

COLUMBIA BUILDING BLOCKS



THE BEST BUILDING MATERIAL FOR RESIDENCES, STORES, BUILDINGS, FOUNDATIONS, POTATO AND CHICKEN-HOUSES, Etc. Strong, Fireproof, Dry, Warm in Winter, Cool in Summer. We Also Manufacture Brick, Partition and Drain Tile.

For information write to COLUMBIA BRICK WORKS 771 Hawthorne Avenue Telephone East 136

PORTLAND, OREGON

We are selling Schillings Best Line with a Money Back guarantee if you are not satisfied after using them.

Kaesser's Grocery

Grocery of Quality E. E. KAESSER, Proprietor Phone 3192

The Fashion Stables Cars

To and from Parkdale are running on changed schedule. Automobile now leaves Hood River daily at four o'clock instead of four-thirty.

The Fashion Stables

Telephone 1201 Hood River, Ore.

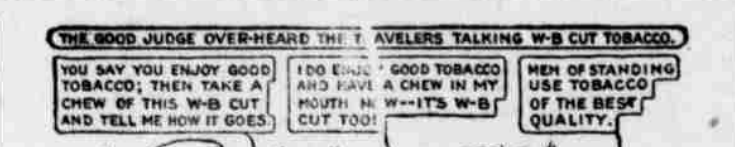
First National Bank

REPORT OF THE CONDITION OF THE First National Bank AT HOOD RIVER, in the State of Oregon, at the close of business on March 7, 1917

Table with columns for RESOURCES and LIABILITIES. Includes items like Loans and discounts, U.S. bonds, Capital stock, and Total amounts.

State of Oregon, County of Hood River, s: I, E. O. Blanche, Cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Subscribed and sworn to before me this 17th day of March, 1917. A. J. DERRY, Notary Public. Correct—Attest: A. D. MOE, C. DETHMAN, O. H. RHOADES, C. E. COPPLE, Directors.



IT'S natural that a gentlemanly feeling should prompt one man to tell another about W-B CUT Chewing, so he, too, may enjoy the contentment there is in rich, sappy tobacco—and also avoid so much chewing and spitting.

Made by WEYMAN-BRUTON COMPANY, 1107 Broadway, New York City

FULL TEXT OF THE ROAD BOND ACT

(Continued from last week)

The recent \$6,000,000 road bonding act, to be voted on by the people on June 4, is as follows:

Section 7. The following highways, to-wit:

1. The road running from the north line of Douglas county to Jackson county line over the line of the Pacific Highway as adopted by the State Highway Commission;

2. All that portion of the Columbia River Highway described in the fourth paragraph of the description of hard-surfaced roads as described in Section 6 of this Act, which the county courts of the several counties through which the same is located, shall not determine to prepare for paving with hard-surfaced paving as is herein provided, shall be considered a post road, and eligible to improvement as such under the provisions of this Act;

3. A road from Roseburg, by Myrtle Point and Coquille to Marshfield;

4. A road from the Pacific Highway from a point at or near McMinnville, by Willamina to Tillamook city;

5. A road from The Dalles by way of Dupont and Shaniko to Redmond, Bend and from thence to Klamath Falls;

6. A road from Bend to Lakeview;

7. A road from an intersection with the Columbia River Highway at a point either north or south of Douglas county, by way of Condon, Fossil and Spray and thence up the John Day valley to such point as the Highway Commission shall elect, and from thence to Vale and the Idaho line;

8. A road from Astoria, through Union and Willowa counties to Joseph;

9. A road from Bend, through Burns and Harney to Vale;

10. A road from a point on the Columbia River Highway at a point either north or south of Douglas county, by way of Condon, Fossil and Spray and thence up the John Day valley to such point as the Highway Commission shall elect, and from thence to Vale and the Idaho line;

11. A road from a point on the Columbia River Highway at a point either north or south of Douglas county, by way of Condon, Fossil and Spray and thence up the John Day valley to such point as the Highway Commission shall elect, and from thence to Vale and the Idaho line;

12. A road from a point on the Columbia River Highway at a point either north or south of Douglas county, by way of Condon, Fossil and Spray and thence up the John Day valley to such point as the Highway Commission shall elect, and from thence to Vale and the Idaho line;

13. A road from a point on the Columbia River Highway at a point either north or south of Douglas county, by way of Condon, Fossil and Spray and thence up the John Day valley to such point as the Highway Commission shall elect, and from thence to Vale and the Idaho line;

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prescribed by said Commission and shall have the same effect as if the requirements of said Commission and shall have prepared the foundation in accordance with the requirements of said Commission, then said Commission shall let contracts for otherwise provided according to law for the completion of said hard-surfaced roads by causing said roads to be finished and hard-surfaced according to plans and specifications prepared by said Commission, and the funds hereunder provided shall be derived from the sale of said bonds, provided for in Section 3 hereof.

