



## EASTER JEWELRY

Your Easter outfit is not complete without some suitable piece of jewelry in conformity with the season. Let us show you all the latest fashionable novelties in this style of jewelry that are worn by the smart set. We have selection that will please you.

**"IF IT'S FROM RICH'S IT'S RIGHT"**  
**B. G. Rich**  
**JEWELER AND OPTICIAN**  
 Hotel Colville Building

## Don't Worry

Summer is coming. And when it comes you will need that Electric Range. Why not buy it now and have it all ready for the hot days? We offer special low rates for ranges.

Call and ask us about them.

**Stevens County Power & Light Co.**

ELECTRIC LIGHTS      BATHS      SAMPLE ROOM  
 STEAM HEAT              FREE BUS

## Hotel Colville

The Largest and Best Equipped Hotel in Stevens County  
 P. B. DINGLE, Proprietor

First-class dining room in connection, under supervision of Mrs. Dingle.

**Frank Kostka**  
**Merchant Tailor**  
 Colville, Washington

High class tailoring for men and women  
 Dry cleaning, pressing, repairing, altering

## COLVILLE ABSTRACT CO.

Abstracts of title to Stevens county lands, mines and water rights

## Use Better Flour

We have placed in operation a new machine for the manufacture of

### TopNoch Pancake Flour

For sale at all local stores

Our

# TopNoch FLOUR

Guarantees satisfaction or your money refunded.

## TopNoch Flour Mills

Colville

### Interesting Contest Brings Live Stories

About the first of the year the Bank of Colville distributed to the various schools of the vicinity a large wall calendar on which was a reproduction of a painting entitled "The Stars and Stripes Forever." The picture illustrated one of the important events of American history, and in connection with this picture the bank gave an essay contest, offering prizes for the best three essays regarding the incident of the picture.

Twenty-nine essays were submitted in the contest, and the judges, Miss Elizabeth Stannard, F. Leo Grinstead and W. L. Sax, have awarded the first prize to Beulah Frances Marcus, a pupil in the eighth grade; the second prize was awarded to Joe Gifford, Addy, a pupil in the seventh grade, and the third prize was given to Gladys Pitman of Meyers Falls, a pupil in the 8th grade. The first prize of \$5, second prize \$3 and third prize \$2, was in the shape of a deposit in the savings department of the bank, the idea of the contest being to teach thrift as well as patriotism.

**FIRST PRIZE**  
 (Essay of Beulah Frances Marcus.)  
 The war had been going on for seven years. The people had suffered very badly during this time. When the Declaration of Independence was declared America was free from England. The war ended and the people were very happy.

As the British were leaving New York harbor they hoisted the British flag; as they came down the flag pole, they tore off the cleets so the Americans could not climb the pole and hoist the American flag before they were out of sight. A brave sailor lad, John Van Arsdale, sixteen years of age, determined that the American flag should at once be raised, climbed the pole, tore the British flag down and nailed the American flag in its place.

I think the Stars and Stripes mean a great deal to us so the origin of the first flag, I will now relate. The first flag was made about the year seventeen hundred and seventy-four, by Betsy Ross. The material out of which it was made was a wide shirt, a blue sailor's jacket, and stripes from a red flannel petticoat. The first that the flag was unfurled to the breeze, was by Washington at Cambridge, Massachusetts. He took the English flag and added thirteen stripes to represent the union of the thirteen English colonies. Where the crosses on the English flag were, were placed thirteen stars. This was the first national flag. It is thought that the stars and stripes on the national flag came from the stars and stripes on the ancient coat of arms.

The national flag was adopted by congress June fourteen, seventeen hundred and seventy-seven. In seventeen hundred and ninety-four, when Vermont and Kentucky were to be admitted to the union, it increased the stars and stripes from thirteen to fifteen. Later it was found that if a stripe as well as a star should be added for each new state, the flag would in time become broad and unwieldy. For this reason, congress passed a law reducing the number of stripes to thirteen, but ordering that at the admission of each new state, a star should be added.

Our flag, the emblem of liberty, has always been the pride of the people. Our forefathers fought through the revolutionary war, and the war of eighteen twelve, and many of our own fathers and brothers have fought bravely for the Stars and Stripes.

