

BIG REDUCTION IN PRICES

On account of having to move we have been at a great disadvantage and have a lot of seasonable Goods which must be moved at some price, so we've decided to sacrifice profit to move the Goods. This includes everything in Summer Dry Goods, Shoes, Clothing, Hats and Underwear. Don't fail to visit our Store and GET YOUR SHARE OF THESE BARGAINS.

R. B. BRAGG & CO., Hood River, Oregon

EVENTS IN OREGON

Unite to Fight Combats.
 Albany.—To fight the "fruit trust" in all its forms, will be the purpose of the Northwest Fruit Association, as announced at a meeting held in Albany last week. Organized at Salem to enter the prune-packing field this fall, the association will widen its scope and operate canneries or take any other steps necessary to provide competition and protect fruitgrowers. Plans of the association now crystallizing promise a widespread effect on future fruit culture in Oregon.

Alleged unfair methods of the Prune-Packers' Association, which prompted the organization of the union of growers, were reviewed. It was claimed that the packers who control all of the prune-packing plants in Oregon and Washington, have a drastic contract, making the packers sole judge of quality and absolute arbiter of price. When the Albany plant failed in the financial panic last fall, the so-called "trust" thought competition was dead in the prune business, and but for the new association could have forced growers to their terms.

The new association will operate the Albany prune-packing plant this year, and it was stated that enough growers are in the new organization to assure an output of 40 carloads. It expects to handle 60 cars altogether.

Up to Harriman to Build Roads.
 Roseburg.—That the net profits of the Oregon Railroad & Navigation Company for a single year, after allowing for all operating expenses, interest, taxes and a 4-per cent dividend on stock, amount to enough to build a railroad from the Willamette Valley to the Idaho line, is the statement of Oswald West, a member of the Oregon Railroad Commission.

Mr. West submits figures from the books of this railroad company to support his statement. In his address before the people of the Coos Bay region he undertook to show that Mr. Harriman's remarks were inapplicable to Oregon when he said at Chicago that if the railroads are expected to extend their lines and increase their equipment they must get more revenue. Mr. West demonstrated that one of the Harriman lines already gets every year enough net revenue to build a line across the state. He asserted that if all the profits of both the Harriman lines were put into new roads, Harriman could not find enough men to flag trains at the crossings.

Mr. West declares that unless Mr. Harriman proceeds at once to build the Central Oregon and the Coos Bay lines there is no good reason why the unreasonable rates now in effect on his lines should not be reduced.

New Roads Planned.
 Albany.—An electric line from Albany to Brownsville, a distance of 22 miles, is being projected by E. H. Rhodes, a local capitalist. He also plans to build a street railway system in this city, and if franchises are secured, he will begin work immediately. Local capital is behind both enterprises and other local men, whose names have not yet been made public, are associated in the project with Rhodes.

In the event that the Albany-Brownsville road is built, it is said that Rhodes will secure the rights-of-way heretofore granted to J. S. Talbot for a road up the Calapooia River from Brownsville to Crawfordville. Talbot has secured deeds for a right-of-way for the line for a distance of 10 miles, deeds being in escrow in the Bank of Brownsville, to become the property of the company if the railroad is in operation by August 1, 1909. Talbot has begun a general survey for the line and is planning to build it at once, but negotiations are said to be in progress for the purchase of the rights-of-way from Talbot by Rhodes and his associates, the consummation of the deal depending on the securing of a franchise in Albany and the building of the Albany-Brownsville electric line.

Boy Has Close Call.
 Salem.—The bite of a rat upon the finger came alarmingly near costing Frank W. Durbin, Jr., his life from the effects of blood-poisoning. The incident happened more than two months ago, but it was five weeks before any signs of inflammation and fever set in and for eight long weeks after that the little fellow lingered between life and death. He is now convalescent, however, and there is bright hope of his ultimate recovery. Little Frank and the little son of Dr. B. C. Griffith were playing upon the front lawn when they found a big rat. The Griffith lad gave it a kick and stung it momentarily and Frank picked it up. He had no sooner done so than the rodent recovered and grabbed him by the finger. Frank threw the rat down and

from his hand. The wound was cauterized and nothing more was thought of the matter until the complications of a few weeks later set in.

Petition for New Road.
 Tillamook.—Fred C. Skomp has filed a petition with the county court in favor of a new county road which would bring this city within 53 miles of Portland. At present it takes the citizens of Portland 60 hours to get return mail from Tillamook. By this route, Mr. Skomp contends, the Government would save \$2000 each year on its mail.

Courtney Green, the young man who is serving a life sentence for complicity in a murder, having been sent up from Lane county about ten years ago, was allowed to visit his mother, last week, who is in a dying condition in Salem. The old lady is in destitute circumstances and has long been a county charge.