Section 11. The State Highway Commission shall pay the interest upon said bonds the same shall be deemed due, from any funds subject to its control, from whatever source the same may come, and the payments upon the principal of said bonds, as the same shall become due, shall be paid by said Highway Commission from any funds within its control, without regard to the origin of said funds.

Section 12. Any surplus or unexpended balance of funds hereunder provided under the operation of House Bill No. 509, passed by this Legislative Session, which bill is entitled "For an Act to amend Chapter 174 of the General Laws of Oregon for 1915, as amended by the Senate and House of Representatives of Oregon for 1915, and as amended by Chapter 350 of the General Laws of the State of Oregon for 1915; providing for regulating the use of registration, license identification, conduct and operation of vehicles operating upon the public roads, streets and highways of the State of Oregon; to regulate and license the persons who drive the same; to prescribe penalties for violation hereof; and to prohibit the unauthorized use of a vehicle, and to provide a penalty therefor; to license and identify all motor vehicles; to limit the authority of cities and towns on like subjects concerned with said vehicles; to prescribe the duties of the Secretary of State in relation to the handling and distribution of the funds derived from the operation of this Act and to repeal all Acts and parts of Acts in conflict herewith," remaining after the payment of all claims incurred in carrying out the provisions thereof, estimated by the Secretary of State as necessary to defray any further administrative expenses of any kind, shall be paid over, shall be transferred on the first day of April and the first day of October in each year by the Secretary of State to an account to be expended under the jurisdiction of the State Highway Commission in payment of the interest and principal on said bonds, and shall be used upon bonded indebtedness of the State of Oregon, contracted for road purposes under the provisions of this Act for the provisions of the said House Bill No. 509, as amended, in accordance with Section 8, of this Act. Any remainder of such surplus or unexpended balance so transferred to the jurisdiction of the State Highway Commission shall be subject to the payment of any claims against the State of Oregon, or contracted by said Commission.

Section 13. The State Highway Commission is hereby authorized and empowered to enter into contracts for the purpose of constructing the roads provided for in this Act; provided, however, that all contracts shall be let according to law and in open and public session of said Commission; provided further, that if, in the opinion of a majority of the members of said Commission, the lowest bid for the construction of any of the roads or parts of roads herein authorized to be constructed, shall be excessive, then and in that event, said Commission shall have the right and it is hereby empowered and authorized to reject all bids and to construct under its own direction and supervision, all of such roads or any part thereof, and to this end to accomplish this purpose said Commission is hereby authorized and empowered to purchase or lease all necessary machinery, equipment, tools and appliances and to employ all necessary help and labor and to do all things necessary and convenient to carry out the provisions of this Act.

Section 14. This act shall be referred to the people for their ratification or rejection at a special election to be called in the manner provided by law, said election to be held on the 4th day of June, 1917, and shall be in full force and effect as soon as ratified by the people at such election.

Section 15. On account of the importance of the early decision of this matter and the importance of getting the construction of roads, this act is necessary for the peace, health and safety of the people of the state of Oregon, and the special election hereinabove declared should not be delayed beyond the time hereinabove provided for, and for this reason an emergency is declared to exist, and this act shall be in full force and effect in accordance with the terms and provisions therein set forth, from and after its passage, as regards said special election.

When to take Chamberlain's Tablets

When you feel dull and stupid after eating.

When constipated or bilious.

When you have a sick headache.

When your back aches after eating.

When you have indigestion.

When nervous or despondent.

When you have no relish for meals.

When your liver is torpid.

Obtainable everywhere.

Studebaker Battery Driven Overland

A battery of nine new 1917 model Studebaker automobiles arriving here from Portland over the Highway Sunday afternoon created a keen interest on the part of local motorists. The machines were being driven through to Sunnyside, Wash. A garage concern of that city, fearing a delay on account of the threatened strike on the part of railway brotherhoods, hurried the cars to their display rooms overland. The drivers of the Studebaker battery had unstinted praise for the Multnomah end of the Highway, but declared that the Hood River end was still too rough for comfortable driving.

