

WATER BONDS CARRY 119 TO 21

Council Hurries Action Toward Settlement of Condemnation Proceedings By Resolutions to Investigate Water System and to Institute Suit at Once--Bids for Permanent Street Work Follow Quickly on Result of Bond Election.

The bond election Saturday resulted in a vote of 119 for bonds to 21 against, a majority of five to one. The result gives the city council power to issue to the amount of \$42,500 or so much thereof as may be necessary to purchase the water system owned by the Pacific Power & Light Company at a price which shall be fixed by condemnation proceedings brought in the circuit court.

Acting without delay on the result of the election, a resolution was adopted by the city council, at its meeting Monday night, empowering the Fire and Water Committee to investigate the property and water system of the water company for the purpose of getting full information in regard to same, and also authorizing the committee to employ such expert assistance as may be needed in its investigations.

Another resolution was also adopted authorizing the institution of condemnation proceedings in the circuit court and empowering A. J. Derby to institute such proceeding without delay.

The action of the council meets with the approval of the Water com-

pany who, it is stated, will co-operate in pushing the matter to a settlement as soon as consistent, and if possible, to conclude the proceedings in thirty days.

Following on the heels of the election the wheels of permanent street improvement commenced to turn and bids for paving the streets in the fire limits were opened by the council Monday night. A number of bids were received for the street work and also for an extensive sewer which will be laid on the Heights.

The lowest bids for the street work were those of the W. G. Aldred Company, of Hood River, and a Dalles firm. The latter, however, did not bid on the sewer work. The bids were all regular, certified checks accompanying each as evidence of good faith. The lowest bid for the pavement, which is to be of concrete, according to the specifications, was \$1.50 per square yard.

Not being ready to arrive at the most advantageous bid without having the figures tabulated, the council delayed action until this can be done and the successful bidder will be announced at the next meeting of the

council.

Cement sidewalks were ordered in on both sides of State street, from 9th to First, where not already in, and Columbia street, from 7th to 13th was ordered improved with rock screenings. A permit was allowed for the improvements to the vinegar factory and the Morrison property on Second street. Owners of buildings that have been ordered to erect fire escapes were allowed two weeks grace to put them up. If they do not comply an ordinance will be passed compelling them to do so.

The ordinance authorizing the issue of \$900 in bonds for the State street improvement was passed. W. T. Sheldon and Capt. McCann were present and asked the council to raise the grade on Fourth street instead of lowering it, in order to make the approach to the building which Mr. McCann will erect between Third and Fourth high enough to permit of ingress and egress from the second story. The matter was referred to the street committee which was empowered to act. The vote at the recent bond election was canvassed and declared correct.

Circuit Court Jury Finds Speeders Guilty

Trial Creates Widespread Interest Among Toot Wagon Men--Jurors Remain Out Fifteen Hours Before Being Able to Reach Verdict--Violators of Speed Limit Fined Fifteen Dollars Each.

The July term of Circuit Court was continued Wednesday and was in session until Saturday.

A damage suit case was tried Wednesday, the plaintiff in the case being Dr. W. C. Harvey, of Spokane, who was represented by Attorney E. C. Smith. The defendant, J. M. Blossom, acted as his own counsel. The suit involved \$1,600 which Harvey claimed was due him owing to the fact that a piece of property sold him by Blossom was short in acreage due to a survey made according to defendant's information in regard to the lines. Harvey received a verdict of \$500. The case occupied a good part of Wednesday and was not concluded until 10 o'clock Thursday morning.

The grand jury was discharged Thursday evening after bringing in ten indictments and examining the books and property of the county. The latter were reported in satisfactory condition.

In their report the grand jury stated that it had investigated the charges of illegal liquor selling but was unable to get evidence on which to issue any indictments.

The grand jurors were F. H. Stanton, foreman, J. J. Ward, E. P. Friday, Jas. E. Montgomery, N. T. Chapman, A. O. Andrews, J. K. Carson.

