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THE HOOD RIVER NEWS

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Send Representative To Oppose Lafean Box Bill

Hood River Apple Growers' Union Delegates Jos. A. Wilson to Go to Washington and Oppose Measure Before Lawmakers

Acting as the representative of the Hood River apple growers, Joseph A. Wilson left here Saturday night for Washington, D. C., to add his efforts to that of other Oregon representatives who are endeavoring to prevent the passage of the Lafean bill. The proposition to send a Hood River representative to Washington originated with the board of directors of the Hood River Apple Growers' Union who believed that this district could not afford to let a bill of this character become a law without opposition. While all the board are actively opposed to the bill, E. H. Shepard was one of the most active in making arrangements to send a representative from here, his efforts being furthered, in addition to members of the board, by P. S. Davidson, A. I. Mason and C. Dethman. Although Mr. Wilson goes ostensibly as the representative of the union, he will speak for all the growers in the valley and will meet in Washington and co-operate with A. M. Whistler of the Rogue River district and W. K. Newell, president of the state board of horticulture.

tion, is stated to be much alive to the situation and to have gone to Washington primed with all the necessary data to appear before the congressional committees and make arguments against the passage of the Lafean bill in its present form. Not long ago he was in Washington and made a demonstration of the Winchester bushel in the private office of Mr. Wilson, secretary of agriculture, by having a box of Rogue River valley apples that won the first prize at Spokane brought in, and which when placed in a bushel basket filled it, heaped up. Whereupon the official head of agriculture in the United States waived all objections to the cubic contents of the northwest box.

It is known that the commission men are using every means to get the Lafean bill enacted and it is believed that the presence of a strong delegation from the northwest will go a great way to defeating it or secure a satisfactory compromise.

APPLE TRADE IS EXPANDING

A recent report of Consul J. N. McCann showed that Glasgow receives about 400,000 barrels of apples from foreign countries each year. Of this amount the United States furnishes 150,000 barrels, while the balance comes from Canada. North American fruit is preferred in Glasgow. The quality and regularity of the varieties and sizes and the nature of the packages combine to bring this about. English apples are almost always put up in packages of some value, which are charged for by growers, necessitating either their return or payment for them. The impossibility of producing a large supply of standard varieties and the deficiency of grading on the part of apples grown outside of North America also tend to make the American fruit preferable.

The remarkable expansion of the apple trade in Glasgow is not only due to a larger consumption throughout Scotland, but also to the fact that Glasgow supplies a large portion of the north of Ireland and the north of England with large weekly shipments. Fruit is offered in Glasgow in a large bazaar market under municipal supervision. Belfast, Ireland, consumes during the season about 3,000 barrels of apples per week and about one-third of them come from the United States. Some of the principle varieties marketed in Glasgow are Baldwins, Spitzenbergs, Northern Spys, Russets and Greenings. Hudson River Newtown Pippins and Ben Davis are also used freely. Over 90 per cent of the apples in Belfast are a grade far below firsts. The fruit is generally uncolored, small and immature.—*Produce News.*

NEW BRICK BUILDING CORNER 4TH AND OAK

Ground will soon be broken for a new brick building which J. Otten will erect on the corner of Oak and 4th streets. The plans for the building are in the hands of R. B. Bartlett architect, and call for a one story and basement structure which will be designed for an additional story later. The building will be built of brick with a cream colored pressed brick front. The frontage on Oak street will be 50 feet with a length of 80 feet on 4th street.

The work of dismantling the wooden buildings on the premises has been commenced and excavation for the foundations will be started as soon as they are removed.

Neighbor Trust Meets

The Get Acquainted Neighbor Trust enjoyed an unusually pleasant meeting at Mr. Wilbur's Wednesday evening. The music was excellent and the singing of a couple of solos by Mr. Wilbur was very fine. The other feature of the entertainment caused a riot of laughter and hilarity that spread the sides until they were almost capable of holding the substantial lunch served at the close of the exercises. The next meeting will be Friday night at the home of E. H. Hartwig.