The Sunnyside dealers report that they have sold 43 Studebakers this season.

How to Prevent Croup

When the child is subject to attacks of croup, see to it that he eats a light evening meal, as an overloaded stomach may bring on an attack, also watch for the first symptoms—hoarseness and give Chamberlain's Cough Remedy as soon as the child becomes hoarse. Obtainable everywhere.

Strife Will Lecture

Albert Strife, an attorney of Portland, will deliver a lecture at the corner of Oak and Second street next Saturday afternoon, if the weather permits. If the weather is inclement his talk will be given at Library hall. Sunday Mr. Strife will lecture at Odell.

Films, Cameras, Photo Supplies—Slocum, Canfield Co. m-17

Money Talks

Fruit Growers

Northwestern Fruit Exchange No. 25—Transportation Department

TO FRUIT GROWERS:

Transportation is the great "staff of life" of all commerce. It is a great technical subject, which can be dealt with successfully only by trained experts. This is especially true as respects perishable fruits. Fruit tariffs are extremely technical and complicated, and are constantly undergoing changes. These tariffs cover not only transportation rates, but lay down the rules for ventilation, for protection from freezing, for refrigeration, for diversion, for demurrage and every other detail of the service. The rules applying on certain lines do not necessarily apply on others. All this involves expert work on the part of the shipper or his agency if the growers' interests are to be broadly protected throughout. The almost universal terms of sale in the fruit trade—whether as respects oranges, or apples, or what not—are "SUBJECT TO INSPECTION AND ACCEPTANCE AT DESTINATION." In other words, the absent buyer views naturally and properly wants to make sure that the seller has delivered what the buyer ordered. Practically, this places the burden of the transportation risk on the seller, and makes it absolute and certain that the seller provide himself with the best facilities for protection.

A "jack of all trades" is usually "master of none." The EXCHANGE has always worked on the principle that each of its operating departments should be completely organized and manned with professional talent of the best quality available.

J. CURTIS ROBINSON, manager of the TRANSPORTATION DEPARTMENT of the NORTHWESTERN FRUIT EXCHANGE, has occupied this important position for six and a half years, or ever since the EXCHANGE began business. He was selected for his particular fitness for this work, having spent his life in the transportation business. He has three trained assistants in his department. The department concerns itself exclusively with matters of transportation and telegraph traffic. Its functions are very broad and its service of vital importance to every grower-patron of the EXCHANGE. These functions are briefly as follows:

RAILROAD AND STEAMSHIP RATES AND CHARGES

The cost of transportation is so large a proportion of the total cost of our product that it is of the utmost importance that the rates to all points are equitable and consistent with the service rendered. In order that the growers' interests in these matters should be fully protected, a complete set of tariffs is kept in this office, and one man in the TRANSPORTATION DEPARTMENT does little else but read these tariffs and analyze them. They are constantly being amended, so this work is never-ending and of vital importance. Here are some of the practical results which stand to the credit of this EXCHANGE:

1. Reduction of rate on apples from Wenatchee Valley points to San Francisco from 45c per cwt. to 42c per cwt.

2. Reduction of rate on apples, Yakima Valley points to San Francisco, from 45c to 43c per cwt.

3. Secured amendment of diversion clause in transportation tariff, whereby by the \$2.00 charge for each diversion is discontinued where change of routing or change of consignee ONLY is made. Formerly these changes carried the \$2.00 charge.

4. The EXCHANGE worked very hard and was largely instrumental in getting the railroads to install the present system of "average weights" instead of the former system of estimated weights, which necessitated weighing a certain number of boxes on each variety loaded. This change has proven very convenient and economical to growers and shipping associations.

5. By hard, personal work with officials of the Pacific Coast S. W. Co., Robinson convinced them that the contemplated advance in freight rates between Seattle and San Francisco, San Pedro (Los Angeles) and San Diego would be inconsistent and inadvisable, and actually averted this threat.

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7. For nearly THREE YEARS Mr. Robinson worked doggedly and persistently, to break down the rate barrier which, more than anything else, prevented the successful development of a new consuming territory, viz: the South Atlantic States—of that territory (or nearly