Hood River counties, will be required to complete the Columbia River Highway and the other roads outside of the counties enumerated.

5th.—In other words, under the \$5,000,000 road bond plan, Multnomah County automobile owners and taxpayers will not only pay sufficient funds to complete the Columbia River Highway but will also contribute to the fund that will be expended on the Pacific Highway and other roads in the Willamette Valley and in other sections of the state.

SUPPORT ROAD BONDS AND GET CONSTRUCTION

If the bond issue fails to carry (\$5,000,000 road bond bill), let us ask ourselves what is going to become of the quarter-mill tax that we are going to pay anyway? What is going to become of the auto license tax that the autolots are going to pay anyway? We talk about fearing the funds derived from the bonds will be inequitably distributed, what better off will we be regarding equitable distribution of the road money if we vote down the bonding bill? Where will it go? Under the bonding bill we are assured that if the county prepares its grade that that designated road will be hard-surfaced. If the bonds lose, we are assured of anything but continued bad roads, continued mud and continued financial loss in consequence.—Corvallis Gazette.

Milwaukie Grange at its last meeting revoked its action of a month ago, when resolutions were adopted opposing the \$5,000,000 road bond bill, and adopted another set of resolutions approving the bonds as "a step in the line of progress." Opposition to the proposed bond issue is being rapidly dispelled as the voters study the measure and acquaint themselves with its provisions.

SENATOR CHAMBERLAIN URGES GOOD ROADS

Oregonian News Bureau, Washington, April 24.—(Special).—Senator Chamberlain today expressed his hearty approval of the proposal to build hard-surfaced modern roads in Oregon paralleling the Pacific Coast. He declared that such roads through all of the Pacific Coast states would be of the greatest military importance. "While not familiar with the details of the Oregon road plan," said Senator Chamberlain, "as I understand it, that plan will provide roads which, from a military standpoint, are most necessary. But, as a matter of fact, we should have such roads paralleling the coast line from Canada to Mexico. First-class hard-surfaced roads would afford ready facilities for transporting both troops and supplies up and down the Pacific Coast in the event of military activity on that Coast and would greatly augment the railroad.

"Bonds such as these would have the highest strategic value and ought to be built, but I do not believe the Federal Government at this time has the money to build them."

INCREASED LICENSE LAW NOW IN EFFECT

To Insure Road Construction Automobileists Should Vote For Road Bonds.

Many automobile owners are of the opinion that the law increasing the license on motor vehicles is included and made a part of the \$5,000,000 road bond bill. In this they are wrong.

The automobile license was doubled in the motor vehicle law which was enacted by the last Legislature. It is now a law. The increased automobile license will be in effect and will be collected regardless of whether or not the road bond bill is approved by the voters at the June election.

Furthermore, the motor vehicle law contains a provision that the money raised from automobile licenses shall be available for road construction under the plan outlined in the \$5,000,000 road bond bill if the bond bill carries.

In other words, if the road bond bill is defeated, the automobile license money may be used for other purposes. If the road bonds are approved, the automobile owner has the positive assurance that the money derived from the increased automobile licenses will be expended in building good roads.

Remember this: The automobile owner will have to pay the increased license any way, regardless of the fate of the \$5,000,000 road bond bill.

A vote for the road bond bill by the automobile owner is the automobile license money, which has to be paid anyway, in building a system of state-wide permanent highways as outlined in the road bond bill.

In voting for the road bond bill, the automobile owner will simply pave the way for the expenditure of license money that he will be required to pay, in building serviceable hard-surfaced roads in all sections of the state.

Every automobile owner is directly and personally interested in the road bond bill. In voting for that measure he will merely be asking that the money he will be required to pay any way shall be spent in building roads. The automobile owner has everything to gain and nothing to lose by voting for the road bonds.

It is safe to bet that the \$5,000,000 state bonding measure will carry four to one, and that the county bonding measure will go through with a whoop; for the people of this county are overwhelmingly in favor of a hard-surfaced highway through the county. And why shouldn't they be in favor of these measures when the highway can be obtained with state and Federal aid? Tillamookers know a good thing when they see it, and no one need be surprised that they are all jumping on the right side of the fence. We anticipate that those who are opposed to the bonding the state and the county for good roads will soon be advancing the argument that we should go slow on account of the war, so as to scare people. It will not work, however, for everybody knows that good roads are the first step to preparedness.—Tillamook Herald.

