

# Sheet Metal Work

Having secured the services of an expert sheet metal worker, we are prepared to handle in the best possible manner:

**Sheet Metal Work  
Automobile Fenders  
Tanks and any class of Sheet  
Sheet Metal Work**

**R. D. Gould, Plumber**  
Hood River, Oregon

## For Sale by Owner

200 acres, 60 acres cleared, 11 acres planted, balance unimproved. Price cheap and easy terms.

**J. P. Thomsen**  
R. F. D. No. 1 box 69 Phone 296 Odell

## Better Fruit and Hood River County Map

**Better Fruit** National Map and Publishing Co.'s Multicolored Map of Hood River County

Hood River's one best advertisement

Showing all roads, triangulation lines, ditches, elevations, stream measurements, and giving a complete history of Hood River and its resources.

A year's subscription to Better Fruit and the New Hood River County Map **\$1.25**

Phone 3041. Prompt Delivery

## Columbia Laundry Co.

All our work done by hand. Neat and Clean Work.

277 Oak Street Hood River, Ore.

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## Four Thousand a Year

There has been forty thousand prescriptions filled at this store in the past ten years. We fill prescriptions strictly according to the doctor's orders. No substitutes.

**CHAS. N. CLARKE**  
The Glacier Pharmacy

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## Harness and Saddlery

Harness Repaired & Made to order.

Lap Robes, Horse Blankets, Tents, Wagon Covers, Water Bags, Etc.

**Davenport Harness Co.**

### EAT APPLES AND LOWER LIVING COST

In his address of President Howard Elliott, of the National Apple Show in Spokane last week, the head of the Northern Pacific Railway had the following to say in relation to the high cost of living:

"Much has been said about the high cost of living. There are numerous causes for it and some of these causes are within the control of each of us. One cause is that we, as a nation, and as individuals, are extravagant, and we want all sorts of conveniences and luxuries that a few years ago were not thought of.

"Another cause is, that there is a greater proportion of people living in towns and cities and producing no food, than there used to be. In 1790 3.4 per cent of our population lived in cities and towns, and in 1900 31.1 per cent and the indications are that in 1910 this proportion will be at least one-third.

"The industry of raising apples will act as a check, in part, to this drift to the cities, and is furnishing and will furnish a healthful and profitable occupation for a great many people who apply intelligence and hard work to the business.

"The food value of the apple is not understood well enough, and this should be made plain by the grower and those interested in helping him to obtain the widest possible market. Apples, when dried, are more concentrated than when fresh, compare favorably with bread, dried beans, and similar foods in the total amount of food material present, and the apple, either fresh or dried or preserved, a source of energy rather than of tissue forming material.

"On account of the great decrease in the total amount of apples produced in the United States, the fruit is becoming something of a luxury and is used rather for its pleasant flavor than for its food value. Ten cents worth of fresh apples, used as food, furnishes 1,467 units, (calories) of energy to the body; ten cents worth of perthouse steel furnishes 444 units (calories) of energy; ten cents worth of dried beans furnishes 892 units (calories), so that, in general, it may be said that the apple furnishes a wholesome, palatable and attractive addition to the food supply of the family; and the increasing production of the apple should help to set off the growing price of meat and other forms of food.

In speaking of the value of growing organizations, President Elliott said:

"A good example of the benefits of co-operation is shown by the results obtained by fruit growers' organizations. Not only in the handling and packing, but in the marketing of the fruit, and in various other ways, such as the construction of storage plants, too expensive for the individual growers, are the associations proving themselves of value to their members, and as time goes on they will become still more valuable.

**Mrs. Harriet L. West.**

Mrs. Harriet L. West died Sunday morning at 1:50 at the residence of her daughter, Mrs. E. D. Kanaga, of paralysis, after a short, but painful illness. Mrs. Kanaga accompanied the remains of her mother to their old home in Charlevoix, Mich., leaving Monday noon, where they will be laid to rest beside the husband.