**SECOND PRIZE**  
 (Essay of Jean Gifford, Addy.)  
 Patriotism is one of the world's greatest texts. That is what the picture "The Stars and Stripes Forever" shows, whole-souled, whole-hearted patriotism. It is universally known that nothing is so dear to a sailor boy as his flag. To a poor, ragged sailor boy it is more so than to a wealthy one.

In this picture the sailor boy is ragged, but under all of his raggedy heart beats true for flag and country. It sends his blood flowing hotly to see the British flag in the place of his dear Stars and Stripes.

So he goes quickly forward, as the British ships leave for England, climbs the greased flagstaff by means of cleats which his ever-ready presence of mind supplies, and floats the Stars and Stripes from its rightful standard.

The people on the banks are so overjoyed to see the American emblem in the place of the British flag, which has always meant tyranny to them, that they are wildly applauding the boy for his patriotism, heroism and bravery. Patriotism is the very spirit of the place.

May God watch over and bless the sailor boys and Stars and Stripes forever.

**THIRD PRIZE**  
 (Essay of Gladys Pitman, Meyers Falls)  
 It was a clear November day, the sun was high in the heavens, and the ocean was still and blue with the exception of now and then a little breeze would catch a wave and let it go rippling along the shore. It was what you might call a perfect day of November.

The whole city was in the streets for the British were leaving New York. They had been there so long that all the colonists of New York city were tired of them as well as others of our colonies.

The British had been there so long that they took down the Stars and Stripes and put up their flag, which the people did not welcome. They thought they would keep their flag up all the time, so they took off all the cleats and greased the pole, so that no one could climb it.

When they went sailing from the harbor their flag was still there.

Before they got out of the harbor a sailor lad of sixteen was so determined that England's flag should not stay, that he nailed on cleats as he

went up. While a large crowd of Americans cheered him on.

When he reached the British flag, he tore it down, and nailed the beautiful Stars and Stripes up, to float over the land of the free.

We all can not do the same as the boy did, but we can love our flag. By living for our flag we grow to love the rights of our fellow men as we do our own. So by loving each other's rights we also love our flag.

As long as we are a peace loving nation we will be more apt to keep out of war. That way we preserve "The Stars and Stripes Forever."

**THE CITY WITHOUT A STORE**  
 Suppose the city of Colville should wake up some morning and find itself without a solitary store.

What would the citizens of Colville think?

What would they say?

We should be confronted with stupendous problems like those our forefathers had to meet.

If a package of coffee or oatmeal was required, an order would have to be sent away for it. A week or ten days would elapse before the arrival of the coffee or oatmeal.

In the meantime, the morning cup of coffee or the morning dish of oatmeal would not be had.

If a dress were being made for one of the children for the Sunday school picnic and some trimmings required, instead of being able to secure them at once, the dress would have to go without them or be laid aside until the trimmings came, and not be ready for the picnic.

Imagine Colville without a store. But each day of each year just such a situation is edging nearer.

Folks who live in Colville are proud of their city; they have a just reason to be; and if any one wants to commence a heated argument, let him try to knock Colville to any citizen of Colville.

Our spirit is right; but our practices don't back up our spirit.

A lot of people have been doing their best a number of times each year to erase Colville from the map.

How?

By sending good money to mail order houses for goods which can be bought right in Colville.

Let us give local merchants the same generous deal we give the mail order man, and we'll find that they not only match the price when the parcel post, freight or express charge to Colville is added, but he will be able to beat—in the majority of instances—the best mail order price when quality is studied.

Giving local merchants the same generous deal doesn't mean dropping in just now and then for a petty demand. It means placing the big orders with them—accompanying those orders with cash just as the mail order house demands, and then waiting ten days.

Sounds unreasonable, perhaps, to ask such a thing.

But is it any more unreasonable to do that by our home town merchant which we do by the far away stranger?

The trouble is, most of us have looked at this matter from only one angle.

We have been accustomed to getting what we wanted when we wanted it from the home town merchant—and in many instances, we have been getting it on credit.

We compared prices—ofttimes neglecting to add freight or express charges, but never once have we compared service.

