

THIS WEEK ONLY

FREE

Trial Offer

With every 5 lb. Sale

of  
**Golden West  
Coffee**

we are giving

ONE POUND FREE

If you are a regular user of GOLDEN WEST COFFEE you will lay in a supply of your favorite Coffee while this sale is on. If you haven't yet experienced the invigorating pleasure of GOLDEN WEST COFFEE now is your opportunity to get it.

Remember---Your money back if

**GOLDEN WEST  
VACUUM PACKED  
COFFEE**

doesn't seem "just right."

E. E. KAESSER.  
N. H. McMILLAN.  
HOLMAN & SAMUEL.



COFFEE SPECIAL

**GOLDEN WEST COFFEE**  
The "Just Right" Kind

Free Demonstration, Monday, Feb. 28th  
With every 5 lb. can sold we will give 1 lb. free.

GOLDEN WEST COFFEE is a Portland product and we endeavor to use "Home Products" as near as possible.

**SANITARY MARKET & GROCERY**  
HOLMAN & SAMUEL  
Phone 1811

Rubber Stamp Ink at Glacier Office

**LABOR RULES COST  
ROADS MILLIONS**

Public Directly Interested in Effort to Stop Drain on Carriers' Income.

BIG SUMS FOR WORK NOT DONE

Railways Asking Labor Board to Abrogate Wasteful Agreements Made Under Federal Control.

"The entire country, its consumers, its farmers, its workmen, and even the railway employees themselves, are directly interested with the railroads in cutting down railway operating expenses."

This is the keynote of the case presented by the railroads to the United States Railroad Labor Board, now in session in Chicago.

The railroads have submitted evidence to the board to show why the National Agreements affecting railway shop labor should be abrogated, believing that this is a vitally important step in the process of reducing operating expenses.

This step is not only necessary to insure adequate earning power to the railroads, but will make possible an ultimate reduction in rates.

The agreements were made by the Railroad Administration just before the end of Federal control. The sum total of the rules and working conditions provided by the National Agreements have increased the operating expenses of the railroads by hundreds of millions, and have decreased the efficiency and output of the employees in other ways resulting in losses which cannot be calculated in dollars and cents.

For several weeks the railroads have been multiplying instances of the absurd and extravagant results of the labor rules fastened upon them by the National Agreements.

In one case cited before the board a machinist was paid 1 1/2 hours' wages for work all performed within eight hours. This case illustrated the effect of the rule that for each "call" the worker is to be paid five hours' wages even if he works only ten minutes.

The case of a car repairer on the Virginia Railway, who was recently paid over \$1,000 for services which were never rendered, and in addition the same amount of overtime as was made by his gang, was another example.

In connection with the rule that none but mechanics or apprentices shall do mechanics' work, the following was cited to indicate its unfairness:

**Five Hours' Pay for 30 Minutes' Work**  
"The El Paso & Southwestern Railroad recently had an engine set out at Douglas, and about the time it was ready to go to its train it developed that a window light was broken in the cab. It was necessary for the foreman to call a carpenter to do the work that he could have performed himself in a few minutes. The train was delayed one hour and 30 minutes, and the employee called to do the work was paid five hours for work requiring 30 minutes."

The inefficiency created in inflexible application of the rules contained in the agreements in question was illustrated in the following actual case which recently occurred on the Baltimore & Ohio Railroad:

"An engine was placed in the shops for certain repairs. Because of the provisions of the National Agreement it was necessary that members of five crafts perform parts of this work; formerly, the entire operation was performed by the members of but two crafts."

**\$6,500,000 for Work Not Performed**  
How the railroads of the country were compelled to pay almost \$6,500,000 in the first six months of 1920 for service not rendered because of the effects of but one of the 182 rules included in the Shop Crafts National Agreement was shown in the testimony.

This punitive payment for work never performed was required by a clause in the National Agreement, which provides that when employees are required to check in and out on their own time they will be paid one hour extra at the close of each week.

The rigid classifications of labor, when taken in connection with the rule that requires that a man must have four years' experience before being employed to perform any of the work listed in them, result in paying rates applicable to men who are supposed to be fully qualified for work which does not require men of four years' experience.

To illustrate how the inflexibility of many of the rules now enforced operate to mulct the railroads of large sums for services which in the absence of these rules could be obtained for relatively moderate sums, evidence was laid before the Labor Board showing that three men who were employed at a small pumping station in Michigan, performing unskilled work, would, when classified under the rules, receive an excess of pay amounting to more than the value of all the water pumped and current generated at this station.

