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## Nowhere Else in the WORLD!

Nowhere else can you duplicate the beauty, smoothness, liveliness, stamina and dollar-for-dollar value of the Greater Oakland Six—because nowhere else is there a car of such extremely low price combining all the following features: smart new bodies by Fisher, finished in new and strikingly beautiful two-tone Duco colors; a powerful six-cylinder L-Head engine, freed from all torsional

vibration by the Harmonic Balancer; the remarkable Rubber-Silenced Chassis, eliminating noise and rumbling and permitting passengers to ride in quiet comfort; new tilting-beam headlights, with foot control to make night driving safer and easier—mechanical Four-Wheel Brakes, air cleaner, oil filter, full pressure oiling, full automatic spark and interchangeable bronze-backed bearings.

Pontiac Six, companion to Oakland Six, \$825 to \$895. All prices at factory. Easy to pay on the General Motors Time Payment Plan.

J. F. VOLSTORFF, THE HEIGHTS  
**OAKLAND-PONTIAC**  
PRODUCTS OF *Sixes* GENERAL MOTORS

### GOLF NEWS

The Dalles women golfers emerged victorious by a four-point margin last week in 9-hole matches played with

Hood River Country club women over The Dalles course.

The play inaugurated a series of "sixes" days at The Dalles course, to be held each Thursday.

Following the 9-hole matches during the morning, luncheon was served at

the club house. Two-ball foursomes between The Dalles and Hood River women were played during the afternoon.

Following are the results of the morning rounds:

Miss Lillian Schassen, Mrs. C. W.

Hamilton, halved; Mrs. B. C. Olinger, Mrs. A. F. Adams halved; Mrs. K. L. Hicks, Mrs. Peggy DeWitt, halved; Mrs. W. C. Waldron, four up on Mrs. B. E. Cobb; Mrs. C. F. Williams, two up on Mrs. Hanson; Mrs. Guy Eades, Mrs. Dewey, halved; Mrs. C. G. Hedger, six down to Mrs. Zeller; Mrs. Ben E. Little, two up on Mrs. Richards; Mrs. George Flagg, one up on Mrs. Leroy Olliver; Mrs. M. H. Matthew, six down to Mrs. C. N. Barlow; Miss Dorothy Fadden, one up on Mrs. Smith; Mrs. Grace Glenn Crich-ton, one down to Mrs. Thompson; Mrs. W. J. Sewert, two up on Mrs. Larson; Mrs. Fred Houghton, seven up on Mrs. Zeller.

### CREWS RUSH WORK ON LOOP REPAIR

Freshet damage to the Mount Hood Loop highway, according to report made by Resident Highway Engineer Newlands, of The Dalles, who inspected White river bridge and other points Sunday, was not as severe as indicated by messages from the mountain Saturday night. Sections of the White river bridge supported on piling had to be repaired, a task that required two days.

The 18-hour chubook that melted snows on White and Newton Clark glaciers sent a flood stream down over the highway twofold west of Horsethief meadows. While the grade was not damaged, the roadway was covered with mud and debris and will be "bladed" before traffic is allowed over the Loop. No bridge on the East Fork of Hood river was damaged. Crews were dispatched to engage in repair work early Monday.

The storm's havoc resulted in disappointment for scores of motorists who had planned trips around the Loop, now appealing because of the gorgeous autumn garment on every hillside.

F. H. Blackman visited the freshet section Saturday. He said that the stream of flood water that was pouring down over the road west of Horsethief meadows indicated that one of the outlets of the glacier that normally feeds into the East Fork had become blocked and that a new river might be formed. The water was dense with a heavy silt like that poured down the gorge of White river. Mr. Blackman found several trees across the highway.

The warm wind on the mountain brought Hood river to near flood stage. The stream was never muddier. Below its delta Sunday the Columbia was muddy far toward mid-stream, and on the Washington side of the river the White Salmon river was far milkier than normally.

Dance, Pine Grove Grange hall, every Saturday night, Jennings' orchestra. U

### FULL TEXT OF RAIL DENIAL OF RATES

The full text of the letter of the rail lines in denying the request for an emergency rate on apples was brought back by E. O. Blanchard who returned last Thursday morning from the trip to St. Paul. The letter, addressed to Eric S. Barnes, director of the department of agriculture of the state of Washington, was as follows:

"Since discussing the apple growers' situation with you and your committee today, we have discussed it further among ourselves and with our associates.

"You have very clearly shown the disadvantages of the western growers, by reason of their far removal from eastern markets and the increasing competition of nearby producers. This is not a new condition; the railroads have always recognized it in adjusting their rates and the present blanket tariff, covering all points east of Chicago, represents their efforts to meet these conditions.