Harriet L. Gardner was born at Binghamton, N. Y., August 13, 1850, where she spent her early life, and was married to L. A. West in 1878. Soon after she moved with her husband to Lake Geneva, Wis., and in 1890 moved to Charlevoix, Mich. About a year ago she came to live with her only daughter, Mrs. E. D. Kanaga, at Moscow, Idaho, and came with Dr. and Mrs. Kanaga, to Hood River last June.

**Reception to Sunday School Class.**

A very pleasant social affair was held in the parlors of the First Christian church last Wednesday evening when Miss Ware gave a reception to her Sunday School class, the Loyal Berens. About thirty young people were present. The evening was spent in games and music and light refreshments were served.

This class has been organized less than a month, but is already showing itself very much alive. A campaign is now on for new members. The class is expected to give a good account of itself at the rally next Sunday.

### BIG MEETING IN SALEM NEXT WEEK

Extensive plans have been made for the meeting of the Oregon Development League, which will be held in Salem Monday, Tuesday and Wednesday of next week. The league has failed to hold meetings for several years and in arranging the revival Secretary C. C. Chapman, has made great efforts to make it the greatest meeting ever held. Among the speakers on the program are some of the leading newspaper men, publicity agents, fruit experts, politician and railroad men of Oregon and the Northwest.

E. H. Shepard, editor of "Better Fruit," will speak Tuesday morning in the general discussion of local papers and magazines as boosting mediums. G. F. Schlosser, formerly of Hood River, now secretary of the Roseburg Commercial Club, will talk on the value of advertising in eastern and national publications. The meeting will close with a big banquet at the Salem Board of Trade on Wednesday evening.

President Charles Hall, of the Commercial Club, has appointed Mr. Shepard, Charles T. Early, James E. Montgomery and Charles L. Wheeler delegates to the meeting from the local club and he expects to attend some of the sessions. A reduced rate of one and a third fare for the round trip will be in force for all who attend the meeting and a certificate will be paid to Salem and a certificate will be given when signed by the secretary of the league, will be good for a one third rate returning.

**Henderson Tells Why.**

John Leland Henderson, Republican candidate for Representative from the 23rd District, explains his defeat in his statement of expenses filed with the Secretary of State. He says he expended nothing on the campaign. "I was defeated," he continued "by the Democratic candidate owing to the fact that Republicans voted for my opponent instead of voting for me, the regular Republican nominee."

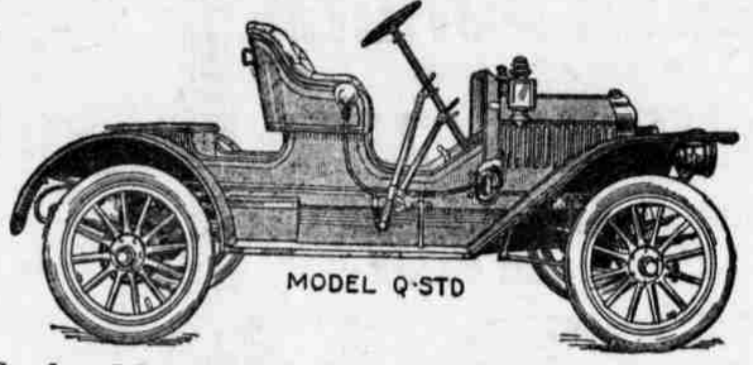
Sunday evening 5 o'clock, in the Unitarian church, the services will be under the auspices of the young people. The subject of the address will be "Pippa Passes."

## The First Real Cost Test Ever Made

### AUTOMOBILE VS. HORSE

"Maxwell" per passenger mile---1 8-10 cents  
Horse and buggy, passenger mile---2 1-2 cents

**Maxwell**  
THE ECONOMY CAR  
"Perfectly Simple---Simply perfect"  
Maxwell Model Q-11



**A PUBLIC test of the Maxwell Car and a horse and buggy on the streets of New York and its suburbs, under actual conditions of traffic, has just been completed.**

AUTOMOBILE 1 8-10 cents	
Expenses stop when not in use.	
Based on 10-Mile Trip	
Gasoline	.122
Oil	.014
Grease	.003
Tires and car depreciations	.23
<b>Cost per mile—two persons</b>	<b>.368</b>
<b>Cost per mile—one person</b>	<b>.18</b>

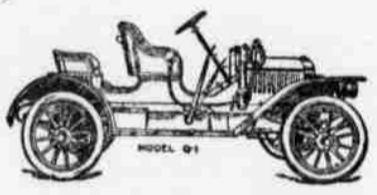
To operate an automobile the cost is based on gasoline at 25 c a gallon; oil, 50 c a gallon; grease 12 c a pound; depreciations and tires, .025 a mile; cost of gasoline per mile, .0122 (figuring 16 1/2 miles to the gallon) and not including storage. The average of 16 1/2 miles to the gallon of gasoline is based on tests of the Maxwell used in the economy test and is extremely low.