We have taken that for granted.

Isn't it about time we gave the home town merchant a square deal?

Let us consider service along with prices.

Let us stop sending our good cash away.

Let us make a concerted effort to keep it home where it will have an opportunity to fall into our hands again.

Let us make our purchasing slogan: "BUY IT IN THE HOME TOWN."

**DEFINITE PROGRAM FOR NEW SETTLERS ON NEW LAND**  
 (By O. N. Bell of the Colville Land Co.)  
 Resident of state 40 years. Resident of Stevens county 14 years.



Select your land carefully. Deal only with reliable and responsible agent or companies. Buy no more land than you need, and keep some of your capital for purchasing equipment and stock. Sow broadcast clover and timothy seed in all clearings for pasture. Build a fence of wire, poles or rails around some of your land for your home pastures. Buy some good cows, some beef cattle and a few pigs to pasture on this land. Sow alfalfa, oats, barley and peas to provide winter feed. Plant a good garden from which most of the family food supply can be obtained. Profit by the work at the experiment stations, don't hesitate to consult the county agriculturist, and other farmers working under similar conditions. Buy only such farm tools as are actually needed.

### Railroads Compelled to Tend to Business

Washington, April 19.—The condition in which the railroads find themselves as a result of constant increases in wages, prices of material, taxes and other expenses, while their revenues are restricted by legislation, was strikingly described by Julius Kruttschnitt, Chairman of the Executive Committee of the Southern Pacific Company, in his testimony during the past few days before the Joint Congressional Committee on Interstate Commerce, which is making a study of the question of railroad regulation. Mr. Kruttschnitt urged the committee to recommend a plan of regulation which will center responsibility for regulation and its results in the federal government, so that conditions affecting both expenses and revenues may be made subject to a uniform policy instead of the wasteful and often conflicting policies involved in the system of combined state and federal regulation.

**Why Roads Need More Money.**  
 Mr. Kruttschnitt's testimony also had a bearing on the reasons for the application of the roads to the Interstate Commerce Commission for a general advance in freight rates. He showed that while the price of transportation has declined in recent years, the cost of producing transportation, like the cost of almost everything else, has rapidly advanced. This he illustrated by showing that if freight and passenger rates had increased during the past twenty years in the same proportion as average commodity prices the railroads of the United States would have received \$1,654,000,000 more for transportation in 1915 than they did receive.

This saving to the public was effected, in spite of an increase of 93 per cent in the cost of operation of trains, by a reduction in the average passenger rate per mile from 2.04 cents in 1895 to 1.98 cents in 1915, a decrease of 3 per cent, and by a reduction in the average freight rate per ton mile from 8.30 mills in 1895 to 7.3 mills in 1915, or 13 per cent. During the same period the cost of operation per train mile rose from 92 cents to \$1.78, almost doubling. At the same time the average price of 346 commodities enumerated in a bulletin of the Department of Agriculture increased 115 per cent. Transportation is practically the only commodity in general use that has not increased tremendously in price during the past twenty years, freight and passenger charges being lower than they were twenty years ago.

**Big Saving to Public.**  
 If rates had risen proportionately to the increase in the cost of other articles of ordinary use, Mr. Kruttschnitt told the committee, the average passenger rate in 1915 would have been 2.95 cents a mile, or 50 per cent higher than it was, and the average freight rate would have been 1.21 cents, or 68 per cent higher than it was. The saving to the public in passenger fares through this difference was \$314,000,000 and in freight rates \$1,340,000,000.

Universal railroad bankruptcy under this reduction in rates and increased cost of operation, he said, was avoided only by heavy expenditures to obtain increased efficiency in train movement, making it possible to haul more tons of freight per locomotive. This had reduced the average cost of hauling a ton of freight, but the decline in the average freight rate had reduced the net revenue of the roads from each ton hauled. If the operating costs of the railroads, including the prices of coal, labor and material, continue to advance at the present rate a lot of railroads will be in the hands of receivers by 1918 unless some relief is afforded, Mr. Kruttschnitt told the committee.

"Owing to the use of commodity prices," he said, "the purchasing power of the dollar has fallen 55 per cent and the railroads are in the position of being compelled by law to accept payment for their service to the public in currency worth 45 cents on the dollar.

