

USED CAR SALE

1920 Dodge Touring A-1 Shape \$375.00

1923 Buick Touring Repainted A-1 Shape \$750.00

1919 Dodge Touring Overhauled \$150.00

1924 Ford Sedan Five Balloon Tires Ruxtell Axle Fine Shape \$425.00

1922 Nash Touring A-1 Shape Duco Finish New Top Semi-Balloons \$425.00

1918 Haynes Touring \$100.00

1921 Clalmers Touring \$235.00

Hood River Garage

MOTOR BUS JUNKET BOOSTS HIGHWAY

Inaugurating a de luxe motor bus service between Portland and Yakima, a party of Portland newspaper and publicity men and stage officials while en route to the Washington apple me-tropolis stimulated new interest Thurs-day in a proposed short-cut motor high-way and rail line between the two cities.

Arriving here at 10.35 a. m. the junk-eters were greeted by the following Hood River citizens: Leslie Butler, A. F. S. Steele, C. T. Baker, Chas. H. Castner, C. N. Ravlin, H. O. Kresse, H. E. Baker, H. G. Ball, A. L. Anderson, Kent Shoemaker and Robert Bartol. The citizens of the Oregon metropolis and the state's chief apple center, while they posed for moving pictures on the Columbia interstate bridge, Ray Conroy cranking the camera, repudged their energies toward securing short-cut transportation lines.

The road boosters left for The Dalles munching Newtown apples, the gift of Mr. Castner.

The Portland folk on the tour were: Howard A. Zerske, Benjamin J. Hill, R. A. Howard, R. J. Kirkwood, Seth Levens, W. L. Jones, Mr. and Mrs. J. E. S. Smeal, Ray Conway, Herbert Cuthbert, W. H. Warren, David Hazen, Mr. and Mrs. Marshall N. Dana and Ariel Dunn.

In a story to the Portland Telegram, David Hazen said:

The people of Yakima, which means the citizens of the entire valley, are more friendly to Portland than several communities in Oregon. These Wash-ington folk declare the spirit of Port-land is one of friendliness and fair trade, and when the new Mount Adams highway is completed, and when the road from Roosevelt to Bickleton is improved, there will be a steady stream of travel between the Oregon metropo-lis and Yakima valley section.

"The trade of the valley is richer by far than the entire trade with Alaska," declared ex-Mayor Stovig. "But I do not see where the Seattle chamber of commerce ever maintained a Yakima bureau to aid us, but for years it has had an Alaska bureau."

The fact is, Seattle thinks she has our trade anyway, that we have to go there. But we do not. Of course, we can drive there from Yakima in six hours, whereas it takes eight or nine to Portland, but the new stage line between this city and the Willamette river will have a large patronage from the start.

An auto truck line has been estab-lished between the two cities. But while these trucks go loaded to Port-land, they bring very little back. Port-land business men should know that here is one of the richest areas in the world and is peopled with citizens who love Portland and want to trade there when possible."

During Friday forenoon the party of Portlanders who came here to aid in the send-off for the new daily auto stage service between Yakima and the Oregon City was taken for a long drive over the valley. Orchards, orchards everywhere and spraying being done in all of them.

The wanderers were lunched at Sun-ny-side, a bustling city of 2300, which is a great shipping point for all sorts of valley produce. Speeches were made on all sides, the most notable being by William H. Warren, of Portland.

If Portland wants new trade terri-tory all it has to do is to go into the golden Yakima valley and give the folk there a square deal—and a stream of trade will flow here that will more than make up for the losses we have felt we sustained by not having a shorter route to Alaska.

LOOP HIGHWAY WILL BE TRAVELED EARLY

F. H. Blackman, supervisor of main-tenance on the Mount Hood Loop high-way, thinks the road will be open the entire distance around the mountain by April 15, provided no further heavy snow storms prevail at the high alti-tudes. Automobiles may now be driven for five miles beyond Homestead Inn.

Mr. Blackman says that two men, in a day's time, could now clear the highway to Horseshief meadows, where the trail turns off to Lookout mountain.

May 13 last year crews began clear-ing the road, making preparations to open the snow drifts at higher alti-tudes.

Kipp Pays Fine

R. H. Kipp, of the bureau of mar-keting for the Portland Chamber of Commerce last week paid a fine of \$12 on a charge of speeding on the Colum-bia River highway. He was appre-hended by State Traffic Officer Devens, who alleged he was making 42 miles an hour.

YOU

HAVE YOU an unimproved tract really worth the money, to trade for, or on, a good town property worth \$1800?

WOULD YOU like to build a new house this Spring and have it financed on a monthly payment plan?

DO YOU KNOW that you can buy 10 acres of the best soil in Hood River County for \$400, one-fourth down?

