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**SPRYWHEEL**

Weights only 135 lbs.  
 One Gallon  
 One Day's Fuel

**MULTIPLIES  
 Man Power  
 By Five  
 From Seed Time to Harvest**

**ONE GALLON ONE DAY'S FUEL**

The SPRYWHEEL weeds and mulches. It keeps the top soil loose and conserves moisture. It does flat cultivating and it hills crops. It cultivates almost full grown corn as well as narrow rows of seedlings.

SPRYWHEEL has no competition. It does work no other power machine can do. Nurserymen, seedmen, truck gardeners, florists, home gardeners, with even one acre under intensive cultivation can use the SPRYWHEEL profitably. The market is immense.

SPRYWHEEL is simple to operate—no clutch or valves to get out of order—air cooled—every downward stroke of the piston a power stroke. A gallon of gasoline keeps it at work a whole day.

Narrow cultivator teeth, wide cultivator teeth, three-pronged teeth, rakes and hoes, single plows, right and left covering plows, double mould board plows and adjustable tool attachments give the SPRYWHEEL a flexibility and variety of service that no other implement possesses.

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**Engines and Electric Lighting Outfits for ranch homes**

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We handle the Hays spray rigs  
**"THE HAYS PAYS"**

Why? Because it is equipped with the Fairbanks-Morse Z type engine.

**SLUTZ BROS.**  
 Telephone 3173 for a demonstration

**REPEAL OF RAIL ACT  
 URGED BY STONE**

Oregon's congressional delegation is due soon to receive a barrage of letters from Hood River orchardists in protest against the existing federal act which prescribes a rule of freight rate making.

In a letter to the approximate 800 affiliated growers of the Apple Growers Association, A. W. Stone says:

"The high freights form the most serious problem that we and other Pacific Coast fruit growers are confronted with today. Since normal times we have had imposed two advances, first one of 25 per cent and then an increase of 34 per cent on the original rate plus the 25 per cent advance.

"The original freight rate was practically 50 cents per box on apples shipped to the middle west and Atlantic seaboard. The major portion of our apples takes the eastern route, but on taking into account those that take a lesser rate, we find that the average advance of freight on all of the apples grown in Hood River valley is at least 25 cents per box. The average yield of apples produced per acre on the average orchard place here will reach 300 boxes on tracts 10 years of age and older. The additional tax this increased freight rate has placed on the average orchard is therefore a tax of \$75 per acre. This means that this increased freight rate has placed on our orchards an obligation equal to a mortgage of more than \$1,000 per acre at 7 per cent per annum and this without any prospect of being able to secure any higher price for our fruit by reason of the increased rate. This is a direct and perpetual tax on the fruit industry of the Pacific coast which must of necessity absolutely annihilate the business unless we can be relieved of the excessive burden.

"In addition to this increased freight rate an attempt was made last year to take away from us the privilege of storage-in-transit. This would be an additional serious handicap. A trial of the merits of the storage-in-transit case was held in Washington last November. The writer was present and participated. We have just learned that the storage-in-transit privileges have been restored.

"The advanced freight rates, however, are protected by an act of Congress, now in force. In order to secure release it becomes necessary to repeal this act. It is true that the principal Pacific coast organizations have joined hands to secure such a repeal, but this is not enough. We must bring pressure to bear upon our representatives in Congress through our growers, and we should therefore have a letter directed from every Hood River grower to every member of the Oregon congressional delegation, showing the necessity of relief."

