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Rae & Hatfield Make First Apple Purchases

Get Sears & Porter and Paasch Orchards Estimated at 30,000 Boxes. Also Underwood Fruit. Early Shipping Season Looked For.

George Rae, of Rae & Hatfield, the wholesale fruitmen of New York, opened the apple-buying season at Hood River Saturday by purchasing the entire crops of Sears & Porter and August Paasch. The Sears & Porter and Paasch orchards are the largest in bearing at Hood River and it is estimated at this time that their combined output will be in the neighborhood of 30,000 boxes, the bulk of which will be Newtowns and Spitzenbergs.

As is usually the case at this time of year when apples are contracted for the prices the apples sold for are not given out by Mr. Rae or the sellers, but those interested are assured that they are highly satisfactory and when made public will show that Hood River apple prices have not taken a slump.

Other buyers representing both New York and Chicago houses are also already in the market for Hood River apples.

It is understood that Mr. Rae is negotiating with other growers here for their crops as well as other points in the vicinity and that his firm will this year handle the apples shipped from the Underwood section amounting to 20 to 25 cars. Saturday he had a conference with the directors of the Apple Growers Union at which marketing conditions for the coming season were discussed.

It is expected apple buying will become more active after the meet-

ing of the National Apple Shippers' Association which convenes shortly and that buyers will then scatter to secure their winter's supply. So far no representative from Steinhardt & Kelly, who have so successfully marketed the Hood River crop for the past two years has appeared, although it is expected they will do so later. The Gibson Fruit Co., of Chicago, and H. M. S. Wagner also of the Windy City have had their agents here and it is believed they are slated for some of the valley's product this fall. For several years these firms have been big buyers at Wenatchee. In addition to the union the Davidson Fruit Company is getting busy making advance negotiations for crops and the shipping season is expected to be one of the earliest in the history of the valley.

Rae & Hatfield were among the pioneer buyers of the apples handled by the Applegrowers' Union and for several years bought its entire output. Rae, who has just been in the fruitgrowing sections of Colorado, Utah and Idaho, and has also kept in touch with conditions in Oregon and Washington believes that the Northwest will send twice as many apples to market this year than ever before. On this account, he says it is the crucial year for prices in the Northwest and that the figure received this year will be a criterion for prices in the future. The veteran apple man asserts that the crop here this year is the largest and finest in his knowledge of the apple industry at Hood River and he estimates the valley will ship out 400,000 boxes or between 500 and 600 cars.

The total shipment of apples from Oregon this year is estimated at more than 2000 cars as against about half that number last year. It is asserted by local fruitmen that this estimate is too high for the state and also for Hood River.

It was Rae & Hatfield who inaugurated the novel idea last year of placing perforated labels on several thousand Spitzenbergs while on the tree when they were green, which left the name of a celebrated New York cafe imprinted on them when they colored. The idea, Rae says, was obtained by him from Maxim's in Paris, where he saw a lot of magnificent pears on the table grown under glass, with a picture of the president of France imprinted on them in this manner. The labels were placed on apples in the Sears & Porter orchard and were sold by Rae & Hatfield to the cafe at a high price for use at special dinners and banquets.

Before returning to New York Mr. Rae will visit Medford to secure some of the fine pears grown in that section and also Wenatchee and Yakima, where he buys several varieties of apples, such as the Winesap, which are not grown extensively at Hood River. In company with his son, Walter, he left here Sunday for Portland.

Campbell Hardy, Writer, Eulogizes Hood River

Campbell Hardy, a newspaperman of wide experience and travel who has visited nearly every section of the Pacific northwest, was a recent visitor to the city and valley. In conversation with a News representative he said:

"Hood River, both town and valley, has made a most favorable impression upon me after studying the merits and advantages of both the town and valley. The former impresses me after observing the many evidences of substantial character and progress seen on every hand, as being one of the best, if not the best, town of its size in the growing northwest. The business firms, stocks carried, volume of business transacted, new buildings under construction and a high class of progressive citizenship cannot help but impress a visitor from whatever point of the compass he may hail.

"Then again the town is backed up by one of the most productive fruit growing valleys in the world yet in its infancy of development. I am reliably informed that 80 carloads of strawberries have been shipped from this city this summer valued at \$120,000 and that it is a conservative estimate that 500 carloads of the now famous Hood River apples, representing about \$600,000 will be shipped out into the markets of the world the present season. These statements of facts tell a convincing story in themselves that appeal to one who wants to be shown. The valley from a scenic standpoint is, in my humble judgment, the most beautiful on the American continent and there is nothing in beautiful California, everything considered, that can compare with it from my viewpoint. Its future is indeed bright and with the live-wire Commercial Club which is ever active in heralding abroad the many advantages of your town and valley, desirable people are bound to continue to come where the opportunities are so many. A fruit farm in Hood River valley, if only a five or ten acre tract means independence and happiness for its possessor who gets busy.