Reminiscences of Express Messenger in Early Days

BY CAPT. H. C. COE

In November, 1865, I was offered and accepted a position with the Wells Fargo Express Company as messenger, and was assigned to The Dalles-Walla Walla route. The position was no sinecure. It was in the flood tide of the mining excitement in eastern Oregon, Idaho, Montana and British Columbia east of the Cascade mountains. Treasure shipments were very heavy, the country was overrun with bad men, going to and coming from the various mining districts, Walla-Walla, Baker City, Boise and Idaho cities, Owyhee and Lewiston, were filled to overflowing with cut-throats, gamblers and bandits. Indeed so bad did these conditions become that the mere law abiding citizens of these parts were compelled to take matters in their own hands and purge their towns of these pests.

A correspondent of the Oregonian, from Boise, at that time gives an idea of the situation at that place. He says, "I think I am safe in saying that not a day passes in this part of the territory without one or more men meeting a violent death." At that time Walla Walla was a distributing point for all these places. The conditions were perhaps not quite as bad as at Boise, but they were bad enough. While navigation was open the express went by boat as far as Wallula and then thirty miles by stage to Walla Walla, but when ice closed the river the overland trip had to be made. The route lay through a totally uninhabited country, except the stations, thirty to forty miles apart, and at best required four days to make the one way trip.

It was a responsible position for a boy just out of his teens, though I was not wholly unprepared for emergencies, having been raised from early boyhood on the frontier and lacked a whole lot of being a tenderfoot.

The Shot Gun Messenger

The term "Shot Gun Messenger" came from the fact that all overland messengers were required to carry a double barreled shot gun, furnished by the company. They were No. 10 bore, sawed off guns loaded with five shooter balls and a terrible weapon in cool hands, sure death at one hundred yards, and no self-respecting bandit would think of taking any chances in front of one. The rules regarding these guns were very strict. The seat by the driver was always reserved for the messenger, and he had to carry his gun across his lap, always ready for instant use; under no circumstances was he permitted to ride inside the coach, or covered wagon, or walk, but always keep a sharp lookout for trouble. Any infraction of these rules meant instant discharge from the company's employ on arrival at destination.

Gold Dust Was Legal Tender

On my first trip down I found myself in charge of a large treasure shipment, consisting of 1700 pounds of silver bullion in leather bags, mostly if not all from the Baker county mills; then there were four treasure chests, weighing about 200 pounds each, the total value of all being about \$135,000. This, with one exception, was the largest amount that I ever knew of shipped at one time. T. H. Cann, the messenger running on alternate days, had taken treasure amounting to \$150,000 the trip previous.

Gold dust was then the legal tender of the land, coin of all description was scarce. Paper money was in evidence, but so depreciated in value and with the discount so variable that it was hard to handle. Later, when in the employ of the O. S. N. Co., I took in considerable amounts at 40 to 60 cents on the dollar. The officers of the boats frequently would invest their month's wages in "green backs" and laid them by for a raise, and netted a neat sum that way. The price of gold dust was as variable as the number of claims in the mines, ranging in value from \$8 to \$12 per ounce for Owyhee to \$21 for Kootenai or Skimilkameen. All northern gold was good. I do not remember ever having seen any inferior dust come from either Coeur d'Alene or British Columbia. I soon became very expert in buying dust, and could generally locate, on sight, the very mine that a batch of dust came from. All kinds of adulterations were used to deceive the buyer, and more than one occasion I

have watched the horror depicted on the face of an innocent trader on seeing his bogus dust melt away when I would test it with acid. I always dreaded to see Owyhee dust come out of the buckskin. It was such vile stuff; it was so mixed with lead and other combinations that it did not look like gold, and one never dared to give its actual value for fear of getting bit; but the Skimilkameen and Kootenai product was dust par-excellence; it was coarse, washed flakes and running up into nuggets of \$5 to \$10 each and absolutely pure; more valuable than minted coin. Boise valley dust would range about \$14 to \$15 per ounce, while Montana would go from \$15 to \$17. Considerable gold was washed out along the banks of the Columbia and Snake rivers by Chinamen. This was called retorted dust because it was gathered in sluice boxes with quick silver, and afterward burned to get the quick silver out. This was called "four gold" on account of its fineness, the only adulteration being the residuum from the burnt quicksilver and a small per cent of sand, easily detected with a magnifying glass but impossible to eliminate. For many years large numbers of Chinamen were engaged in mining the river bars. The earlier and more favorable locations would yield as high as five and six dollars per day to the man. The modus operandi was by the rocker process, with riffles and quick silver; one man or more to shovel and one to rock and dip water. This dust was worth from \$14 to \$15 per ounce, and I always found the chinks, while wanting all that was coming to them, the smartest traders that I had to deal with.