There is a dearth of rabbits all over Crook county. Two years ago the rabbits were so plentiful one could almost go into the sagebrush and knock them over with a club, but now they are rarely seen. The disappearance of these farm pests is attributed to inoculation performed by the Government near Madras two years ago, the contagion rapidly decimating the rabbits.

At a public mass meeting in Prineville last week, called to consider subscriptions toward the building of the proposed Central Oregon railroad, from Prineville and Bend to Madras and Shaniko, it was the sense of the meeting that should Shaiko be finally selected as the outlet, \$50,000 should be subscribed at Prineville; otherwise, \$100,000 for connection over the Cascades or down the Deschutes river to the Columbia.

The late Captain Roswell H. Lamson, in whose honor one of the torpedo-boat destroyers under construction has been named by order of President Roosevelt, was the father of R. B. Lamson, member of the Portland Water Board. The only surviving daughter of the distinguished naval fighter, Mrs. Helen Lamson Cray, resides at Mayfield, Cal. Following the close of the Civil War, Captain Lamson resigned from the navy and removed to Oregon, locating in Portland, where for many years he was clerk of the United States court. He died in 1904.

The southern section of Gilliam county was visited by electrical storms and a downpour of rain and hail last week, which put a stop to all harvesting operations. Lightning fell on the Charles Hein place, on Beecher Flat, and the big combined harvester could hardly be stopped before the persons became aware of the great danger. While unharnessing the 26 horses one of the harvest hands was struck by lightning and knocked down. Emma, the 14-year-old daughter of Mr. Hein, who was aiding in getting the horses into the barn, was also knocked senseless for a short time.

Two million dollars will be spent by the Harriman interests in building the new line into Central Oregon if the project just announced by Mr. Harriman is carried to completion. It will be about 150 miles long. Work of construction on the new line will be commenced about December 1, according to those in a position to know. The completion of the new Central Oregon line is a matter of perhaps a year. The track should be completed in time for the next crop season, and Mr. Harriman has intimated that he will build about 100 miles of new track a year in future until all the north-and-south and east-and-west line mapped out in this state are completed. It is predicted the new line into the interior will follow the Deschutes river from its mouth, it being thought that this offers the best means of reaching the territory sought to be tapped.

PORTLAND MARKETS.
 Wheat—Track prices: Club, 88c; red Russian, 87c; bluestem, 92c; Valley, 88c.
 Barley—Feed, \$24.50; rolled, \$27@28.
 Oats—No. 1 white, \$26.50; gray, \$26.
 Hay—Timothy, Willamette Valley, fancy \$14; do. ordinary, \$11; Eastern Oregon, \$18.50; mixed, \$13; alfalfa, \$11.
 Butter—Extra, 30c; fancy, 28c; choice, 25c; store, 18c.
 Eggs—Extra, 28c; firsts, 25@25c; seconds, 21@22c; thirds, 15@20c.
 Hops—1907 crop, 4@5c.
 Wool—Valley 14@15½c; D; Eastern Oregon, 8@16c, as to shrinkage.
 Mohair—Choice, 18@19c.

SEATTLE MARKETS.
 Wheat—Bluestem, 91c.
 Oats—\$26@27.
 Barley—\$23.
 Hay—Eastern Washington Timothy, \$14@16 per ton; Puget Sound hay, \$9.50@10 per ton; wheat hay, \$22.50 per ton; alfalfa, \$9.50@10 per ton.
 Butter—Washington creamery, 30c per lb; ranch, 31@32c per lb; Oregon, 28c per lb.

Interesting Grange Meeting.
 The following program was rendered at Park Grange Friday, August 21:
 Opening song "My Childhood Home," by the Grange.
 Instrumental solo, Miss Alberta Statton.
 Recitation, Maud Merrill.
 Reading, Margaret Vanuist.
 Vocal solo, Winifred Geiss.
 Before concluding the program each member gave a short talk on "What They Most Enjoyed in the Grange," which were very helpful and interesting as well as amusing.

The program was enjoyed by all and those who took part deserve to be highly complimented on the manner in which they rendered their selections. Messrs. Staten, Shipley, Isenberg and Morse did their share in making the evening an interesting one. They can certainly give some good talks without any preparation whatever. That is what we want to make our grange a success.

We feel encouraged with such a large attendance and feel confident that every member will come to the meetings, as the hot weather is nearly past.

September 4 there will be another program and it is hoped that none will forget to come and enjoy it.
 Mildred Metcalf.

Announcement.
 On the second day of the apple fair one need go hungry. The Ladies' Aid of the Congregational church will serve dinner and supper to their many friends and visitors. These ladies are noted for the excellence of their dinners. This is to be a treat of an unusual order. The realization will exceed anticipation. Watch the papers for further announcements.

Hats Off to the Journal.
 Hood River has become famous far and wide, and many people in other states hear of and are interested in that locality in regard to which they can keep well informed by the *Journal*, the excellent, reliable paper of Hood River—Oregon Journal.

