

# Store Moved Back to Old Location IN BARCLAY'S NEW BUILDING

Come in to Our New Stock Opening

## SATURDAY, AUG. 28th

We have just gotten moved back to our old location in the new building erected for us by Mr. A. C. Barclay, and we invite our patrons, old and new, to come in and inspect our stock and look over our new quarters.

You will find us better equipped than ever to care for your needs and at prices that are right.

# The Racket Store

Leavenworth, Washington

### A Modern Miracle Man!

He is Dr. Brutell, master of the marvelous "double X-ray," the most mysterious character ever introduced into a serial photoplay. He is another Dr. Jekyll and Mr. Hyde! In his good moods he uses his famous discovery and powers for the progress of science—in his evil personality it becomes a demon's weapon with which he wreaks vengeful, baffling havoc.



The New Crowned King and Queen of Serials—

**JOE RYAN**  
and  
**JEAN PAIGE**  
in  
**"Hidden Dangers"**

Another Big Vitagraph Chapter Play

Last of Old Serial and  
First of New Serial

**Friday Evening**  
**At Scenic—7 Reels**

Admission 10 and 20c tax included

### REFERENDUM NO. 1.

SEATTLE, Aug. 26.—"Save the interest and pay as you go" is a cry heard in some sections of this state when road improvements under Referendum No. 1 are discussed, according to the Automobile Club of Western Washington. Referendum No. 1 is a measure that will be voted on November 2 and provides for paving 1,516 miles of state highway within six years.

To show how costly the "pay-as-you-go" policy would be, the automobile club presents the following facts:

The legislature increased the motor vehicle license fees so that in 1919 the collections amounted to \$2,325,000. For the purpose of this example it may be assumed that the average annual collections for the next 26 years will be \$3,000,000 and the "pay-as-you-go" policy is followed, paving a state system of trunk-line highways without a comprehensive definite plan adopted.

The first appropriation made by each session of the legislature from this fund would be 5 per cent for collection and the second \$1,000,000 for maintaining the present roads, while the balance would go for paving.

The "pay-as-you-go" policy would then work out like this:

Motor vehicle fees.....	\$3,000,000
Cost of collections, 5%.....	150,000
	\$2,850,000
Maintenance of roads.....	1,000,000

Balance left for paving.....\$1,850,000

The average cost of state contracts for preparing sub-grades and paving per mile for the last two years was \$27,132 a mile. With \$1,850,000 left in the fund for paving this sum would hard-surface at present prices 68 miles a year.

There remains to be paved in the highway system proposed in Referendum No. 1 just 1,252 miles. So it is readily seen that if the legislature adhered to the "pay-as-you-go" plan it would take more than eighteen and one-half years to complete the system which Referendum No. 1 would have ready for traffic in six years.

Motor vehicle license fees average a little more than \$15 for each machine a year. Under the bonding plan provided by Referendum No. 1 this \$15 would be expended as follows:

For paving roads to be used almost immediately.....	\$ 7.50
Interest on bonds.....	3.00
Collections and license plates.....	.75
Maintenance of roads.....	3.75

Total.....\$15.00

That \$3 in interest pays the rent on money to build mudless, dustless highways that can be used all the year and so that they can be made available for use at once instead of waiting 18 to 20 years.

That \$3 in interest rents the money with which to pave the roads that will earn every automobile or truck owner \$128 a year in saving on gasoline and tires alone.

The paved roads will bring an average net earning on every machine of \$125 a year through saving on tires and gasoline, after paying the annual interest.

When the bonding plan is analyzed in this way it is readily seen that the interest charge no longer is the bugaboo that has been raised in some sections of the state, say members of the automobile club. A six-year road improving program is calculated to give the present generation use of paved highways while those who use the roads in the future will help pay for them.

### CUTS FIRE INSURANCE RATE.

Fire insurance companies recently announced that when a warehouseman joins the United States warehouse system the fire insurance rate on stored cotton is automatically reduced 25 per cent. This is tangible recognition of the Government inspection of warehouses and of the other regulations of the United States warehouse act.

The purpose of the act, with regard to cotton, is to standardize warehousing and provide for the issuance of a standardized bonded-warehouse receipt of unquestioned value and integrity, backed by a bond to the United States Government. The Govern-

### G. N. TIME TABLE

	<b>EAST</b>	
No. 4.....		2:50 p. m.
No. 40.....		6:30 a. m.
No. 2.....		1:25 a. m.
	<b>WEST</b>	
No. 3.....		2:40 a. m.
No. 39, ar.....		1:30 p. m.
No. 1.....		1:55 p. m.

ment authorities do not interfere in any way with the warehouseman's management and control, and require only that the conditions of the act, which are nothing more than good business practices be observed. Above all, there is no so-called red tape. The inspections made four times a year include a check of all canceled receipts against receipts issued, and of the quantity of cotton on hand. One short monthly report relating to receipts and deliveries of cotton and the amount of insurance carried, if any, is required of warehousemen.

The receipts of bonded warehouses under the warehouse act are among the best possible collateral. Local bankers fully appreciate their value, for they can be more readily rediscounted than the receipts of warehouses that are not bonded. Any

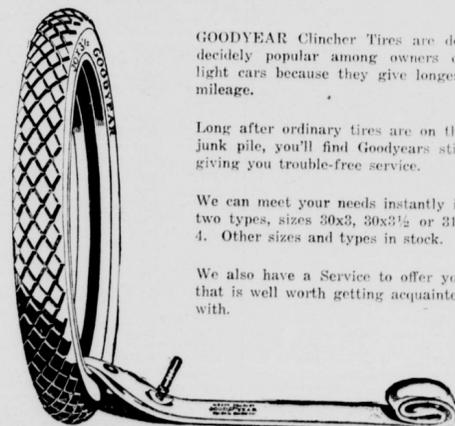
building that will adequately protect cotton from the weather is acceptable as a warehouse to the United States Department of Agriculture, which administers the act.

### RHEUMATISM - ECZEMA

gone and forgotten if you use  
**SLUCO**  
Nature's own remedy for these diseases.

Take the famous  
**SOAP LAKE TREATMENTS**  
in your own home.  
For sale by your druggist  
—or—  
**SOAP LAKE UTILITIES CO.**  
Soap Lake, Wash.

## Long Life Tires



GOODYEAR Clincher Tires are decidedly popular among owners of light cars because they give longest mileage.

Long after ordinary tires are on the junk pile, you'll find Goodyears still giving you trouble-free service.

We can meet your needs instantly in two types, sizes 30x3, 30x3½ or 31x4. Other sizes and types in stock.

We also have a Service to offer you that is well worth getting acquainted with.

Goodyear Heavy Tourist Tubes—Preferred by the Majority

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**Leavenworth Supply Comp'y**

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