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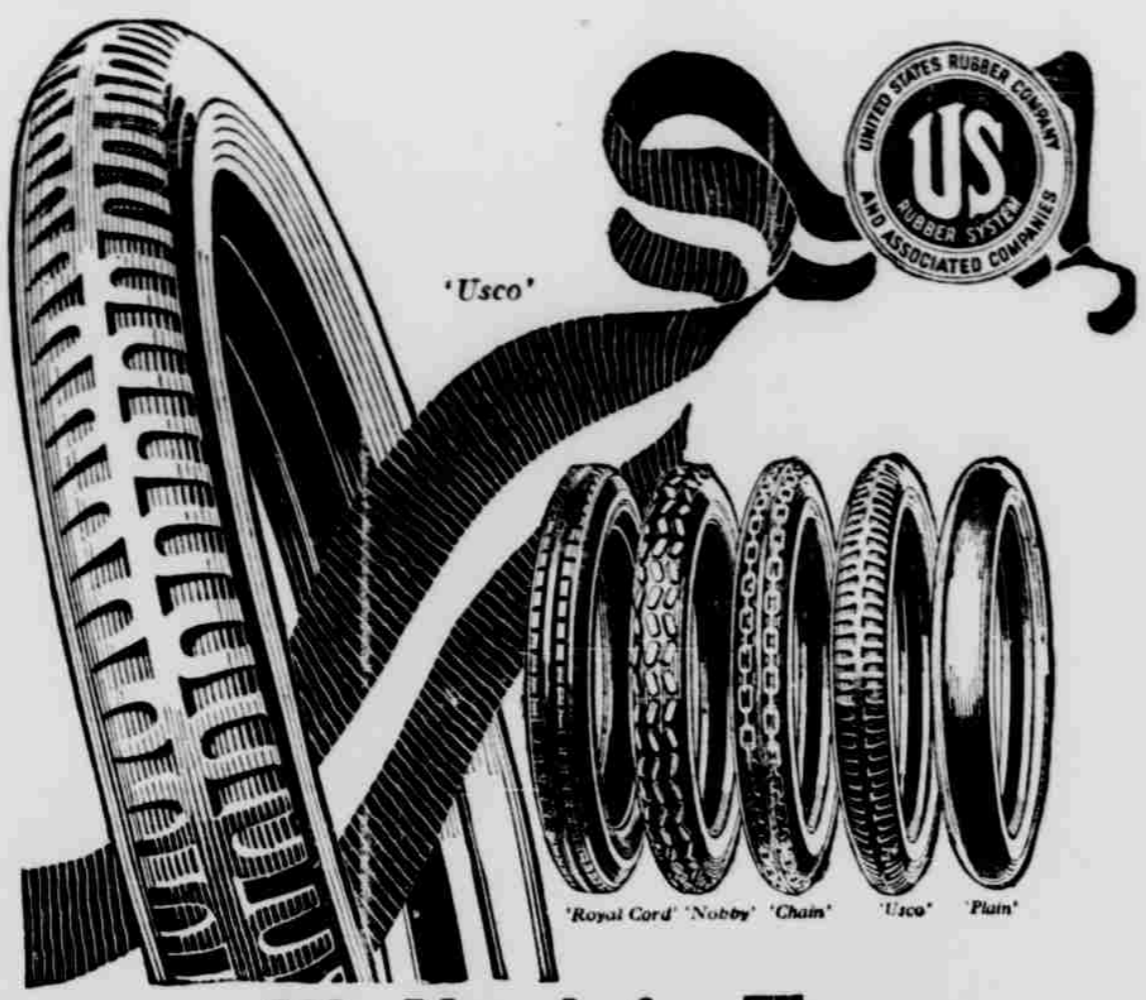
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 Of all the tires that are made, —why do you suppose we prefer to sell United States Tires?
 Because they are made by the biggest rubber company in the world. And they know how to build good tires.
 They have choice of materials,—they have immense facilities,—they employ many exclusive methods.
 They can go to greater lengths in testing, improving and perfecting the things that make good tires.
 We find it good business to sell United States Tires.
 And—you will find it good business to buy them. They are here—a tire for every need

United States Tires are Good Tires

We know United States Tires are Good tires. That's why we sell them.

L. E. FOUST, HOOD RIVER, OREGON

ALL DAY MEETING AT METHODIST CHURCH

A big day is planned for the Methodist church Sunday. Dr. George B. Pratt, of Portland, will speak at 11 a. m. Dr. Pratt is a layman of great prominence, with a message to all. His message is so stirring that he is booked for weeks ahead to speak in our largest churches. Plan now to be present Sunday. At the noon hour the members and friends will have their lunch together in the basement. Each family is requested to bring some two or three articles of food, which will be placed together to form the lunch. At 2:00 o'clock in the afternoon an

old fashion Love Feast will be held. Sunday school at 10:00 a. m., and Epworth League at 7:00 p. m. A special invitation is extended to strangers. J. D. Lawellen, Pastor.