The Chicago testimony contains literally hundreds of instances such as these, all supporting the contention of the railroads that the labor rules under which they have been forced to work are such as to prevent the "honest, efficient and economical management" demanded by the Transportation Act.

**Motorists Travel All Winter**

Each week during the past winter motorists, leaving transcontinental travel, have been noted passing through here over the Highway. Last week F. J. McPagnette and D. W. Bratton, of Umatilla, passed through Hood River en route to southern California by automobile. Their car was plastered with a half-inch coat of eastern Oregon mud, and, they declared, they had been bucking snow drifts. The young men stated that the worst roads encountered were met with just east of The Dalles.

**GRANGE NAMES ITS  
COOPERATIVE BOARD**

An organization meeting of the stockholders of the Hood River Grange Cooperative Exchange met at Library Hall last Saturday afternoon. Those elected to the board of directors are: O. M. Bailey, Parkdale; F. P. Friday, Pine Grove; J. C. Duckwall, Odell; Wm. Munroe, Park; and J. R. Forde, member at large. In discussing the meeting, Mr. Forde says:

"Other matters pertinent to the cooperative movement were entertained with extraordinary good will and enthusiasm. At the meeting proposals of attractive locations were received. The board was instructed to take these and others under consideration with a view to selecting the most desirable location possible in the down-town district. Pending this decision, the possibility of utilizing one of the numerous truck lines between here and Portland for delivery of goods is being considered."

"While this marks the organization of the first grange cooperative store in Hood River it is by no means the first in the state. The state grange has had for more than a year a store at Portland through which many of the local grangers have secured exceptional trade advantages. Sherwood and Corvallis have been successfully conducting their cooperative stores for a number of years."

"Our sister state, Washington, is now conducting one of cooperative stores and five mills with headquarters at Seattle doing over a million dollar business annually. They have established a National Bank at Seattle and are cooperating in labor in establishing another at Spokane. With such a combined purchasing power the local cooperative will secure at once exceptional advantages in the wholesale trade."

"With a rousing cheer, 'We'll Stick' the members adjourned subject to an early call of the board of directors for completion of the organization."

**SANTA FE'S PROUD POSITION**

Boast Is That One Must Go to New Mexico to Find the Real American Art.

The new museum of Santa Fe claims that "one must go to New Mexico to find an American architecture and an American art." The terraced houses of the Pueblos, the Franciscan missions, are ingenious, for they have been produced by the environment, the native building material, and the climate. In Santa Fe, through the efforts of the School of American Research, there has been fostered a renaissance of this ancient American architecture, one of the fairest results being the Museum building, or Temple of St. Francis and the Martyrs.

Six of the ancient Franciscan mission churches, 300 years old, are reproduced in the facade, without destroying the unity of its appearance; they are Acoma, San Felipe, Cochiti, Laguna, Santa Ana and Pecos. The outlines are hard, stiff plumb lines or parallels, such as mark the California mission style. The massive doors of Santa Clara have been reproduced. There are cloisters and, of course, a patio. The new museum is an art gallery, part of the Museum of New Mexico, whose priceless archeological and historical collections are housed in the Palace of the Governors. Here are Taos and Santa Fe art colonies, numbering about 40 artists of international note.

**WAS USED TO QUICK ACTION**

Moving Picture Scenario Writer Accustomed to Taking Things "on the Fly," as It Were.

He had never seen her before, but he fell in love with her as she stepped from the surface car. "Come," he said, grabbing her by the arm. "We will take a taxi to the nearest clergyman and be married."

While waiting for the minister to put on a clean collar, wash his hands and otherwise prepare for the ceremony, the young man telephoned to the nearest furniture store. "Hello! Is this the general manager? Well, I want you to furnish a three-room apartment for me. There is one advertised in this morning's Planet, No. 42 West One Hundred and Steenth street. Yes, it is not very far from you. Have the furniture there in ten minutes, please!"

Eleven minutes later a taxi raced through One Hundred and Steenth street, and the bride and groom entered their new home.

"Doesn't this seem—a little bit sudden to you?" asked the bride, as she sat down to get her breath.

"No, not exactly," replied the groom. "In fact, it seems the most natural thing in the world. You see, for the last five years I've done nothing but write moving-picture scenarios."—Film Fun.

**Liberty Is Responsibility.**

Peace and order and security and liberty are safe so long as love of country burns in the heart of the people. It should not be forgotten, however, that liberty does not mean lawlessness. Liberty to make our own laws does not give us license to break them. Liberty to make our own laws commands a duty to observe them ourselves and to enforce obedience among all others within their jurisdiction. Liberty is responsibility, and responsibility is duty, and that duty is to preserve the exceptional liberty we enjoy within the law and for the law and by the law.—McKinley.