"You may put me down as a booster for Hood River and the valley. I came here to be shown and I was shown, which is saying more than can truthfully be said of some other widely advertised sections I have visited in my travels. Hood River delivers the goods."

present and finished its work by selecting as a candidate for the legislature from this district J. G. Tate, Mr. Tate was practically the unanimous choice of the local delegation, but it required considerable persuasion to induce him to accept the nomination owing to his business affairs. It is believed that if elected Mr. Tate will represent his district with ability and honor and the action of the assembly in nominating him has been ratified by many of the residents of the valley both for and against the assembly ticket. The other nomination for the legislature from this district was given to Alex Stewart of Mosier.

The greatest interest in the nomination of candidates in the assembly centered in that of governor for which Jay Bowerman of Condon secured a majority on the first ballot. The other candidates were C. B. Moores, J. H. Withycomb, J. H. Ackerman and Dr. Andrew C. Smith. Mr. Bowerman's majority over all other candidates was 31 votes.

W. C. Hawley in the first district and W. R. Ellis in the second were nominated for congress without opposition.

The state and district officers on the Republican assembly ticket who will be voted for at Hood River are as follows:

Governor—Jay Bowerman.

Congress—Second district, W. R. Ellis.

Secretary of State—Frank W. Benson.

State Treasurer—Ralph W. Hoyt.

State Printer—Wm. J. Clarke.

Superintendent of Public Instruction—L. R. Alderman.

Attorney-General—J. N. Hart.

Supreme Justice—F. A. Moore and George H. Burnett for the six-year terms; Thomas A. McBride and Wallace McCamant for the four-year terms.

Railroad Commissioner—Frank J. Miller of Linn.

State Engineer—John H. Lewis.

State Labor Commissioner—O. B. Hoff.

Water Commissioner, Second district—George Cochran.

Representatives—Alex Stewart, Mosier; J. G. Tate, Hood River.

finished their work Friday afternoon after an arduous and dinnerless session and adjourned with three hearty cheers for the party. Harmony prevailed for the most part through the session of the assembly and the concurrence of delegates left the Armory firm in the belief that rehabilitation of party had been got fairly underway.

Hood River had a full delegation

Portland-Hood River Road Work Begins

Multnomah County Commissioners Running Lines and Selecting Camps for Prisoners to Build Highway Along Columbia.

A start on the construction work on the western end of the proposed Columbia highway from Portland to Hood River and The Dalles is assured E. Henry Wemme, father of the good roads idea, and one of Portland's best and most public-spirited citizens, by the Multnomah County commissioners.

According to the Oregonian two squads of men, one of engineers and another of viewers, are now at work mapping the roads, figuring out the grades and doing other work instrumental to the betterment of the good roads work that will be carried on this fall. These men are at work between Latourelle Falls and Cascade Locks. Not only are they at work

on the road, but they are looking for suitable sites for rock crushers and stockades in which the county prisoner will be confined. Much of the proposed highway, about 70 per cent will have to be constructed by hand work, and all, or nearly all, will be done by the county prisoners who are at present at work at the Linn-ton quarry or at the Kelly Butte es- tement.

By working the county prisoners on the roads the cost of road production will be lessened by over half, say specially informed men on the road situation that have been consulted by both Mr. Wemme and the county commissioners.

Lewis Russell, a prominent good roads enthusiast of Portland, hired engineers to go over the proposed road and make an estimate of the cost of the project. They reported that an 18-foot roadway could be built by private contractors for \$49,000.

Mr. Wemme and Mr. Russell and other persons interested in the good roads project are desirous of a 40-foot roadway from Portland to Hood River. This, their engineers report, cannot be built for less than \$100,000. Half of this sum can be saved by the use of the county prisoners on the work. The actual money expenditure by the counties will be less than \$50,000 it is averred.

"This new road," said Mr. Wemme "will unite eastern and western Oregon with a splendid highway, which has long been needed for the benefit of both communities. At present there is not a road by which the eastern Oregon farmer can make the trip to Portland without either spending days on the trip and running a big risk of accident or making the journey by way of Medford and the Willamette valley, which would mean the loss of many days time. Of course, it is possible to come by way of Mount Hood at certain times of the year, but these times are few.

"When the new roadway is completed, which I think will be some time next summer, it will be possible for the Wasco and Hood River county citizens to make the trip to Portland by automobile in a few hours' time, where now either days are spent or their cars are shipped from The Dalles.

