

REPORT OF THE CONDITION OF
No. 4699

First National Bank

Pullman, Washington

"HOME OF THE PALOUSE DOLLAR"

As to the Comptroller at the close of Business May 1st, 1915

RESOURCES	
Loans and Discounts	\$450,485.36
U. S. Bonds	50,000.00
Real Estate Owned	7,500.00
Furniture and Fixtures	3,000.00
Redemption Fund	2,500.00
Warrants, etc.	8,802.43
Cash and Due from Banks	94,629.48
	\$616,917.27
LIABILITIES	
Capital Stock	\$50,000.00
Surplus and Undivided Profits	25,187.61
Circulation	50,000.00
Deposits	485,729.66
Rediscounts	6,000.00
	\$616,917.27

We invite your attention to the above statement, and on the basis of real banking service the First National Bank invites your business—assuring you always of courtesy and every accommodation that a strong, completely equipped bank may render

The Pullman Herald



WM. GOODYEAR, Lessee.

KARL P. ALLEN, Editor.

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Pullman, Wash., Friday, May 7, 1915

WATER TRANSPORTATION

During the past week the people of the Inland Empire have been celebrating the completion of the Cello, which opens the Columbia river to navigation from its mouth at Priest Rapids and the Snake river far as Lewiston, Idaho. Thousands of people have joined enthusiastically in the celebration at all the important points along these rivers, but comparatively few realize the full meaning of an open river to the sea and the vast potential benefits of water transportation.

It means that grain can be shipped from Lewiston, Idaho, to the Atlantic seaboard or to Europe, by water, with but one transfer, that from the river boats to the ocean-going vessels. It means that merchandise can be shipped by water from New York to Lewiston with the same one transfer. Water transportation is the cheapest of all methods of transportation. For instance, President Bryan states that on his last trip to Europe carried a large consignment of potatoes, billed in London, England, to New York, a freight rate was 25 cents a hundred or five dollars a ton. This means that they were carried 3000 miles for a less rate per ton than it would cost to ship a ton from Pullman to Spokane by rail.

The opening of the canal eliminates the old cost of portage from Celso to The Dalles, which averaged 25 cents a ton on all classes of freight. The boat rate on wheat from Lewiston to Portland is now \$3.40 a ton as against \$3.40 by rail, a saving of over a cent a bushel. On the class freight the boat rate from Portland to Lewiston is 80 cents a ton as against \$1.03 by rail. An open river is not only a freight regulator, but it is a freight regulator. The railroads may reduce their rates to such a point that they will still be most of the freight, but the competition will always prevent them from raising rates, even though but a small fraction of the freight goes by the river route.

Now that the government has opened the people of the Inland Empire to an open river to the sea, it will be to the advantage of the people to ship the largest possible volume of freight by the river route. A great deal of work is still necessary to deepen and deepen the channel of the Snake river, so as to make it navigable at all seasons of the year for freight boats. Work will also be required to open the Columbia to navigation from Pasco to the Canadian border. It will be necessary to secure appropriations from congress for these purposes. The greater the amount of freight tonnage carried by the river route the stronger will be the argument in favor of granting these appropriations.

Up to the present time there have been two popular slogans in the Inland Empire: "Good Roads" and

"Open Rivers." The time has come to combine these slogans into one, "Better Roads to the Rivers and Better River Channels to the Sea." Unless some method can be devised to transport freight cheaply to and from the rivers, the people in the interior are not going to be able to reap the full advantage of water transportation. Good roads to the rivers is the first step in the solution of this problem. After these roads have been constructed, auto trucks and short electric lines will act as a lever to force down freight rates to river points.

It has taken years of hard work to secure an open river to the sea; it will take years of hard work to secure cheap transportation from interior points to the open river, but the result will fully justify the effort. A water highway to the pathless ocean is one of the most valuable legacies which the people of the Inland Empire can leave to future generations.

WM. GOODYEAR.

HELP YOUR FRIENDS

The United States Department of Agriculture, and the agricultural departments of the various states, together with the officers of the Audubon Society, have presented proof, and piled it mountain high, to show the farmers that some of the best and the most faithful friends they have are the birds; not merely the sweet song birds, but birds whose songs are not particularly attractive, although they do cheer the heart of the man who is in sympathy with nature. Who has not been cheered by the cheerful note of the unsuspecting "Bob White," as he sits on a fence rail or the gate-post in summer? He makes himself scarce in winter, for he knows there is an enemy lurking about. Who has not had more courage put into his heart by seeing a bee-bird attack a hawk or a thieving crow, drive him away, and then coming back to look after his mate and young ones? Who has not been heartened by the song of the robin, which the United States Department of Agriculture tells us is the most common bird in America? Who has not been delighted by the song of the thrush? Whose heart has not been made lighter by the rat-a-tat-tat of the woodpecker.

These are all friends of ours, and it is due to the fact that we have not appreciated their friendship, that we have so many wormy apples, so many scaly trees, so many cinch bugs, wire worms, grub worms, and other pests by the millions. Every year our losses through these pests, and our expenses in combatting them, pile up. They are worse than taxes, worse than the tariff even to a tariff hater, worse than free trade in the eyes of the high tariff advocate.

Why should we go on allowing the small boy to practice on these feathered friends of ours with his slingshot or small gun? There is some-

thing radically wrong with the man who won't stand by his friends. He doesn't deserve any. He deserves to be punished, and usually is.