**O. W. R. & N. Co. Time Table**

**WEST BOUND**  
No. 23, Portland Express... 4:40 a. m.  
No. 11, Spokane-Port. Pass... 5:55 a. m.  
No. 19, St. Louis, Kan. City, Denver, passenger.  
No. 1, Pendleton-Port. Local... 3:20 p. m.  
No. 17, Chi., Omaha, Denver, Kan. City, Salt Lake (5:15 p. m. to Portland, passenger.)  
**EAST BOUND**  
No. 24, Port.-Salt Lake, pass... 12:55 a. m.  
No. 2, Port.-Pendleton Local... 9:45 a. m.  
No. 18, Port., Salt Lake, Den., Kan. City, Omaha... 10:55 a. m.  
Chicago, passenger...  
No. 4, St. Louis, Kan. City, Denver, passenger... 7:20 p. m.  
No. 12, Port.-Spokane, St. Paul, Chicago Pass... 9:25 p. m.

**Traffic Infractions**

J. A. Thurner, of Wyeth, appeared before Justice of the Peace Othank Monday to answer a charge, preferred by Traffic Officer Murray, of operating a tractor on the Highway. Justice Othank took no action, stating that further investigation will be made.

E. H. Hartwig was cited to appear before City Recorder Howe on a charge of improper parking. He was allowed to go with a warning.

**Report of the Condition of the**

**FIRST NATIONAL BANK**

at Hood River, in the State of Oregon, at the close of business February 21, 1921.

RESOURCES.	
Loans and discounts	\$500,337.07
Overdrafts unsecured	48.00
U. S. bonds deposited to secure circulation	\$100,000.00
Pledged as collateral for U. S. or other deposits or bills payable	25,000.00
Other real estate owned	10,775.50
Total U. S. gov. securities	141,075.50
Bonds other than U. S. bonds	5,000.00
Postal savings deposits	5,000.00
Bonds and securities other than U. S. securities	27,000.00
Pledged as collateral for state or other deposits (postals) excluded or bills payable	27,000.00
Bonds, not including stocks, owned and unpledged	114,487.21
Total bonds, securities etc., other than U. S.	147,048.71
Stock of Federal Reserve Bank, 5% subscription	3,000.00
Value of bank's assets, owned and unimpaired	42,000.00
Furniture and fixtures	8,500.00
Real estate owned other than bank's house	600.00
Lawful reserve with Federal Reserve Bank	36,314.02
Cash in vault and net amounts due from national banks	79,260.14
Net amounts due from banks, bankers and trust companies	105.90
Checks on other banks in same city or town as reporting bank	883.23
Checks on banks located outside of city or town of reporting bank and other cash items	1,500.00
Redemption fund with U. S. Treasurer	5,000.00
Interest earned but not collected, approximately on notes and bills receivable not past due	3,500.00
Total	\$969,982.57

**LIABILITIES**

Capital stock paid in	\$100,000.00
Surplus fund	20,000.00
Undivided profits	\$11,293.28
Less current exp., int., etc.	3,133.73
Interest and dividends accrued or credited in advance of maturity and not earned—approximately	3,500.00
Circulating notes outstanding	94,500.00
Net amounts due National Banks	439.93
Cashier's checks outstanding	4,078.28
Individual deposits subject to check	350,567.50
Certificates of deposit due in less than 90 days (other than for money)	909.00
State, county or other municipal deposits secured by pledge of assets of this bank	22,147.50
Time deposits subject to reserve, payable after 30 days, or subject to 30 days or more notice, and postal savings	22,645.75
Other time deposits other than for money borrowed	380.37
Postal savings deposits	289,164.39
Other time deposits other than for money borrowed	10,000.00
Total	\$969,982.57

Aggregate amount of salaries or compensation paid by this bank to Chairman of Board, President, Vice Presidents, Cashier and Assistant Cashiers for month of January, 1921, \$78.38; Annual salaries of these officers at January, 1921, rate of pay, \$695; number of these officers on date of this report was 4. Aggregate amount of salaries or compensation paid to all other employees of the bank for the month of January, 1921, \$23; Annual pay of these employees on basis of the January, 1921, rate of pay, \$640; number of these employees on date of this report was 4. State of Oregon, County of Hood River—L. S. J. Moore, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. L. S. J. MOORE, Cashier.