Every automobile owner should vote for the \$5,000,000 road bond bill. If the \$5,000,000 road bond bill is passed at the June election, the money raised from automobile licenses will be expended in building good roads. If the bond bill is defeated, the money raised from automobile licenses may be expended for other purposes. For the very same reason those who do not own an automobile should vote for the road bond bill. In doing so, they will insure the expenditure of the automobile license money in road building without adding one cent to their taxes.

Mr. Automobile Owner: Your license was doubled by the last Legislature. You will have to pay the increased license no matter what becomes of the \$5,000,000 road bond bill at the special election in June. If the road bond bill carries, the money raised from automobile licenses will be expended in road building. Why not vote for the road bill and get some good roads?

SOME REASONS FOR FAVORING ROAD BONDS

- Vote "Yes" on the \$5,000,000 road bond bill at the special election June 4th. Because Oregon needs good roads. Because a dollar's worth of road is assured from every dollar expended. Because every favorable vote is a vote to help pull Oregon out of the mud. Because the state is now spending \$4,000,000 annually without getting adequate results. Because all sections of the state will benefit directly from the roads to be constructed. Because good roads increase real estate values both in the city and throughout the state. Because proposed bond issue will provide good roads at no greater cost than state is now paying for poor ones. BECAUSE GENERAL TAXES WILL NOT BE INCREASED.

Subscribe for The Bulletin.

HOOD RIVER BANKS MAKE CHANGES

Announcement was made late yesterday afternoon of the removal by W. J. Furnish and S. J. Moore, prominent Portland capitalists, of the First National Bank stock of Fred S. Stanley, one of the founders of the local institution on June 1, 1904.

While Mr. Stanley's holdings are not given out, he was the largest individual stockholder in the bank. Mr. Moore will succeed V. C. Brock as assistant cashier of the bank, the latter having recently received an appointment as appraiser of the federal land bank at Spokane. Mr. Moore was formerly connected for 12 years with the First National Bank, of Great Falls, Mont.

Mr. Furnish recently purchased the local orchard holdings of A. Millard & Sons, one of the largest individual tracts of the valley.

Negotiations that have been pending for the past several days between the boards of the two banks culminated Tuesday evening in the purchase of the Hood River State Bank by the Butler Banking Co. By the deal the Butler Banking Co., the oldest institution in the city, and with deposits of \$670,000, takes over the \$80,000 deposits of the smaller bank and assumes its loans. The purchasing bank has a capital stock of \$100,000, while that of the Hood River State Bank is \$25,000. The purchasing bank through the deal, says Truman Butler, manager, will not increase its capital.

All the officers of the smaller bank, M. M. Hill, president; S. A. Mitchell, vice pres., and W. F. Wahner, will remain. Mr. Wahner will leave for Klamath Falls, where he has purchased an interest in the First State and Savings Bank, to become vice president of that institution.

PREPARING EGGS FOR PRESERVATION

It is very essential that eggs for cold storage or preservation in waterglass should be clean, yet they must not be washed. They must not be allowed to become damp, either by allowing rain to fall upon them, or by storing them in a place which is alternately damp and cool and dry and warm. It is almost impossible to cold storage an egg which is allowed to become moist on the surface. Washing removes the mucous coating on the shell, thus allowing bacteria to penetrate the shell more easily. Dirty eggs should be discarded.

The eggs should be stored in a clean condition in a dry clean place. Eggs collected in case lots for a central cold storage plant must never be stored, even for a short time, in the vicinity of a moisture condensation which appears on the surface of the eggs and causes bacterial growth.—T. D. Beckwith, Professor of Bacteriology at O. A. C.

UNION PACIFIC OPENS NEW YORK OFFICE

On the main floor of the Astor Trust building, 501 Fifth Avenue, just a few feet from turbulent corner of bustling 42nd street, the Union Pacific system opened May 1 the wonder railway ticket office of the world. Like all the wonderful improvements that have been developed in recent years, it has never occurred that the system of selling railway tickets could be changed.