We ought to do more than make peace with these birds. We ought to protect them and care for them. If you want life to be more cheerful about the farm, encourage the small boy to put up bird houses for the little house-wrens; not fancy boxes or gorgeously painted houses, but just boxes—with an opening only one and one-eighth inches in diameter. A cigar box will do, or a box made out of shingles, or even an old cow horn, where these cute little insect eaters can make their home. Why not put up boxes for the bluebirds? Make the opening one and five-eighths inches in diameter, and for larger birds a two-inch hole. For protection against squirrels, these holes can be surrounded with metal.

Why persecute the swallows that build their nests under the eaves of your barn, or under the bridge that crosses the stream? Don't persecute them, but encourage these birds to make their home with you during the summer time. Protect the quail. You can easily fix shelter for them for winter by putting out a corn shock, under which they can hide during a snow. Encourage them to come about the barnyard; feed them. You can't tame them, any more than you can tame the tongue of a bad-tempered person, and we have good Scripture for saying that no one can do that. You can, however, make them understand that you are their friend.

It is singular how ready wild life is to make peace with man. The wild deer soon becomes tame if it is not chased. Even the bears in our forests become quite friendly. There are a few things you can't tame, or ought not to: the wild dog, which we call the wolf, and wild animals of the cat tribe. They are our foes; but let us make friends with those that are kindly disposed toward us. Let us make our farm homes even more pleasant and happy by encouraging the good folks of the feathered tribe, and they are nearly all good, to be friendly with us.—Wallace's Farmer.

THE FARM INVENTORY

For several reasons the farm inventory, properly kept, is one of the most essential features of the business side of the farm operations. It should show all assets, including land and improvements, stock, farm equipment, cash, notes receivable, accounts receivable and everything of any value. All liabilities should be shown, including mortgages, notes payable, accounts payable, etc. If the inventory is properly taken the balance between the assets and the liabilities will show the present worth of the individual. This balance compared with the balance of the preceding year will show the net returns for the current year.

Keeping a record of receipts and expenses is essential, but the receipts minus the expenses will seldom give a correct idea of the net returns of the business of the year.

A proper inventory should include every item of equipment on the farm. This periodical checking up on every item, estimating its value, noting depreciation or its entire loss in many cases, leads to greater care in using and storing equipment. Such inventory would reveal sources of expense and loss due to neglect or carelessness that would reach total amounts surprising to most farmers.

The best time to take the inventory is when there is least salable and consumable products on hand. This will usually be some time during the winter or early spring. Taken at this time it will show the farmer before the season's work opens what new tools or repairs are needed.—Geo. Severance, Dept. of Agriculture, State College.

NEEDS OF RURAL WOMEN

The United States Dept. of Agriculture sent out 55,000 letters to farm women asking for an expression as to the greatest needs of the rural women; 2241 women replied. The greatest need expressed was running water in the house. If the farmer had to do the house work in its entirety for one week, the second week would find running water in the house if it was possible to get it there. The next most popular want was a better arrangement of the farm houses. The farm house is too often built with no thought as to convenience or to aid in the efficiency of the woman's work, it is merely to be a shelter and the home maker has some hard problems to solve in consequence.

COACH BENDER IS TO MANAGE BOZEMAN TEAM
Coach John R. Bender has accepted the managership of the Bozeman baseball team in the Montana State League for the summer. He will leave Pullman for his new work as soon as the varsity season is over.

CHURCHES

UNITED PRESBYTERIAN CHURCH

At 9:50 a. m., Bible school; 11 a. m., morning worship, "The Laws of Growth in Character"; 7 p. m., Christian Endeavor; 8 p. m., vesper services. This will be the third of a series of studies in the Masterpieces of the Literature of the Bible, "The Great Prophets." There will be good music and a cordial welcome for you. Leo L. Totten, minister.

FEDERATED CHURCHES

(First Baptist and Congregational)
C. H. Harrison, minister. Sunday services: Sunday school at 10 a. m.; public worship at 11 a. m.; Y. P. S. service at 7 p. m. Thursday evening a Bible study class at 6:30 o'clock, led by Mr. Harrison.

CHRISTIAN SCIENCE

Christian Science services are held in Masonic hall every Sunday morning at 11 o'clock. Subject of the lesson-sermon for next Sunday, "Adam and Fallen Man."

FIRST METHODIST CHURCH

Sunday, May 9, Mothers' Day. Subject at 11 a. m., "Women, Yesterday—Today." Subject at 7:45 p. m., "Science and Religion." J. W. Caughlan, pastor.

ST. JAMES EPISCOPAL CHURCH

Rev. J. G. Robinson, rector. Holy Communion at 7:30 a. m.; Sunday school at 9:45 a. m.; morning service and Holy Communion at 11.

Bishop Herman Page visited St. James Episcopal church last Sunday and confirmed a class of 12.

CORRESPONDENCE LESSONS IN COOKERY AND TEXTILES

Two courses in home economics are now ready for distribution by the Extension Department of the State College. Course I in Cookery is arranged by Miss Leila Hunt of the Department of Home Economics and the course in Textiles is arranged by Miss Agnes H. Craig, head of the department.

For full information regarding these courses, write to Extension Dept., State College.

HONEY BREAD

Two cups honey, four cups rye flour, one teaspoon soda, four teaspoon aniseed, two teaspoon ginger, four teaspoon powdered cardamon seed, two egg yolks, one-fourth cup brown sugar. Sift the flour with the spices and soda and add the other ingredients. Put the dough into shallow buttered pans to the depth of about an inch and bake in a hot oven.—Farmers Bulletin, No. 653, U. S. Dept. of Agriculture.

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