Subscribed and sworn to before me this 14 day of March, 1921. C. C. CREW, Notary Public. My Notary Public expires January 22, 1922. Correct—Attest: E. O. Blanchard, C. DeHaman, O. H. Rhoades, Directors.

**NO 33. REPORT**

**Of the condition of the**

**MOSIER VALLEY BANK**

At Mosier, in the State of Oregon, at the close of business, February 21, 1921.

RESOURCES.		DOLLARS CTS	
Loans and discounts		\$45,152.50	
Overdrafts, secured and unsecured	none		
Bonds and warrants		33,175.85	
Banking House		3,800.00	
Furniture and fixtures		2,000.00	
Other real estate owned		620.00	
Due from approved reserve banks		11,006.74	
Cash on hand		5,277.75	
Total		\$101,032.84	

**LIABILITIES**

Capital stock paid in	\$10,000.00
Surplus fund	2,500.00
Undivided profits, less expenses and taxes paid	1,096.11
Dividends unpaid	10.00
Individual deposits subject to check	75,633.53
Cashier's checks outstanding	94.90
Time and savings deposits	8,548.30
Notes and bills rediscounted	2,500.00
Reserve for interest and taxes	400.00
Reserve for bond adjustment	250.00
Total	\$101,032.84

STATE OF OREGON, ss. COUNTY OF WASHINGTON, ss. I, L. J. MERRILL, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. L. J. MERRILL, Cashier.

Subscribed and sworn to before me this 25th day of February, 1921. W. E. CROOKS, City Recorder, City of Mosier, Ore. CORRECT—Attest: Chas. T. Bennett, J. J. Carroll, Directors.

**MORSE AND SPARKS  
BUY SHOP, STORE**

Frank Morse, who has been engaged with the shop as a mechanic for several years, and Edward A. Sparks have purchased from J. F. Volstorff the tire shop and motor accessories store formerly operated in connection with the Heights Garage. Mr. Sparks was formerly employed with the old business. The new owners will continue the operation of their business at the old location at Twelfth street, on the Heights.

**Patrons Compliment Store**

At the anniversary celebration of Holman & Samuel's Sanitary Market and Grocery store Monday, about 300 visitors called and partook of the delicious refreshments served. Messrs. Holman & Samuel served coffee, cream, cookies and doughnuts. They received many compliments on their first birthday.

The Log Cabin Baking Co. presented the firm with a birthday cake 18 inches in diameter. The United States Bakery driver, William Johnson presented them with a hanging basket filled with cut flowers.

**Frankton Wins**

A basketball team composed of local Telegram carriers went down to defeat Saturday night before Frankton junior high by a 19 to 9 score. Captain Griffith of the losers was high-point man, with nine points.

**HORSES  
For Sale**

Will arrive at FASHION STABLE, Friday, March 4th, with a carload of Eastern Oregon horses, weighing from 1200 to 1500 pounds, from 4 to 8 years old.

**P. H. MOHR  
& BROS.**

Everything guaranteed as represented.

**FOR SALE  
BEAUTIFUL LITTLE HOME**

Brand new, 5 rooms, bath, large cement basement, garage, 50 x 100 lot, fine location, and I can sell you this modern home for only \$2,500. Small payment down. See

**HARTSHORNE  
HOOD RIVER GARAGE**

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**FRENCH & GIBBON  
Plumbing and Heating**

ALL WORK GUARANTEED  
Phone 3924 908 Twelfth Street

**We deliver in the city twice daily**

Orders for morning delivery must be in before 9 o'clock; before 3 o'clock for afternoon delivery. We make deliveries in the country every Wednesday. Our prices are always rockbottom. Price declines are followed closely and our patrons get the benefit.

**L. H. HUGGINS Tel. 2134**

**McGonick Optical College**  
CHICAGO  
A School for the Practical Study of the Principles of the Human Eye and Methods for their Correction.  
We will be happy to receive your name  
Consent  
I have seen that  
fully qualified and the regular course of study attended thoroughly by the letters and classes of these colleges and after examination pronounced worthy of the degree which school is conferred  
Doctor of Optometry  
In Testimony Whereof  
Charles H. McGonick  
President  
Wm. F. Karaway  
Secretary

**Get That Motor  
"Purring Right"**  
Wash her out---fill her up with  
**VALVOLINE**  
The 100% Pure Pennsylvania Motor Oil  
—you wont know the old bus!  
We clean without charge any crank case that we fill with VALVOLINE!  
**HOOD RIVER GARAGE**