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At Kelly's
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THE NEW
METAL LAMP STAND
With Shades to Match
OUR STOCK OF
Holiday Goods
IS COMPLETE

Turkeys - Geese - Ducks
 Now is the time to start planning your Thanksgiving Dinner.

Place your order now for your Turkey and be sure to get a good prime bird. Don't wait until the best have been selected and be forced to accept an inferior fowl.

ECONOMY MARKET

(Successor to Mt. Hood Meat Co.)

L. A. BEAUDOIN - Tel. 4141 - R. E. STEELE

Thanksgiving Dinner

The Hood River Fruit and Vegetable Store will furnish you with fruits, nuts and vegetables of the finest for the Thanksgiving dinner. We have the best at prices that can't be touched.

When ordering your meat from the Hood River market, No. 8481, just call us and have your fruits, nuts and vegetables delivered.

H. L. BUTZ

LET US DEMONSTRATE THEM
WILLYS-KNIGHT -- OVERLAND

The newest models are now on display. Will be glad to have you phone us or drop in at any time.

J. A. CARR

Successor to Heights Garage, formerly owned by J. F. Volterf - Tel. 3151

Turkeys and Geese

Order them now for Thanksgiving.

We will have a full supply of other fowls.

This is Canned Goods Week. Fill your pantry now with the best of canned foods.

HOLMAN & SAMUEL
SANITARY MARKET & GROCERY

Phone 8811

Clipped Here and There

"Now that the trunk highways are practically completed, it is hoped that the rural communities will get some attention, and roads will be built so that the farmer can get to market and have an opportunity to get to the highways for which they have been paying for years."

When State Master Palmer said that to the Oregon farmer, he overlooked a few facts. Farmers as well as others use the trunk highways, many of them more than do city owners. Only to the extent that they own autos and drive them on the highways do farmers pay for the highways. City people pay a larger part of the cost because they own more cars and use more gasoline. The farmer has had a square deal there.

The market road law was passed to provide funds for roads to connect the farm with trunk highways. It provides for a state tax, to match an equal sum provided by the counties. Multnomah county levies a market road tax, but the law requires that no more than ten per cent of the total for the state shall be expended in any one county. Thus Multnomah contributes about one-third of what it contributes. So Portland has helped very materially to build roads for the farmers, and has done so willingly in the belief that the improvement of local highways is a general benefit to the state, in which the city shares.

Although about \$10,000,000 has been spent since that law, farmers have derived little benefit from it for it has been administered by the county courts, many of which have scattered the money over short pieces of road here and there from political motives and have seldom built complete roads the whole distance from any district to market towns. As amended in 1925, the law provides that the county courts shall designate market roads, but that they shall be laid out and built by the state highway commission with market road funds. Under that law the farmers should get the connecting roads of which Mr. Palmer speaks, but their failure hitherto to get such roads is due to the officials whom they have elected, or that almost one-fourth of the funds will, as heretofore, be contributed by Multnomah county.—Oregonian.

There is a possibility that persons residing along the Columbia river again may hear the welcome echoes of a steamboat whistle, reverberating from the Klakitat hills.

Not that a steamboat line is to be inaugurated by the upper river. Apparently the advent of the Columbia river highway and its bus and truck service, plus the present-day demand for speed both in freight and passenger transportation, has relegated this type of river traffic to oblivion.

The Weyerhaeuser timber interests, engaged in developing their holdings near Lewiston, Idaho, are making a survey of conditions along the Columbia river, to determine if it would be practicable to raft logs to Portland, there to be milled into finished lumber. Staunch little steamer captains are maneuvering these rafts would be necessary. There are many rapids and falls between Portland and Lewiston which would have to be negotiated, and a new school of experienced rivermen would have to be developed.

There are few men today who could pilot a steamboat from The Dalles to Lewiston. A few of the veteran rivermen who made the run in years gone by are still alive, however. There is S. V. Winslow, whom local pioneers will recall as one of the best pilots on the upper Columbia river. Also living are Arthur Riggs, who at one time was at the pilot wheel of the J. N. Teal; Captain W. P. Gray, another old-timer, and Lundy and Thomas, both experienced men.

From their ranks could be recruited younger men who could soon master the intricacies of the upper Columbia and Snake rivers, even as did the "old-timers" in years past.

The Columbia, because of its rapid fall, is one of the most treacherous navigable bodies of water in the United States. The government spent millions at Cascade Locks and at Celilo to make navigation possible, yet these great locks are opened only for an occasional boatman, or an adventurer attempting the long voyage from the Columbia's source to its mouth in a canoe. The government keeps maintenance crews at Celilo and Cascade Locks to protect its original investment. To do otherwise would be to abandon seven or eight million dollars to the elements.

The rafting of logs down the river would at least provide some use for these canals and locks, in addition to being of advantage to centers of population along the way. Quite possible. The Dalles, under such an arrangement, would be headquarters for one or two of the little steamers necessary for the rafting operations.—The Dalles Chronicle.