Citing the provisions of the law, giving the railroads the right to earn an aggregate net operating income of six per cent per annum on the aggregate value of the railway property held for and used in the services of transportation, Mr. Stone in his letter to growers continues:

"In determining the value of railroad properties the present owners have capitalized the losses of their predecessors and even though a given railroad has no potential earning power, is badly located and has no traffic available, the method of valuation is such that it may be considered as if it was a going concern. Its actual cost of reproduction, now, or its cost of reproduction less depreciation, is the basis on which the revenue is figured. It is equivalent to saying no matter how unwise the business judgment of the promoters in constructing a railroad through a territory in which there was no tonnage available and the building of the railroad was not warranted, yet because the promoters elected to build a road through such a territory it becomes a public charge and must have a rate schedule that would secure a liberal return on a valuation that is wholly fictitious. This applies to railroads that have gone through receivers' hands and which have been bought up for many times less than their actual cost. These burdens in the end fall on the producers."

"In the present rate making of the Interstate Commerce Commission is bound by the provisions of the act and the object of repeal is to return to the Interstate Commerce Commission the power to make rates based on what the product will stand, an authority they formerly enjoyed. When the act is repealed the contest will be transferred to the Commission and we will have an opportunity to protest the rates."

**Many Fruit Trees Set**

Ten times as many fruit trees are being set out in the Wenatchee district this year as during any previous season since 1914, according to figures compiled by the district horticultural inspector. For the spring planting season 2,000 acres of new orchard will be set out. Nearly half of this new planting will be done in Okanogan county, where about 500 acres of soft fruit and berries will be set in the west Okanogan project, between Tonasket and Oroville.

**Hurlburt to Take Charge**

C. M. Hurlburt, formerly county engineer, has been appointed by the county court to take charge of the construction of concrete paving to be laid here this summer in the Odell and Pine Grove districts under the Market Road law. Mr. Hurlburt, who was overseas during the great war as captain of an engineering unit, has been engaged until recently in road work in Montana. He was engaged in road work in Alaska before coming to Hood River a number of years ago.

**Fair Board Wants Location**

Hood River County Fair Association is desirous of establishing a permanent fair grounds either by purchase or lease with the option of purchase. Owners of approximately four acres of land suitable for the above within reasonable distance of Hood River who are desirous of selling or leasing same are requested to write or phone.

F. L. Manser,  
 Secy-Treas., County Fair Ass'n,  
 Hood River, Ore. 221

**Indigestion and Constipation**

"Prior to using Chamberlain's Tablets, I suffered dreadfully from indigestion. Nothing I ate agreed with me and I lost flesh and ran down in health. Chamberlain's Tablets strengthened my digestion and cured me of constipation," writes Mr. George Stroup, Solway, N. Y.

**St. Mary's Catholic Church**

Services Sunday morning are as follows: Low Mass, 8 o'clock; High Mass, 10:30 o'clock. Instruction for the children at 9 o'clock, each Saturday morning.

Glacier office makes rubber stamps.

**Studebaker  
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JUST imagine buying a car like the SPECIAL-SIX—at its extremely low price—with such high quality features as:

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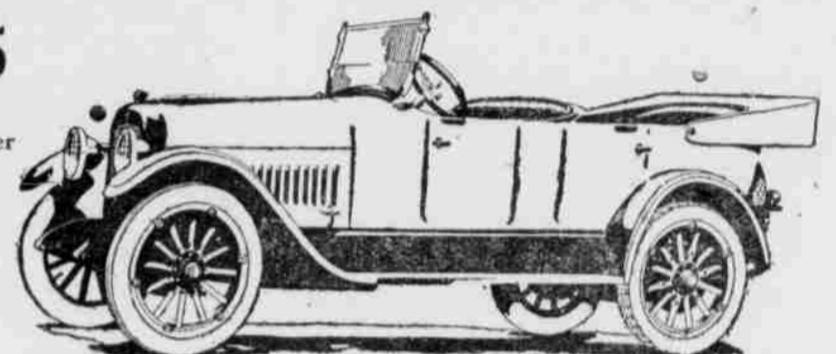
Its performance in owners' hands puts the SPECIAL-SIX in a class by itself among five-passenger cars. It is not only the finest car within hundreds of dollars of its price, but the greatest value on the market among five-passenger automobiles.

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