"It may also be said that these conditions were fully considered by the Interstate Commerce commission in connection with their review of western apple rates in 1920, and again in 1923, and it has always been necessary to consider the relation of our rates to the rates from other sources of supply and to the rates we charge for other service.

"We must also recognize the fact that most of your shipments are carried under rates joint with other railroads, who are more directly interested in this question of rate relationships, and who may be expected to object to any reduction we might propose, whether temporary or permanent.

"Unfortunately it has been necessary for us to before the Interstate Commerce commission with a showing of our present inadequate revenues. At the same time, we are facing numerous requests for rate reductions. While we are in this situation, we would not be expected to voluntarily reduce rates which have been investigated and approved by the Interstate Commerce commission and, which, when measured by all generally recognized rules, are just and reasonable rates.

"It is also true that we have conditions of distress in other industries, with similar appeals for relief in the form of reduced freight rates. It is difficult to see how we could recognize a temporary unfavorable condition in connection with the production and marketing of apples, while refusing to aid other distressed industries and to meet all of these claims in the present condition of our revenues, would be impossible.

"In view of all these things, we are forced to the conclusion that a reduction in the rate on apples from western shipping points to eastern destinations, cannot be justified and that it will be impossible to grant your request."

Yours very truly,  
W. P. KENNEY,  
Vice President,  
Great Northern Railway.

J. G. WOODWORTH,  
Vice President,  
Northern Pacific Railway.

F. W. ROBINSON,  
Freight Traffic Manager,  
Union Pacific System.

C. L. KENNEDY,  
Gen. N. W. Frt. Agent,  
C. M. & St. P. Railway.

### Foreign News on Apples

The British Apple Market: Prices paid for some varieties of American apples on the Liverpool auction for September 29 were considerably higher, while others were considerably lower than those prevailing the week following, according to quotations compiled by Edwin Smith, the department of agriculture's fruit specialist in Europe. Virginia Jonathans again topped the market but at lower prices, a 2 1/2-inch stock bringing only \$6.00 to \$7.75 per barrel as compared with \$7.50 to \$8.50 per barrel for a 2 1/2-inch stock last week. York Imperials, on the other hand, brought better prices, ungraded 2-inch fruit bringing from \$6.00 to \$6.51 per barrel as against \$5.00 per barrel for comparable offerings week before last. York Imperials, on the other hand, brought better prices, ungraded 2-inch fruit bringing from \$6.00 to \$6.51 per barrel as against \$5.00 per barrel for comparable offerings week before last. Grimes Golden also sold at better prices, bringing from 55¢ to 66¢ per barrel more than week before last. Ben Davis, on the other hand, sold from 50¢ to \$1.50 below week before last's quotation.

Supplies of Virginia Grimes Golden, Stayman Wineapples and New York Wealthys were light with demand moderate for the first named variety, but good for the last two. The Stayman Wineapples sold readily at prices ranging from \$6.00 to \$7.00 per barrel. Virginia Ben Davis and Jonathans were only in moderate supply. The demand for the former was only moderate, but it was good for the latter. York Imperials were in liberal supply but the demand was brisk. Boxed varieties were still in light supply with a moderate demand for Grimes Golden but a good demand for Jonathans.

Much of the barreled stock from Virginia again consisted of ungraded 2-inch fruit. Arrivals of Virginia York Imperials were still under color. Boxed Jonathans were over ripe, causing a depreciation in price of about 45¢ a box. The first Nova Scotia apples for the season are now arriving in British markets. The London market during the week was considerably weaker, all lines indicating a slump, says Mr. Smith. In his opinion, excessive quantities of apples were shipped to the British market week before last. Idaho Italian prunes in splendid condition were being offered in Liverpool during the week.

### Pianos Must Be Sold

The Bush & Lane Piano Co., manufacturers of high grade pianos, have several new and slightly used pianos in this vicinity obtained on cancelled dealer's contracts. These pianos must be sold at once direct to customers at greatly reduced prices and on terms as low as \$2 per week. For full particulars address H. E. Browning, c/o Bank Hotel, The Dalles, Factory Sales Adjunct.

### Notice to Creditors

Notice is hereby given that the undersigned has been appointed administratrix of the estate of Charles R. Bone, deceased, by the County Court of Hood River County, Oregon, and has duly qualified as such.

All persons having claims against said estate are hereby notified to present the same, verified according to law, to the undersigned, at the office of J. E. Havel, Eycklin Building, Hood River, Oregon, within six months from date.

Dated and first published September 28, 1926.

GEORGIA M. BONE,  
Administratrix.