The Old-Fashioned Stage Coach

The thirty miles between Walla Walla and Wallula was covered by Thomas & Ruckles old fashioned stage coaches drawn by six horses. They were calculated to seat sixteen persons, but I have often known them to come into Wallula with twenty-two adults crowded into and onto them. The road during the summer was fearfully dusty, and one could not recognize his own brother after a trip over this road until a few buckets of Columbia river water had been used. When winter had closed the river these coaches were considered too heavy for the overland route, and a light thorough brace eight passenger wagon was substituted, drawn by four horses. A man named Haley ran a line of stages between Umatilla Landing and Boise City. They were of the eight passenger type but larger, holding twelve people. Thomas and Ruckles ran a line from Walla Walla to Baker City. There was also Du Reil's fast freight line over the same route, owned by B. M. Du Reil & Co. These, with innumerable eight, ten and twelve mule and horse teams, with dozens of pack trains thrown in, constituted the means of express, and ingress, to the great and growing country east of the Columbia river.

(To be continued)

DEMONSTRATION TRAIN TO BE HERE MARCH 31

The complete itinerary of the demonstration train that will be sent out over the Oregon division of the Oregon Railway & Navigation Company this month was announced Thursday in the Oregonian.

This train will be the eighth operated by the company and promises to be the best equipped of any demonstration train ever sent out over any railroad.

With the itinerary, the following announcement is being prepared for distribution among the communities to be visited by the train:

"In conjunction with the Oregon Agricultural College and Experimental Station, the O. R. & N. Company will, from March 21 to April 1, inclusive, operate over its lines serving Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union, Walla and Baker counties the most extensive farming demonstration train yet undertaken.

"The purpose of the movement is to encourage diversified and intensified farming through continuous and scientific occupation of the soil and to further the improvement of agri-

Re-Modeled Waucoma Will Be "The Oregon"

Refitted, Refurnished and Enlarged With Seventy Additional Rooms New Hostelry Will Soon Give Patrons Superior Service

While not exactly new, Hood River will have substantially a new hostelry in a few weeks with the completion of the remodeling and change of name of the Waucoma. The management of this greatly improved and enlarged establishment have decided to change the name to the Hotel Oregon, which it believes will be more in keeping with the progressive town and state it is situated in, and make an easier name for guests to articulate and remember.

The addition to the new hotel under the management of Chas. Hall and E. C. Smith, which is fast being completed will give it 70 additional rooms or about 100 in all. When the new establishment is ready for business it will afford Hood River greatly increased hotel accommodations with added luxury and convenience.

The whole building will cover a ground space of 84x100 feet. A vestibule will be arranged at the main entrance on the corner of Cascade avenue and Second street leading into a lobby that will be double the size of the old one. The lobby has been fitted with large plate glass windows and big open fireplace, and a barbershop will be connected with it on the Second street side. Leading from the lobby at the side provision has been made for a convenient writing room that insures privacy. Special furniture consisting of heavy leather covered lounging chairs and settees, which were made for the hotel, will be placed in the lobby.

The dining room which will be entered from the lobby on the Cascade avenue side, will be supplemented with a large grill room, separated from the main dining room by an arched colonnade.

On this floor also a commodious sample room with an entrance from the outside has been arranged. The kitchen will be situated in the rear with two entrances, one each on Cascade avenue and Second street. The building will contain two stores each facing on the above named streets. Provision has been made for installing an elevator when it is deemed necessary.

The second, third and fourth floors are devoted to guest rooms, arranged single or en-suite. All rooms throughout will be provided with hot and cold water. Altogether there will be twenty rooms with private baths and two public baths on each floor. All the bed rooms will be lighted and ventilated from side windows and will be equipped with private telephones, electric lights and steam heat.

On the fourth floor an innovation will be a roof garden 30x85 feet fitted with a colonnade along the parapet and exposed beam work above. Easy chairs and potted plants and flowers will be placed here and guests will

enjoy the beauties of the territory served.