**Public's Chief Interest.**  
 "The public's greatest interest is in adequate transportation facilities and not so much in low rates. As to most commodities freight rates form a very small proportion of their cost. Excluding low grade commodities, the percentage of the freight rate to the cost is so slight as to offer no justification for any substantial increase in prices to the consumer. It may be stated with little fear of contradiction that the consumer seldom, if ever, profits from a lowering of freight rates.

"Extortionate charges are a thing of the past, and under the attempt to cut rates to their lowest possible figure the interest of the whole public in the character and standard of transportation is subordinated to the interest of that part of the public only that profits by lower rates—that is to say, the shippers and their agents and not the general public, the ultimate consumer."

### COLVILLE ASTONISHED BY MERCHANT'S STORY

A merchant relates the following: "For years I could not sleep without turning over every hour. Whatever I ate caused gas and sourness. Also had stomach catarrh. ONE SPOONFUL buckthorn bark, glycerine, etc., as mixed in Adler-i-ka relieved me INSTANTLY." Because Adler-i-ka flushes the ENTIRE alimentary tract it relieves ANY CASE constipation, sour stomach or gas and prevents appendicitis. It has QUICKEST action of anything we ever sold. Carroll's Pharmacy.—Adv.

**FRANK B. GOETTER**  
 DRUGGIST AND CHEMIST  
 THE LEADING DRUGSTORE OF THE COUNTY  
 COLVILLE WASH.



**CAMILLA BENSON**  
 Dr. of Suggestive Therapeutics  
**DRUGLESS PHYSICIAN**  
 Chiropractic and Mechano-Therapy methods employed.  
 Chronic and Nervous diseases a specialty  
 Office in Lane Building, Colville, Wash.  
 Stomach Trouble      Female Diseases  
 Constipation      Appendicitis  
 Liver Trouble      Indigestion  
 Lumbago      Spinal Diseases  
 Rheumatism      Infantile Paralysis  
 Kidney Diseases      Paralysis  
 Insomnia      La Grippe, Asthma  
 Nervous trouble and kindred ailments are successfully treated.  
 No charge for consultation. Come and talk over your case, and learn whether you can be helped. Always pleased to explain the drugless methods.

**COLVILLE LAND CO.**  
 SELLS LAND  
 Will buy or sell for you, with satisfaction guaranteed. Ask us. We furnish all information on lands. References—Our past customers or any Colville bank.  
**COLVILLE LAND CO.**  
 O. N. Bell      L. M. McFarland  
 COLVILLE WASH.

**Carpenter Work**  
 Must be satisfactory, or your money is largely wasted. Perfect work will always look nice, but poor work always brings trouble and expense.  
**W. C. KOPPE**  
 Contractor and Builder      Colville  
 Will not only insure you good work, but will advise with you, furnish plans and estimates, and take pride in giving satisfactory service. See him or phone 583.

**Moving and Raising Buildings**  
 Any kind or size, anywhere in the county. Largest outfit in this part of the state. Write for terms, or consult  
**G. H. Staves & Co.**  
 Colville

**HOTEL TOURAINE**  
 Solicits your patronage while in Spokane.  
**EUROPEAN PLAN**  
 Rates 50 cents and up. Reasonable rates by week or month. Block from post-office, near new Monroe Street bridge. Full view down Riverside Avenue from Lobby.  
 Wm. Snow, Prop. R. H. Snow, Mgr.  
 Spokane, Washington

**FURNITURE**  
 New and second-hand, for every room in your house.  
 Don't waste any time wondering where you can make the best buy.  
 Our goods and prices are sure to please you  
**Colville Furniture Exchange and Phonograph Store**

**FRUIT AND ORNAMENTAL TREES**  
 Roses, Shrubs, House and Bedding Plants, Ferns  
**Northern Nurseries**  
 Otis Orchards, Washington.

**REPAIRING**  
 Of all kinds. Saw gumming, filing and grinding. Stove repairing a specialty. All kinds of goods stored.  
**A. CARRIER**  
 N. Main in old skating rink. Phone 133

The Store That Advertises Is the Store That Does The Business