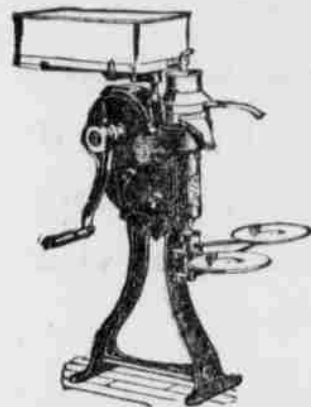


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The good tobacco taste lasts so long—a small chew of this class of tobacco lasts much longer than a big chew of the old kind. That's why it costs less to use.

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W-B CUT is a long fine-cut tobacco  
RIGHT CUT is a short-cut tobacco

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**MR. MOE TELLS OF  
LONG AUTO TRIP**

A trip of a little over 1,000 miles, the loop automobile tour from here into eastern Oregon and Washington by way of Walla Walla and Wenatchee and returning through Yakima over the Snoqualmie Pass and by way of Puget Sound districts, forms an ideal summer recreation jaunt according to A. D. Moe, who recently returned from the journey with Mrs. Moe.

"All in all," says Mr. Moe, "we found the roads on the entire trip good. The Columbia Highway, all the way from Portland to Pendleton except for a detour east of The Dalles, is in appealingly good shape. The motorist going east on the Highway finds progress over the Dalles detour better than in case he is heading west, because of the steep east side hill grade of the detour on the climb up from the Deschutes river. This road is steep rocky and rough. The Highway is gravelled clear through Pendleton. The dust does not bother and going is good."

The road from Pendleton to Spokane is in fine shape, some pavement, some macadam and the remainder good gravel surface. The main highway through Walla Walla and Seattle was found in good condition, except for a steep bad grade just before we entered Ellensburg. The road between Pasco and Cle Elum is fair, but the surface is showing the effects of wear in places. From the latter point in to Seattle the way is excellent. The scenery of the national forest through Snoqualmie Pass is excellent. The road winds around Lake Kachess for a considerable distance, and the scenery of this stretch compares favorably with parts of the Columbia River Highway.

Mr. and Mrs. Moe toured through the Wenatchee district, heading west through Blewett Pass, the only outlet from the apple district to Seattle. As the completion of the Blewett Pass road will shorten the distance between Spokane and Seattle by 100 miles, the route apparently causes considerable rivalry between Yakima and Wenatchee. The road when completed will be one of the most scenic in the state of Washington, Mr. Moe says. The summit, in the Wenatchee national forest, is over 4,000 feet high. The grade, already constructed, is easy, but the highway from the summit south is single track and should be taken with caution, as there are few turnouts.

"Down in the valley," Mr. Moe continued "about 20 miles of the road remain to be graded. It is not dangerous, but is narrow and winding. Construction crews will have the entire route fairly well completed by the end of this summer. The state highway commission of Washington at the instance of contractors, recently announced a determination to close the route entirely during the period of construction, but Wenatchee, bringing to bear her every energy and influence, and seemingly through the cooperation of the national road department, secured action that will keep the road open all summer. The federal bureau has agreed to construct a detour around the portion being rebuilt."

Mr. Moe traveled over the Pacific Highway between Portland and Seattle last year. He declares the conveniences of this link of highway admirable as compared with a year ago, when construction necessitated constant detours. He expressed the belief that all but 35 miles of the route will be hard surfaced before the year is over. Only a part of this 35 miles was found rough by him and Mrs. Moe.

Mr. Moe inspected orchards of the Walla Walla and Dayton section and in Wenatchee and Yakima. Crop conditions are exceedingly promising in all fruit sections, he declares, and the grain farmers of the Walla Walla district expect to harvest bumper crops. The labor situation has eased to a point, he says, where men are appealing for work in the harvest field at \$3 per day and board. The apple growers of the Washington districts, he says, are encouraged over price outlook, despite the diminished buying power of eastern consuming points. With the eastern commercial apple crop short the Washington growers expect to derive a heartening profit from this season's huge apple tonnage. At Wenatchee, he says, the apple crop is estimated at 15,000 carloads. Mr. Moe says he finds cash buyers present in the Washington districts already making bids for the crop. He was interested, he says, in a new cooperative agency, just established in Wenatchee, with Dwight L. Woodruff, formerly New York city sales manager for the Apple Growers Association, at its head. This cooperative movement, he said, is about as the result of the failure of an independent buyer who still owes growers \$500,000 on their 1920 tonnage, has signed up 5,000 carloads of apples, he says.