### THE ADVANTAGES OF THE SERVICE GROCERY

THIS cooperative service store supplies its patrons with a thorough service which its management and employees have labored to fit the peculiar desires of its patrons and its community—a helpful service in which it feels a just pride.

With its stocks composed of complete lines in quality, nationally famous merchandise and with its great service it offers the logical place from which to purchase food supplies. We invite your patronage, and we will justify it.

QUALITY, LOW PRICES, SERVICE, SATISFACTION

**The Grange Cooperative Store**  
Telephone 2151  
N. H. MacMILLAN, Manager

## Taxation, Capital and the Oregon Farmer

By BRUCE DENNIS,  
Author of the Dennis Resolution

During the heat and excitement of political campaigns and the confusing statements that attend them we are apt at times to forget hard economic facts, and the bitter fruits of some pet "ism" that look good in theory but do heavy damage in practice.

For this reason it is time to begin telling a few plain truths about land taxation, the income of our people, corporations and industries, and again to bring to mind the fact that capital does not need Oregon—but Oregon does need capital.

And the reason why we should continue to remind ourselves and our friends is because another effort is being made to force a state income tax upon our people despite the fact that practically the same tax cost many millions in capital and improvements to Oregon and the people of Oregon before it was repealed in 1924. We cannot expect a proved breeder of hard times, to bring good times, because it can't be done. And here are a few of the reasons why.

In all of Oregon's 96,000 square miles there is an estimated population of only 825,000 people—less than 9 to the square mile. We have 55,157 farms—an average of one to every 15 people. We have only 2500 industries that employ five men or more—an average of one industry to every 350 people.

Out of Oregon's 825,000 people, 782,256 didn't have net incomes big enough to file income tax returns. Of the 42,545 who did, one-half of them showed earnings under \$3000 and only 311 had earnings in excess of \$10,000. Only one-fifth of Oregon's 5,000 corporations made enough to file returns and of the 1073 reporting, 478 made less than \$5000, and only 183 made in excess of \$20,000.

Our farms and our industries are our two main sources for new wealth. They both face hard problems on account of scant and scattered population, long hauls, competition, insufficient capital, and heavy ever-mounting taxes. If our farms are to prosper they have to secure outside money for loans and money to finance crops. If our industries are to develop they have to finance their purchases and payrolls. Both have to have markets and that means new people and more industries.

That is what the Dennis resolution is designed to do. It is an invitation for capital to come in and help us all out. We desperately need new money to open up the state. We have to have money for farm loans and no matter how pretty this talk sounds about a state income tax we cannot escape the economic and unalterable fact that new capital which we require does not have to and will not come to Oregon unless we make it advantageous for it to do so.

We must remember that there are 120,000,000 people in the United States. Of them one hundred and nineteen million plus, live outside of Oregon. They have plenty of need for the same money in case we of Oregon don't show that we really want it. We tried it once—and before the people repealed the state income tax it cost us millions; drove industries, payrolls and taxable wealth out of Oregon and taxes still went up! Every farmer who had to borrow money knows what it did to him, too.

No forward thinking and constructive citizen wants that disaster to happen again.

Instead of making things hard for everybody—farmer, merchant, industrial worker and citizens in general we want to have a purely economic problem taken out of politics. The way to do it is to vote no against both the Grange Income Tax Bill and Offset Tax Bill and vote yes for the Dennis resolution. By this means we guarantee to every citizen, industry, and to capital that there will be no income tax before 1940. It further guarantees to every family that they will not have to pay taxes on their savings when their bread winner dies. It is a prosperity-making measure—it is sound business policy and deserves every progressive citizen's support.

**Vote 306 X YES—Dennis Resolution.**  
**Vote 329 X NO—Offset Income Tax Bill.**  
**Vote 335 X NO—Grange Income Tax Bill.**

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Greater Oregon Assn.  
J. O. Hiron, Chairman  
R. E. Hiron, E. J. Frank  
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R. L. Macleay, G. G. Guild  
J. H. Harsanyi, W. L. Hansen  
Executive Committee  
419 Oregon Bldg., Portland, Ore.

Excess Coal Oil stops smothering and smelling oil stoves. In bulk at Fryer's.

Eyes scientifically examined by E. L. Engstrom, Ophthalmologist, 1000 Broadway.

### North Dakota Is Still Paying For Her Failures

## VOTE 337 X NO!

## PACIFIC POWER & LIGHT CO.

Paid Adv. by Oregon Public Utility Commission—Opposed to the Housewives' Council "Water and Power" Bonding Amendment—424 Pacific Bldg., Portland, Ore.