IF YOU would buy a good 6-room plastered modern house for \$400 down, and \$25 a month, total price \$1800, or

IF YOU would consider a real orchard buy at \$6500, see us.

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IMPERIAL VALLEY TRUCK FARMS HUGE

One cannot comprehend the mag-nitude of truck farming as carried on in Imperial Valley, Calif., until he has been there, according to Mr. and Mrs. J. E. Slade, who are just back from a motor journey that carried them as far south as the Mexican line.

"The truck ranchers there now are busy harvesting the head lettuce from 30,000 acres," said Mr. Slade. "They ship it out by the train load. We could not get accommodations at the magnificent Barbara Worth hotel. It was filled with representatives of commission houses there to participate in the lettuce deal."

"Another 35,000 acres have been planted to cantaloupes. Each hill of the melons has a waxed paper cover-ing. This will not be removed until all danger of chill weather has passed. It costs the grower \$40 per acre to prepare the plants with this waxed paper."

Before going to the southern part of the state Mr. and Mrs. Slade visited their daughter, Mrs. Hanford Haynes, and Mr. Haynes in Burlingame, Calif.

STAGE AND SCREEN

Love is in love with Dove, but in the end Jack proves he has the better hold on Dove and Love has to find a way out.

Sounds rather silly, but in reality it is the truth, for it states the situation of the three featured players in Para-mount's picturization of James Oliver Curwood's story, "The Ancient High-way," due here for a two days' run at the Rialto theatre beginning tomorrow.

Montagu Love, who plays the role of a multi-millionaire lumber pro-fessor, is in love with Billie Dove, who has been bequeathed vast lumber lands. Falling to impress her Love plans revenge by creating a log jam which will ruin her financially, but her lumber is saved and her heart won through the heroism of Jack Holt, an adventurer.

The particular scene in which Holt dynamites the log jam, at the risk of his life, has been transferred to the screen in a thrilling manner, and is but one of the many high spots in the picture.

This trio of players is featured in the leading roles of the picture, which was written for the screen by James S. Hamilton and Eve Unsell from Cur-wood's romance of the Canadian north woods which ran serially in the com-bined Hearst's International-Cosmopol-itan magazine.

Stanley Taylor, Lloyd Whitlock, William A. Carroll, Marjorie Bonner and Christian J. Frank complete the line-up of players.

Gloria Swanson describes Anthony Jowitt, leading man in her latest pic-ture, as a distinctly new screen per-sonality. The star says, "That, in her opinion, Jowitt is original in his por-trayals, striking out for himself in-stead of adopting the mannerisms of other actors."

"Mr. Jowitt is a new and distinct type," said Miss Swanson. "He neither looks like nor acts like any leading man in motion pictures today, and he is developing a technique of his own that has strength and conviction."

The actor, thus honored, plays op-posite Miss Swanson in "The Coast of Folly," which Allan Dwan is directing for Paramount. The story is an adap-tation from Conningsby Dawson's novel by Forrest Halsey.

Jowitt came to America from Eng-land to write, as a number of his stories had been published in London. Jesse L. Lasky, Paramount's first vice-president in charge of production, saw Jowitt on the stage in New York. He spoke with him between acts and made an appointment for an interview the next day. A contract for appear in Paramount pictures followed.

Jowitt is distinguished in appear-ance. He is well over six feet tall and has splendid carriage. His features are clear cut and expressive. Before being selected as Miss Swanson's leading man he appeared in "The Little French Girl" and "The Lucky Devil," Richard Dix's latest starring picture.

Gloria Swanson's new leading man has made good with Hollywood. Every-one in Hollywood, who saw him dan-cing at the famous Montmartre cafe, wanted to know who he was. "The answer came from all sides. 'That's Gloria's leading man in the 'Coast of Folly.'"

When he was interviewed he talked about Miss Swanson. He was very enthusiastic in saying, "Playing op-posite Miss Swanson has meant a great deal to me; she has been my favorite actress for a long time. I certainly never expected to have this opportu-nity. She is a constant revelation. Miss Swanson always has time to tell you some helpful thing. In this pic-ture she knew I was somewhat inex-perienced so she gave me a hundred hints that all helped."

"In her home she is one of the most gracious hostesses I have ever seen. She is invariably pictorial. Her con-versation sparkles, and it is replete about interesting events, music and books and people."

"She is and always will be a great example to me of the heights one can reach if one is in earnest." In her Allan Dwan directed Miss Swanson's latest starring picture, "The Coast of Folly," which will be at the Rialto theatre Sunday.