Mr. Moe says he finds a light pear and peach crop in the Washington districts, and cherries range from a third to a half of a normal yield. Wenatchee cherry growers are finding a ready cash market for their black cherries at 124 cents per pound. These are being packed and shipped east under refrigeration. The light varieties, the canning demand being poor, find a low sale at four and five cents.

Mr. Moe says that the apple trees of the Washington district show comparatively light damage for the heavy freeze of December, 1919. Cherries and peaches were hit rather heavily, he says. In Wenatchee, too, he says that apples of the Spitzenburg variety are dying and growers attribute this damage to the 1919 cold wave.

**Highway is Sanded**

The recent hot sunshine, according to Senator Nickelsen, is causing the asphalt to "bleed" through the sand surface of the Highway. On exposed hillsides, he says, the paving has been heated to the point that it is becoming wavy.

"My crews are kept busy spreading sand over the bleeding spots," says Mr. Nickelsen. "Automobiles moving over the soft road cause but little damage, but horses soon dig it full of holes. Following an application of sand the surface is made all the better."

**Biliousness and Constipation**

"For years I was troubled with biliousness and constipation, which made life miserable for me. My appetite failed me. I lost my usual force and vitality. Pepsin preparations and cathartics only made matters worse. I do not know where I should have been today had I not tried Chamberlain's Tablets. The tablets relieve the ill feeling at once, strengthen the digestive functions, helping the system to do its work naturally," writes Mrs. Rosa Potts, Birmingham, Ala.

Take one of the Fashion Motor Buses to Portland. Cars make four round trips daily, leaving Hood River as follows: 9:30 and 11 a. m. and 2:30 and 4:30 p. m.

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The Tanlac formula is purely ethical and complies with all national and state pure food laws. It is purely vegetable and is made from the most beneficial roots, herbs and barks known to Materia Medica. The Tanlac laboratories are among the largest and most modernly equipped in this country.

**Ten Ingredients in Tanlac**

Altogether there are ten ingredients in Tanlac, each of which is of recognized therapeutic value.

In referring to one of the more important ingredients of Tanlac the Encyclopedia Britannica says: "It has been the source of the most valuable tonic medicines that have ever been discovered."

In referring to other of the general tonic drugs contained in Tanlac, the 13th Edition of Potter's Therapeutics, a standard medical text book, states that "they impart general tone and strength to the entire system, including all organs and tissues."

This same well known authority in describing the physiological action of still another of the ingredients of Tanlac which is of value in treating what is commonly known as a "run down condition," uses the following expression: "It is highly esteemed in loss of appetite during convalescence from acute diseases."

There are certain other elements in

Tanlac which, because of their influence upon the appetite, digestion, assimilation and elimination, improve the nutrition and vital activity of all the tissues and organs of the body and produce that state of general tonic which is called health.

The United States Dispensary makes the following comment regarding another ingredient: "It may be used in all cases of pure debility of the digestive organs or where a general tonic impression is required."

There are certain other ingredients described in the Dispensary, and in other standard medical text books, as having a beneficial action upon the organs of secretion, whose proper functioning results in a purification of the blood streams passing through them. In this manner, objectionable and poisonous ingredients of the blood are removed and the entire system invigorated and vitalized.

**Tonic and Body Builder**

Tanlac was designed primarily for the correction of disorders of the stomach, liver and bowels. At the same time, however, it is a powerful reconstructive tonic and body builder, for it naturally follows that any medicine that brings about proper assimilation of the food and the thorough elimination of the waste products must, therefore, have a far-reaching and most beneficial effect upon the entire system.

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Goggles  
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William F. Karaway  
Doctor of Ophthalmology  
In testimony whereof I have hereunto set my hand and seal  
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M. D.

**The Valley's Development**

The progress of the Hood River Valley the past few years has been closely linked with advancement of the Hood River Creamery. The party on the fair board tour Saturday expressed gratifying surprise at the many orchardists who practice profitable dairying.

A visit to our plant any day of the week will show how deliveries of cream and the checks that follow are aiding Hood River.

**HOOD RIVER CREAMERY**

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