If you take Kodol in the beginning of the bad attacks of dyspepsia will be avoided, but if you allow these little attacks to go unheeded it will take Kodol a longer time to put your stomach in good condition again. Get a bottle of Kodol today. Sold by Keir & Cass.

A Pleasant Party.
 The Misses Leone and Bonita Steinhoff gave a very pleasant party to the young people of Hood River at the home of their grandparents, Mr. and Mrs. Blount, August 13. The occasion was a farewell party for Miss Ruth Anesbury and Miss Dorothy Dells, of Portland. A delightful evening was spent playing games and contests, after which a beautiful supper was spread, the guests leaving at a late hour declaring the Misses Leone and Bonita very jolly hostesses. Those invited were: Gladys Reavis, Maude Harbrouk, Emma Gibbons, Vernon Shook, Nellie Tart, Minnie Hodges,

Eva Zeak, Grace Sherrieb, Bertha Lenz, Eva McReynolds, Ruth Amesbury, Dorothy Dells, Emma Richardson, Stanley Sheer, Ralph Kisseel, Paul Bowers, Neil Blount, Kent Shookmaker, Anney Flowers, Harry Cash, Earl Moses, Claude Thompson, Grand Morse, Burleigh Cash, Glen Sturdvant.

UNDERWOOD.
 Mrs. F. H. Kniff made a trip to visit Salmon dock Saturday, accompanying a lady friend who came to visit her from Aberdeen, Wash.

Peach shipments are the order of the day. Keeley & Dubois have been shipping several days. Mr. Beebe expects a good crop of first-class peaches. Mr. Carson was at the landing Monday with 47 boxes, intending to ship out by boat. H. Debo is making shipments by train and is finding a market at Stevenson for his crop.

Wm. J. Collins came in by boat Friday evening and is visiting the H. W. Lundon family. He came in with the view of locating. Watch the papers.

E. C. Giddard came up from Portland Sunday on the local, returning by the way of Hood River in the evening.

Mrs. Wm. Orsen visited with Mrs. B. Veach last Thursday, returning to Glenview Friday morning.

A goodly number are going to the mountains picking blackberries and all report a good time and lots of berries.

A. Underwood spent several days in Portland last week.

Lynott and Mayden made a business trip here last Saturday, coming up by train and returning to Stevenson on the Simons.

Thornton Bros. are quite busy hauling wood to the chutes for Hanna, who has a crew at the station loading cars. They have shipped several carloads from Hood.

N. M. Munch has his residence nearly completed and will move in soon.

W. B. Young and family left for their home at Des, Ore., Saturday, after a two weeks' visit with Mrs. Young's son, James Morley.

R. Jamson harvested his third crop of alfalfa last week. From one acre of land he has taken 1,000 pounds of hay and will get another crop. He has no irrigation.

Mr. and Mrs. J. A. Cooper are spending a few days on their fruit ranch this week.

J. B. Hunt came over from Hood River Monday to give the school house a new coat of paint, inside and out.

School begins Monday, August 31. C. H. Cromwell is teacher and has the reputation of being a first class teacher.

CRAPPER.
 Capt. and Mrs. James Shaver, of Portland, after visiting several days with Mr. and Mrs. J. A. English, returned home on Monday.

Mr. and Mrs. T. A. Vansandish and children left for Missouri on last Saturday.



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Train leaves Hood River 8 A. M. every day and returns 5:10 P. M. Spend your Sunday in the mountains.

A. WILSON, Agent

Stewart Hardware & Furniture Co.

Upholstery & Drapery Dep't

The unexpected in this branch has justified us in a most complete line of special silk and linen coverings in addition regular leathers and valours. Ladies will appreciate being able to purchase these goods by the yard as well as being able to order any class of Upholstery. Fullest information and polite attention by A-1 workmen.

Stove and Tinware Dep't

Increasing demand for goods of sure quality has justified shipping a Car load of the world famous **Universal Heaters, Cook Stoves and Ranges**. This means a startling reduction on all stoves. Your concentrated patronage justifies the large purchase and we give you all the gain to guarantee quick sales.

Roofing & Building Dep't

The second carload of Malthoid Roofing and our appointment by Parafine Paint Company as general distributing agents has made possible the greatly reduced prices now in force. To get the benefit of market conditions we allowed all lines—building material tools and hardware to run low and are now receiving immense lots at the lower prices.

Furniture Department

Some changes induced us to buy two carloads of General Furniture. The changing prices will be our best salesman. We will in a few days show near 200 patterns in new floor coverings, all at lower prices than for several years. 30 patterns of inlaid and print linoleums ranging from 60c to \$1.75 yd. Guarantee you satisfaction. Expert workmen on floor coverings.

Everything for building is lower in price. Most articles of house furnishing have declined at

Stewart Hardware & Furniture Company

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References: Any bank, any newspaper, any business man in Portland.