New Apple Markets to be Opened
 New markets for Northwest products, principally fresh apples, will be opened in Europe through inauguration of a steamship service with refrigeration from North Pacific ports to Hull, Rotterdam and Hamburg by the Blue Star line, of which the Admiral Oriental line is agent.

In the past there has been a limited refrigeration service to these ports, but not sufficient to meet the demands and the Blue Star line has decided to develop the possibilities to the limit.

All three of the European ports of call for the line are big trading centers. Hull is the distributing center for the east coast of Great Britain and many large fruit importing firms are located there.

These firms handle considerable quantities of Northwest apples, but for the most part they are received through London, Liverpool and Glasgow, for which reason Hull traders have been placed at a decided disadvantage in competition with firms of the other three ports. The proposed direct service will place them on a parity with traders in other ports.

Hamburg and Rotterdam already have direct refrigeration service from the Pacific Northwest, but the new service will add to the refrigeration facilities which are said to be needed to meet the increasing demand for Pacific coast perishable products in those centers of trade.

While only three ports of call have been named thus far, the Blue Star line is also considering the addition of one or two Scandinavian ports to the schedule.

The steamship Gothiostar, the first vessel in the new service, will dock at Portland for cargo November 24. The Romanstar will load there January 4.

In addition to apples and other fresh fruits, the line will handle other refrigerated cargo including milled cured

salmon, canned salmon, canned milk, canned and dried fruits and other general cargo.

In spite of the fact that the metropolitan press now reaches into nearly every town and village in the United States it is each year getting on a firmer foundation and becoming more and more useful to its home community.

It may be said that the day of the metropolitan newspaper is at hand. This is true, but it is equally as true that the day of the local newspaper is here too.

The metropolitan daily with its world-wide news, its comic sheets and its magazine supplements, while, of course, essential in our modern civilization, cannot take the place of the home newspaper. The very fact that the big city daily must cover a broad field forbids its becoming local in any sense, and it is in the local field where the home newspaper dominates and where it finds its true usefulness.

For, after all, it is the home news which is most important to most of us. We have the greatest interest in the community we live in, and in the people who are our neighbors and friends. And it is the local newspaper which records the happenings of the folks at home, and in addition fosters the civic pride and progressive spirit of the community.

It is the home newspaper which boosts the town, year in and year out, which refutes the slanders of the merchants in competition with the local business men and which takes the lead in every enterprise which has for its purpose the upbuilding of the community.

We frequently hear it said that the old time independent spirit of the newspaper is gone, that its editorial policy is now subservient to the business office. Yet this is not true. It frequently speaks out in the way it believes will be for the good of the nation and of the community, regardless of what the consequences may be from a business standpoint. This is more than the average business man will do or can do.

Of course the local newspaper is now on a firm business basis. This is why it is improving from year to year, why it is increasing its influence for good in the community. But the local newspaper is still the principal booster for the community and it does its boosting often without any hope of material reward.

Unfortunately indeed is the community which neither appreciates nor supports its local newspapers.—National Republican.

A luscious product that has brought much favorable attention to the Pacific Northwest and, in particular, to Oregon, is the apple—the Oregon apple, than which none is finer. Be it known to all that today is set apart for the national celebration of the apple, and it begins a week-end long period in which this splendid and health-giving fruit is to be brought more delightfully into the focus of the world's eye. What could be a finer gift from an Oregonian than a box of apples? Whether the present be to another resident of the state or to some stranger to our wonderfully productive land, matters not—the individuality of the giver may be as variously expressed in apples as in flowers.

To the apple Oregon owes a deal of its prosperity. During the week ahead the apple will be extolled in poster, in domestic science class, in our schools, on hotel menu, and in recipe book—the Union Pacific System, in pursuance of its campaign, is distributing booklets that contain many proved formulas for serving the fruit. The Junior League and other organizations are to distribute apples to each little child and invalid in the hospitals and institutions about the city—the growers, jobbers and dealers giving the fruit. A pleasant way to celebrate the apple, is it not—this Apple Week? The Spectator is especially desirous of seeing Apple Week properly and impressively remembered, because it was The Spectator that proposed the observance.—Portland Spectator.

Barbers in a western city recently voted to charge 35 cents for a shave and 65 cents for a haircut. They started the new schedule, but soon backed down to the old price of 25 and 50 cents. Meanwhile, a razor company is doubling its ten-story factory in South Boston, and its stock is almost beyond competition. Nobody wanted even a barber to work for less money than he is worth; but the safety razor is a pertinent answer to the overcharge.—The Manufacturer.

The legendary Bridge of the Gods is soon to be a reality. "Again" may be added by those who accept the tradition that a natural arch of stone once spanned the Columbia at the Cascades. This bridge will tie together two matchless scenic highways, on the Oregon and Washington banks, and make a 100-mile loop drive from Portland that has few equals in the world. While the bridge may not be justified as a commercial necessity, it will be so well patronized by pleasure vehicles that it should prove a profitable investment for its promoters.