The Union Pacific, however, has taken the initiative and with one quick, radical movement, brought into existence an uptown New York ticket office so uniting the travel agencies for the sale of railroad transportation that it seems like flashing night into day with the turn of a switch.

In this office there are no counters, no ticket racks, none of the specimen products of that country of boundless agricultural, mineral and industrial wealth through which this mighty system sends its trains, no glowing heights of multi-colored time tables; in fact, there isn't the minutest item visible that would lead one to believe that this is the place to buy your railroad tickets and make your Pullman reservations to and from the west, other than, perhaps, an unostentatious bit of gold lettering on the window.

It's a big innovation—the world's bond to attract attention the world over when the world gets settled down. In the history of city railway ticket offices, it is the first time the general system of meeting the traveler's public has been turned the other way. It, however, has been done so completely and along such new and practical lines of modern development, that the Union Pacific feels assured the idea will meet with so much general commendation that others will follow along the same lines, making railway transportation a matter of pleasure and comfort from its very inception rather than from the time the traveler steps on the train.

Honor Miss Littlepage With Shower

Mrs. P. L. Arthur and Mrs. Arthur Kuhn were hostesses at a luncheon and miscellaneous shower held Saturday afternoon at the home of the former for Miss Ruth Littlepage, daughter of Mr. and Mrs. C. J. Littlepage, of Los Gatos, Calif., with Herbert Roberts, of Los Gatos, Calif., as the event of next Thursday at the home of her parents.

The color scheme was pink and the Arthur home was prettily decorated with myriads of apple and peach blossoms as well as quantities of lilacs. The gift box was covered in pink, and dainty pink ribbons were attached to the many beautiful and useful presents which the bride-elect drew forth.

In addition to the guest of honor the following were present: Mrs. C. J. Littlepage, Mrs. D. C. Littlepage, Mrs. Jas. Cherry, Mrs. J. R. Wilcox, Mrs. W. E. Chover, Mrs. H. W. Danielson, Mrs. J. K. McGregor, Mrs. E. M. Straus, Mrs. F. A. Skogren, Mrs. Robt. E. Shinn, Mrs. K. L. Cooper, Mrs. E. C. Rhodes, Mrs. W. C. Venable, Mrs. B. M. Johnson and Miss Marie Shogren. Miss Emily Husbands and Miss Dorothy E. Passmore.



EVERYTHING ELECTRICAL

Pacific Power and Light Co.

"Always at Your Service"

KODAKS AND SUPPLIES

DEVELOPING AND PRINTING

The Arthur Pharmacy

Spring Suits...

WE have a LARGE ASSORTMENT of the NEWEST FABRICS on the Market. Place your order now for Early Delivery.

MEYER, The Tailor

HOTEL OREGON, SECOND STREET (Room formerly occupied by R. E. Scott) HOOD RIVER, OREGON

LIBERTY LOAN

Detailed information has now been received with regard to the Government Loan. Blank application forms can be obtained at this bank. Subscriptions should be made at once, so that they may be forwarded before it is too late. We will be glad to take care of your subscription, and will make no charge for our services.

MOSIER VALLEY BANK Mosier, Oregon

Don't Neglect the Children's Eyes

Give attention to your child's eyes in time and you may save him or her from the necessity of wearing glasses later on.

More—You Prevent Permanent Defect

We give special attention to the examination of children's eyes. We are thoroughly experienced in this work and will tell you frankly whether glasses are required or not, and we will furnish them, properly fitted.

W. F. Laraway, Jeweler and Optician HOOD RIVER OREGON



You Needn't Care A Continental

how wearisome the day has been. Come home tired in mind and body as you can be, a Sabrosa cigar will set you right. As you taste the fine flavor and inhale its soothing fragrance you become at peace with the world and yourself. Try a Sabrosa tonight and at last you'll really know the comfort of a fine cigar.

"THE OAKS"

B. W. Veatch, Prop., Mosier, Oregon

STEAMER TAHOMA

PEOPLE'S NAVIGATION CO. CHARLES NELSON, Mgr.

Leaves The Dalles 7:00 A. M., Sundays, Tuesdays and Thursdays. Arrives at Mosier at 8:15 A. M. 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.