Tazwell's Peaches Fine
 Robert Tazwell expects to harvest \$2,000 from "filer" peach trees on his ranch on the Columbia River Highway west of here this summer. Mr. Tazwell, whose peaches are of the Charlotte variety, expects to secure 1,000 20-pound boxes. Some of his trees will yield 20 boxes.
 S. G. Osborn, of the Barrett district, who has the only other large peach orchard in the Valley, will harvest nearly 1,000 boxes of assorted varieties.

Oregon Lumber Co. Develops Tract
 To develop the Dubois timber tract and other holdings of the Eccles interests in Washington and Columbia counties, construction work has begun on 35 miles of railroad extending into the tract from Wilkesboro, according to Charles T. Early, general manager of the Oregon Lumber Company. A contract for building the road has been let to the Utah Construction Company of Salt Lake City.

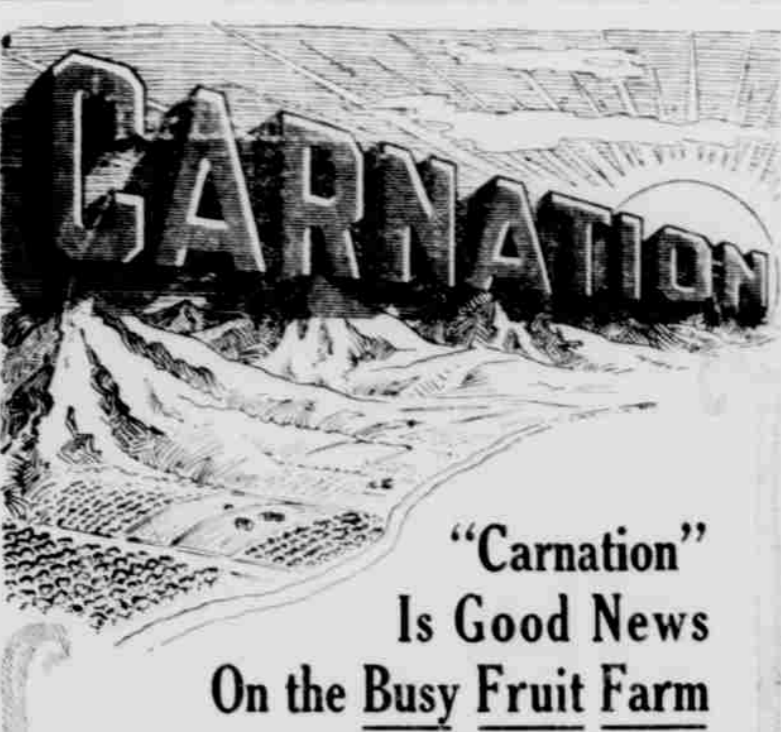
VACATION NOTES

"The Puget Sound country is a delightful goal for the summer motorist," says E. O. Blancher, just back

from a vacation spent in the Crescent Lake and Hood Canal region. "Our party ferried from Port Angeles across to Vancouver and visited the pleasant nooks there and saw some of the British Columbia roads. They are fine."
 Mr. Blancher says that he was impressed while in the Canadian provinces at the interest the citizens there were taking in the agitation against the high cost of living in this country. "While prices seem a little higher across the border than they are here," says Mr. Blancher, "the Canadians do not seem to look for much relief from their own government. However, they think that anything accomplished in the United States to bring down the high cost of living will have an immediate beneficial effect for them."
 "We visited Aberdeen and made the trip through the Olympics along Hood Canal stopping one night at the Antlers Hotel on Lewis and Clark, once a beautiful place similar to our Lost Lake in size and surroundings. The large timber has been recently cut and fires left a blackened waste which it will take years to efface. We should jealously guard our Lost Lake against any such misfortune."
 Lake Crescent, twenty miles west of Port Angeles is the mecca of all tourists. It is about 18 miles long and two miles wide and is provided with good hotels and splendid camping grounds and is an ideal spot for a real outing.
 At Port Angeles we crossed to Victoria and after making the principal scenic trips to Vancouver Islands we again took the boat to Vancouver on the main land. Both cities are well worth seeing in my opinion, and how they do appreciate our money! An acquaintance readily cashed my check for fifty dollars on the First National, Hood River, paying me \$32.50 for it and assured me that he would profit by the transaction.
 Roads? Well, we found the usual variety, paved gravel and dirt, the latter usually rotten. The worst roads were really dirt, however, to detours caused by extensive paving work being done at this time. Our party were all wishing we had the good roads of Hood River Valley to travel over instead of the many miles of worn out macadam in Washington. We took one such time, however, and made the 1200 mile trip without any tire trouble whatever.
 I was impressed with the general feeling of optimism and apparent prosperity everywhere. Mr. and Mrs. H. H. Larkin, formerly of Hood River, are well established at Bellingham, Wash., and wished to be remembered to their many Hood River friends.