"Along this proposed road from Hood River to Portland Oregon can boast of the most magnificent scenery in the world. Now, this should be made accessible to the tourists in other ways than by steamboat or train, and the best way to do this is to begin immediate construction work on this highway. Oregon is getting the tourists, but it is not getting their money, because there is no way for them to realize the beauty and value of Oregon property. To do this we must have means by which the visitors can inspect the country by closer ways than traveling through on the train or boats."

MOTOR CAR COMPANY ADOPTS NOVEL IDEA

A new innovation at Hood River according to the Oregonian is the formation of the Tip-Top Motor Car Co., of which Capt. C. B. McCann is the head. The other member of the firm is W. T. Sladdon. The company has been named after the orchard owned near this city by Capt. McCann and the headquarters of the enterprise will be situated there.

Both Mr. McCann and Mr. Sladdon are said to be expert automobile men and propose to put the five-eighths mile track recently constructed in the Tip-Top orchard to the novel use of teaching beginners how to run a car without, as they say, endangering the life and limb of passersby on the highway as is now the custom.

Capt. McCann, who formerly lived at Buffalo, N. Y., was the owner of a large automobile garage there and is now the vice-president of the Oregon State Automobile Association for Hood River county. Mr. Sladdon is an automobile salesman of considerable experience. Since 1906 Mr. Sladdon has been identified with the Lozier, Franklin, Pope, Hartford and Maxwell companies. He came to Hood River from the east and, with Mr. McCann, purchased a large apple orchard in the Hood River valley with the expectation of retiring from the automobile business, but upon seeing the bright future of the automobile in the Hood River Valley he decided to again enter the field and chose the Maxwell and Lozier cars as his line. The Maxwell agency is merely a sub-distributing point from the main distribution point in Portland, but the Lozier agency is for the entire Oregon and Washington country.

"We have nearly 90 cars in the Hood River Valley," said Captain McCann to the Oregonian. "Nearly all of the prosperous orchardists of the valley either now have cars or are contemplating getting them. Where some years ago it was a strange sight to see an automobile in or about Hood River, now all is different, for that means of transportation to and from the many orchards and strawberry farms is as common as the horse and buggy. Not alone are we buying the automobile for pleasure, but many of the farmers are considering the purchase of automobile trucks to facilitate the hauling of their crops to market.

"Our installation of a 1/2 mile track for the instruction of the new purchasers was conceived by Mr. Sladdon

Want to Preserve Devil's Punch Bowl

To preserve the beautiful scenic attractions of the "Devil's Punch Bowl" is the motive of a number of Hood River residents who fear that in time it will be given over to utilitarian uses that will destroy its natural glories. It is suggested that the land around the scenic spot be bought by the county and that it be made into a public park. The idea is meeting with high favor with those who know of it and it is believed that the movement will receive the hearty support of the entire community. No spot in the valley with the possible exception of Mt. Hood has more admirers than this unique combination of whirlpool and waterfall. In its number of visitors it surpasses even the snow capped sentinel that stands at the head of the valley. The Punch Bowl this year is being visited by more sightseers than ever and this fact has caused added interest in the movement for its preservation to future generations.



THE "DEVIL'S PUNCH BOWL."

Republican Assembly Nominates State Ticket

The Republican State Assembly which convened at the Armory in Portland last Thursday morning was attended by more than 1,200 delegates, every county in the state being represented. A full state ticket was placed in the field, the nominations of many of the candidates being made unanimous. The sessions of the assembly extended over two days. The delegates to the assembly

finished their work Friday afternoon after an arduous and dinnerless session and adjourned with three hearty cheers for the party. Harmony prevailed for the most part through the session of the assembly and the concurrence of delegates left the Armory firm in the belief that rehabilitation of party had been got fairly underway.

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CITY WATER BONDS ARE NOT POPULAR

Although advertised for sixty days the city water bonds do not seem to be popular and when the time set by the council for opening the bids arrived, but one bid was in evidence. This was received from S. A. Kean & Co. of Chicago who offered a premium of \$900 if the rate of interest was raised to 6 per cent. The Kean company was communicated with to ascertain if they would take the bonds at 5 per cent., but they refused to do so.

Whether the council will take any further action at present has not been determined, but it is understood that it contemplates letting the matter rest until next summer.

At the council meeting Monday night water bonds were not mentioned the members devoting their time to streets and the franchise for the mutual telephone company which was referred to the city attorney.

Miss Mae Davidson spent Sunday at Vancouver, Wn., visiting friends.



News Snapshots Of the Week

From an unceasing round of pleasure to the hard work entailed in the duties of an active official of the New York Central lines is the change W. K. Vanderbilt, Jr., has taken. General Leonard Wood commenced his duties as chief of staff of United States army. Women garment workers struck in New York.