HORSE & BUGGY 2 1-2 cents	
Expenses continue when not in use.	
Based on 10-Mile Trip	
10 lbs. hay	.065
12 lbs. oats	.225
100 pounds of straw per month	.05
daily pro rata	.005
Horseshoeing—daily pro rata	.0083
Grease—daily pro rata	.0002
Depreciation	.002
<b>Cost per mile—two persons</b>	<b>.5182</b>
<b>Cost per mile—one person</b>	<b>.25</b>

To operate a horse and buggy the cost is based on hay at \$21.00 a ton; oats at 60 c a bushel; straw at \$1.50 cwt; horseshoeing, \$2.50 a month; grease at 12 c a month; depreciation harness and buggy, .005 a mile; horse, harness and buggy costing \$275.00 and lasting ten years, stabling not included.



### IT PROVES BEYOND DISPUTE



That the automobile is undoubtedly an economy.

That its low cost of operation surprises even its advocates.

That the extravagance of the motor car is voluntary and unnecessary.

That its pleasures are within the reach of men of moderate means.

That it is an indispensable factor in transportation and a utility.

That it is an implement which, if properly employed, will increase the earning power

of man, increase his time, extend his field and support his hands.

That the automobile industry, practically unknown ten years ago and now the fourth greatest industry in the United States, is fully vindicated and proven economically sound.

That the Maxwell car is the standard of that industry; the efficient, economical, reliable utility automobile, as near perfection as human intelligence and human handwork can make it under modern conditions.

### TEST OFFICIALLY SANCTIONED By The American Automobile Ass'n

We invited the Contest Board of the American Automobile Association to conduct this test in order that it might be in absolutely disinterested control. The board appointed judges to attest its results.

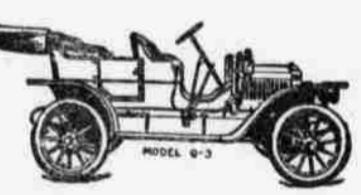
The two vehicles ran each day over a predetermined route. Each ran continuously for six hours, regarded as a normal day's work. Account was kept of every item of expense entailed. The needs of each ve-

hicle were supplied at roadside stores at current market prices.

Each day a different route was laid out, in order to cover all conditions of city and suburban traffic and all sorts of roads. One day they covered the densely congested districts of the city; another day they ran in infrequently travelled country roads. Everything was done to make the test normal, actual, eminently fair and conclusive.



### The Results Attested by its judges



The automobile costs 68-100 of a cent per passenger mile to operate.

The horse and buggy cost 1 44-100 of a cent per passenger mile.

The car covered 2 1-2 times the distance traveled by the horse.

The car averaged 76 3-10 miles a day at a cost of \$1.03.

The horse averaged 32 9-10 miles a day at a cost of 95 cents.

The car required 5 1-2 gallons of gasoline

and a pint of lubricant daily.

The horse needed 12 quarts of oats and 20 pounds of hay per day.

The other expenses—tire cost, up-keep and depreciation or similar charges brought the total cost of the car up to 1 8-10 cents per passenger mile, as shown in the table above.

The other incident expenses of maintaining a horse and buggy brought its total cost up to 2 1-2 cents per passenger mile as shown in the table above.

This is our answer to the charge made that the automobile is an extravagance. This proves that it is an economic factor that would save millions if the Maxwell were everywhere substituted for the horse and buggy.

**TIP-TOP MOTOR CAR CO.**

One Mile From Town on West Side

FIRESTONE & DIAMOND TIRES  
FULL LINE ACCESSORIES