While reports, brought by a number of other motorists on the Portland-Astoria highway have not been flattering, K. B. Perigo, who is just back with his family from a tour of beach points, declares that he found conditions fairly good.
 Mr. Perigo traveled out of Portland by way of Newberg, McMinnville, Sheridan and Grand Ronde Indian reservation to Tillamook, a distance of 180 miles from Hood River.
 "We found the roads down through the Willamette valley and over the coast mountains to Tillamook in pretty much the same condition they are here in the Hood River valley. Some spots were better than others, of course, but all in all the going was better than we had expected. The 50 miles up the coast to Astoria from Tillamook is as fine road as anyone could ask for. We stopped at Cannon Beach for several days. It is the best beach on the coast. Eight or nine Hood River families have been there this summer.
 "We returned home by way of Astoria. The distance to Portland is about 130 miles. We took an easy pace and spent seven hours en route. I had expected from some of the reports reaching us that we would hit trouble, but it seems that this route changes almost overnight. One day a motorist may think the route is terrible because of miles of freshly spread crushed rock, while the next this has all been rolled out smooth."

Motoring from Hood River to Astoria is like going to Heaven," declares Cecil Lafferty, local automobile fan who accompanied by Frank Gilbert, returned last week from the coast. "It is fine after you get down where the cooling breezes blow, but it certainly tries the patience of the most faithful in negotiating the bad roads encountered.
 "Between Portland and Astoria we ran into five paving plants. For miles the roads are covered with crushed rock, sharp-edged and death on tires. Unless you can afford new tires before finishing the trip, it behooves you to drop into low gear and crawl. We did this going down, when we started home we shipped our car from Astoria to Portland.
 "It certainly was good sailing out up the Columbia River. Highway from Portland, but at the Multnomah-Hood River county line we ran into a blocked road. They held us until the noon hour, when the traffic jam there, with motorists from all over swapping yarns and telling of road experiences, was allowed to pass on.
 A party of Astoria motorists, who have been touring since August 3, having visited British Columbia and Victoria, returning here last week by way of the Snoqualmie Pass and North Yakima, declare that the worst stretch of highway encountered in the entire trip was that between Sunnyside and Mabton, Wash.
 "The condition is not going to last, however," says Richard Caruthers, member of the party, "for they are already at work on a new road in the Mabton section. The tourists have high praise for the roads of Victoria Island and the British Columbia country. They toured the Georgian Circle. The members of the party were: Mr. and Mrs. Richard Caruthers and son, Eben, Mrs. W. E. Tarrant and daughter, Miss Laura Elizabeth, and Victor Crick. While here the Astoria people called on Mrs. Emma E. Epping and family.
 A party of men on a pleasure tour of the Northwest passed through here Tuesday en route to Minneapolis. From Portland by way of Salt Lake City, they had visited Yellowstone, but after a night spent in camp at Eagle creek, they declared that the Columbia Highway, with its enticing cliffs, river gorges and canyons, surpassed any scenic place they had visited.
 The members of the party were: Lewis L. Drill, former star baseball player of the American League, of St. Paul; Judge H. S. Gifford, of Minneapolis; and Harry Drill, of Christoba, Panama.
 The worst stretch of road that we found between here and Sunnyside," says O. W. Hoffman, superintendent of schools of the latter place, "was the 10 miles between Lyle and White Salmon. The road has been cut full of small ruts and is extremely dusty."
 Mr. Hoffman crossed the Columbia from White Salmon for a visit with E. T. Robinson, local city school superintendent, before proceeding with Mrs. Hoffman and daughter to coast points on an outing.



"Carnation" Is Good News On the Busy Fruit Farm

"Carnation" to the hurried fruit farmer—at this time of year especially—means freedom from the costly annoyance of caring for cows.

To his wife it is just as much a blessing, for it gives her exactly the quantity of fresh, sweet milk she needs whenever she needs it—and no straining to do, no pails and pans to scald and wash.



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This organization claims the Dixie to be a passenger car of exceptional value. It offers as evidence the numerous refinements of the car, many of which are found only in automobiles selling at higher prices.

We make this claim without intimation that the price of other cars is excessive. It is done merely to show that at the price, the Dixie Flyer affords a splendid opportunity to own an advanced car, and yet, one that even the man of moderate means can afford to buy and operate.

The evidence presented tells a wonderful story of automobile goodness. A comparison, unit for unit, with cars selling at higher prices substantiates our claim that the Dixie is a car of rare value.

We, alone, do not vouch for the dependability of the various units. They are manufactured by reliable concerns—they are recommended and approved by makers of automobiles which are listed at prices above that of the Dixie.

How we can sell a car at the price, equipped with these fine units, is a part of another story. Here's the car, completely equipped, at \$1535, Hood River. Make your comparison—judge the Dixie Flyer on its merits.

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