"The train will consist of a number of cars thoroughly equipped for the purpose of practical demonstration.

"Lectures on all branches of agriculture of special interest to the farmer will be given by the faculty of the Oregon Agricultural College and Experiment Station of Corvallis. Among the subjects that will be discussed according to conditions in each locality may be mentioned the following: Poultry, dairying, horticulture, more and better livestock, chemistry of the soil, rotation of crops, conservation of moisture and general cultural methods."

The train will leave Portland on the night of Sunday, March 20, and the first demonstration will be given on the Heppner branch of the road in Morrow county. The next day will be spent on the main line in Baker county and on Wednesday and Thursday demonstrations will be given on the Joseph branch; Friday on the Pilot Rock branch and Saturday the train will work back to Pendleton.

Monday, March 28, will be devoted to the Malu line from Echo to Hermiston and Tuesday to the Condon branch, Wednesday to the Shaniko branch and Thursday, March 31, to the Main line between The Dalles and Hood River, arriving here at 1:45 and remaining until 3:45 p. m.

have the benefit of quiet and a delightful view of the river. The remodeling of the hotel was planned by R. B. Bartlett, who is also the supervising architect of the new First National Bank building.

The American League

The Hood River chapter of the American Woman's League met Friday afternoon, March 4th, and reorganized, electing Mrs. J. W. Rigby president; Mrs. Annette Enticam, secretary, and Mr. L. F. Gretum, treasurer. The meeting was one of great enthusiasm, twenty-five new members being added to the roll. This now makes a membership of 50. This is very gratifying from the fact that our local chapter home depends on the number of members, 150 members securing a \$7,300, and 200 members a \$10,000 chapter house. Portland is qualifying for a \$10,000 chapter house, and the Hood River chapter think they will not be outdone by Portland. Will our friends and neighbors join us in the conquest? Each chapter house is handsomely furnished; equipped with a modern kitchen outfit complete of the latest design, a library, a woman's exchange and a beautiful concert grand phonograph made especially for the league, costing \$225, with selections of newest and best records. The audience room is ample and two club rooms, connected by folding doors, can be opened. The furnishings consist of fine rugs, strong handsome mission furniture; finishings, stained glass, kitchen equipment, lighting and heating fixtures, and each local chapter uses its house as it pleases. Mr. E. G. Lewis, the founder, has endowed the league with two million dollars.

The plan and purpose of the league centers about the People's University Academy of Fine and Applied Arts, and its allied educational institutions in University City, Mo.

These numberless courses of study are open to all members and their minor children free of any expense. There are no dues and when once a member it is for life.

Will you not all lend a hand to add this great lever for the upbuilding and beautifying of a greater Hood River.—Mrs. J. W. Rigby, local president.

HOTEL SHIPHERD NOW HOTEL DALLES

As mentioned in these columns heretofore, says The Dalles Optimist, the new hotel has been renamed and is now known as the Hotel Dalles. The christening took place on Tuesday night of this week, and was one of the memorable events of this city.

Indeed, it was such an event as cannot be gone over in detail, cannot be referred to by the names of the individuals who made it possible, for the reason that it was a sort of spontaneous affair, made possible by the splendid co-operation of all our citizens.

The bare facts of the matter are as follows: On Tuesday evening the Hotel Shipherd opened under a new name, as given above, and the opening was in the form of a banquet, something like a hundred and fifty guests being seated around the festive boards spread in the main dining room.

As to why the Hotel Shipherd has been wiped off the slate, in name, and the Hotel Dalles (or The Dalles Hotel) has taken its place is a story which is not necessary to relate. Suffice it to say that a number of our leading citizens decided that the hotel should be named after the city, and the re-christening took place on Tuesday evening.

Upper Valley Land Sales

W. H. Marshall sold during the past week 40 acres for Margaret White of Portland to K. R. McGuffey. This is part of the Allen Macrum property. Price \$5000. He also sold 20 acres for Henry Ries near Parkale for \$3000 to Geo. A. Bruce, who recently bought the Hartwig property.

C. L. Morse returned from Winona, Kan., Friday, where he was called by the illness of his mother.