Another year, the delegates to the Indian congress may cross in their motor cars, a bridge above the rapids as perhaps, the Indian ponies traveled centuries ago. Fed by two populous highways, affording a new vantage point for viewing the beauties of the Columbia, and happy in a name that suggests romance, the Bridge of the Gods will be welcomed by the citizens of both the great states which it binds in a new contact.—Portland Telegram.

The first glance at a newspaper tells the reader just what kind of a town that paper is published in. Oregon has many very good papers and the weekly papers are exceptionally good. Three weekly papers now rank very much the same as to appearance, make-up, patronage and contents. Those three are the best weekly papers in Oregon—the Forest Grove News-Times, the Hood River Glacier and either of the McMinnville papers. Eight, ten or twelve pages each week, each page 90 per cent to 100 per cent advertising. The first thing the reader says is, "This must be a good town," and his thoughts are worthy and correct. We have recently visited these towns and we are satisfied that the business men are all more than prosperous and we always find from the larger city to the smallest hamlet that the largest advertiser always does the largest business. Fact the world over.—Vernonia Eagle.

Much Ado

A young man, springing into an overcrowded train, trod on the toes of an old gentleman in a corner seat. "I'm very sorry," said the young man. Old Gentleman (hand behind ear)—"Eh?" Young Man (more loudly)—"I beg your pardon." Old Gentleman—"Eh-h-h-h!" Young Man (shouting)—"I stepped on your foot! It was an accident—an accident."

THE VALUE CAR FOR ALL AMERICA

THE POPULAR STAR
4 Cylinder Car always
will be built—

—Norman De Vaux, Vice-President and General Manager, Durant Motor Company of California

The Star Four Cylinder Car is here to stay. It has won its way, by performance, to an enviable popularity. It is the greatest value buy in the world today. The popular Star Four Cylinder Car will always be built.

The Star Four Cylinder Car is here to stay. A \$50,000,00 investment stands back of every Star Car. The Star Car blazed the trail for better cars, for greater value, at a low price.

The Star Four Cylinder Car gave the public, at low cost

1st Power—The Million Dollar Motor—Power!

2nd Economy—low purchase price; high gas mileage; low oil consumption.

3rd Beauty—Distinction and class in every line of its engineering.

4th Safety—Four-Wheel brakes. Safety at low cost.

5th Style—High class models at a low price—Coach, Coupe, Sedan.

6th—The Star is built on the Pacific Coast to meet the peculiar requirements of the West.

In the Star Four Cylinder Car we made it possible for the buyer of a low-cost car to have and enjoy those features which were heretofore only obtainable on high priced cars.

The Star Car

TWIN PEAKS MOTOR CO.

Old Gentleman (catching last word only)—"An accident? You don't say so! Anybody hurt?"

Twenty-seven boys, aged 9 to 17, returned to their homes in Los Angeles. Three years ago, a group of Portland boys suffered the same experience.

The man who could exploit such children and leave them far from home and destitute, to the kindly offices of strangers, should be amenable to some law that, if it did not punish him for the past, would at least prevent a repetition of these ill-starred enterprises.

Meantime, 27 homesick boys will be quite content to relinquish their artistic aspirations and will find Los Angeles altogether desirable as a permanent residence.—Portland Telegram.

Quality

The Biggest Factor in Economy

Fine quality built into an automobile makes it run well, wear well, look well for a long time. It keeps satisfaction high and operating costs low.

When you can get fine quality at a low purchase price you have gained the highest degree of economy in the purchase of an automobile.

Because Chevrolet represents the highest type of quality car at low cost it has been the choice of over two million people.

Visit our showroom and see for yourself how truly Chevrolet combines quality with low cost.

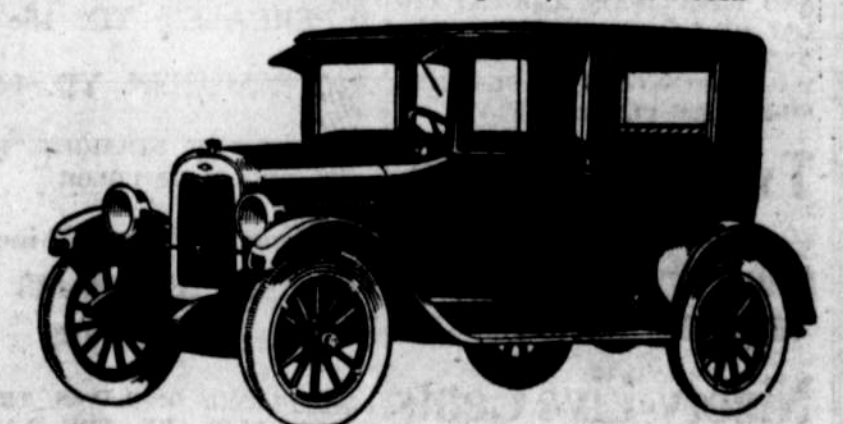
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 Commercial Trucks - 425
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 ALL PRICES F. O. B. HUNT, MICH.

The Coach
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Special Exhibit This Week

We are displaying a highly interesting exhibit this week. Special views taken at the Chevrolet factories. Come in and see them.

Mt. Hood Motor Co.

QUALITY AT LOW COST