Backing His Convictions

A lawyer in New York City wrote his brother, who is head of a New York state country bank, in regard to the use of government printed envelopes by the bank. He said:

"I know their convenience and doubt-less they are cheaper, but in these days when the various classes of industry and business realize the necessity of fighting against the further encroach-ment of the government and state into business, it is rather inconsistent for a bank, or any other business, to encour-age government competition with its own citizens. So far as the envelopes are concerned, the government is in the business tax free; and if it can man-ufacture and distribute envelopes in competition with private enterprise, which must pay the taxes to maintain government, there is no good reason why it should not invade other fields of business. Each industrial function taken over in the name of the govern-ment adds an increased tax burden on the private citizen and property owner. I think that when the present supply of government envelopes is exhausted, we should purchase our envelopes from a private printer who pays taxes to maintain our government, even if it makes us lick our own stamps and causes us to pay a little more for the printing. Think it over."

Bring your tubes in. We will check them free. The Radio Shop, 1131st

YAKIMA ROAD COM-MITTEEMEN HORNETS

Launching an active and persistent campaign of letters and telegrams to state, federal and transcontinental rail-way officials, a committee appointed by the Hood River chamber of commerce to stimulate interest in a proposed short-cut motor highway and railway from Portland, Or., to Yakima, Wash., has dubbed itself "The Hood River Hornets." The committeemen are: C. N. Ravlin, Robert Bartol, I. H. Ceder-wall and H. O. Kresse.

A letter has just gone forward to the Yakima chamber of commerce, calling attention to a distribution of \$1,000 raised here two years ago to finish a link of road that would make possible motor touring over a short-cut route by way of White Swan and the Yakima Indian reservation.

"We are not going to permit anyone, from the promoters of the proposed new roads among members of the Port-land chamber of commerce to the pres-idents of the transcontinental rail lines penetrating the Pacific northwest, forget that we want this way opened up," said Mr. Ravlin. "We will communi-cate with Oregon and Washington con-gressional delegations. Somebody is going to take action or our committee will know the reason why."

Virulent Smallpox

(By Frederick D. Stricker, M. D., collaborating epidemiologist of Oregon State Board of Health, in cooperation with the United States Public Health Service).

Smallpox varies from a few pustules to the most extensive eruption covering the entire body. Confluent or black smallpox has an extremely high death rate as at least one-half of the cases die. Hemorrhagic smallpox is the most formidable and malignant form of this disease. For all who contract a well marked attack of this type there is absolutely no hope.

Within the past few years there has been in this country many outbreaks of smallpox of a virulent type with a mortality of from 10 to 47.7 per cent of the cases. In the 1924 outbreak in Detroit of the 1919 cases not one had been vaccinated within five years, and of the 163 deaths not one had been vaccinated within ten years. In February there were 329 cases of smallpox in Los Angeles, and 63 of these cases died of the virulent or malignant type.

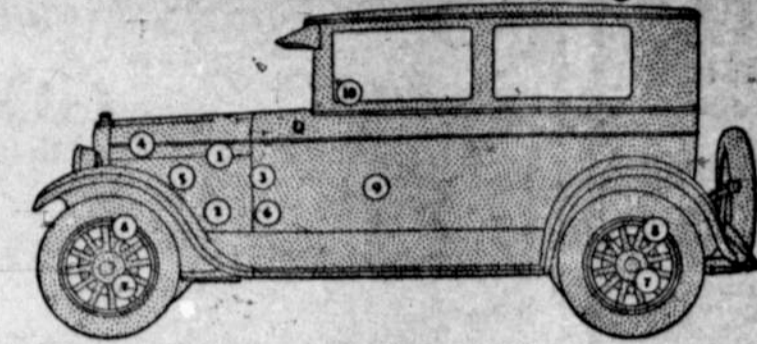
With people coming into this state by train and automobile there is no telling when a virulent type of small-pox may be brought in, but should it be brought in, it will have no chance if you are alive to your obligations as a good citizen. If you have not been vaccinated within five years you should hurry to exercise the ordinary rules of cleanliness. A loose bandage consist-ing of a double fold of a three-inch bandage, four inches long, fastened above and below by a strip of adhesive gives all the protection that is neces-sary. This should be renewed within one week.

If you contract smallpox you are responsible for the prevention of smallpox in yourself and immediate family. There is no chance for smallpox to spread in any well vaccinated community.

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Here are ten features which are essential to maximum motoring satisfaction and which you have every right to demand in your new car. Only one automobile combines all of these vital advantages, and that automobile is the new Oakland Six. OAKLAND SIX \$975 to \$1295—Pontiac Six \$825, Coach or Coupe All prices at Factory

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Drive up to the Green and White Sign and say "General" to the Independent Dealer. It's just like telling him, "I want to take hills on high that I never could before—give me a new lease on life for this old car of mine. I want to see it scoot away at the traffic officer's signal like a half-back skirting the end."

And you'll get all that you ask for and then some. Every day we put into every drop of General Gasoline everything that will give your motor power, response and vigor that it never had before. "Fill up your tank and let your engine decide."

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