One of the ten indictments returned was against J. E. Robertson, Alex. Reed, John Campbell and Claude Cople, manager and employees of the Stanley-Smith Lumber company for allowing sawdust and other refuse to run into the Columbia River from the Ruthven planer. The complaint was made by the fish warden. As Mr. Robertson, manager of the Stanley-Smith company, was in Salt Lake City, the case was continued until the next term of court.

The other indictments were against G. Y. Edwards, Chas. Evans, E. H. Pilson, Lou Baldwin, L. D. Firebaugh, J. A. Epping, Burt Jayne, W. T. Sheldon and W. S. Nichol for exceeding the speed limit with automobiles on the county roads.

It was expected the cases would come up in Justice's court and the offenders be warned under suspension of sentence or given a light fine, but it is stated that a number of residents in the valley went before the grand jury claiming to represent twenty-five more and insisted that the cases be taken into the circuit court, claiming that if the members of the grand jury failed to return indictments they would not be doing their duty. The jury under these circumstances after a close investigation returned indictments against the auto drivers above named.

W. S. Nichol whose case was brought up first after making a speech in which he said that he believed that certain residents of Jericho Lane had it in for him and the other real estate men who were charged with speeding because they had refused to handle their properties, pleaded guilty. Judge Brad-

shaw fined Nichol \$25, saying that as he had put the county to no expense he would give him the minimum fine. The judge's attention being called to the fact that the minimum fine was only \$10 reduced the amount to that figure.

J. A. Epping, G. Y. Edwards, E. H. Pilson, L. D. Firebaugh and Burt Jayne were represented by Attorney A. A. Jayne, who pleaded not guilty for his clients and the case of Epping was taken up first and a jury impaneled. It took the entire morning to select a qualified jury and the case occupied most of the day. A man named Hayden visiting here from Oregon City and Roy D. Smith were the principal witnesses for the state.

Smith who is a road supervisor on the west side employed Hayden to assist him in getting the time on the speeders. According to their testimony Hayden stood at a stake which had been set at a certain distance along the macadam road and another man stood 600 feet further on.

When the machine passed Hayden he says he started a stop watch going which he had in his hand in his pocket to keep the speeders from knowing what he was doing. When the auto reached the other man he raised a shovel which he was valiantly supporting and Hayden stopped the watch. In this way it was claimed an accurate time as to the speed the machines were going was obtained.

According to the time, most of the machines were moving a little over the speed rate of 24 miles an hour. The exact time being given at 27 miles per hour for several of the autos. When they timed Mr. Epping he had aboard County Judge Culbertson whom he was taking on a tour over some of the roads on a joint of inspection. Mr. Culbertson was placed in the embarrassing position of being placed on the witness stand to testify against the defendant.

Other witnesses were Capt. McCann, who testified in regard to timing with stop watches, having had considerable experience and owning a very fine timepiece of this kind. Albert Sutton was also a witness and one or two others.

Hayden testified that he had never had any former experience in using a stop watch and it was stated by McCann that it was easy to make a mistake of half to a second in starting a watch of this kind, a fact that would very materially alter the time so short a distance.

The case for the state was handled by District Attorney Fred Wilson and Deputy District Attorney Hartwig, the latter making the opening address to the jury which occurred before a large gathering of interested automobilists and others.

Attorney Jayne followed with his argument making a strong plea for the defendants, and Mr. Wilson wound up the argument with a polite address to the jury.

(Continued on Page 10)

Samuel Rae Reviews Railroads Vs. People

Says Time Has Come For Intelligent Co-Operation and Advocates Commissions to Regulate Corporations and Adjust Differences--Thinks West Has Superior Service in Proportion to Population.

Samuel Rae, first vice president of the Pennsylvania railroad who was recently here on a visit to the valley, discussed the railroad situation at some length. He is an ardent believer in publicity of railroad matters. He feels that the people of the country should learn the railroad business and that the press is the natural teacher.

"I find there has been a marked change generally in the attitude towards the railroads which indicates very clearly that the people are coming to realize that the railroads are an indispensable part of the commercial and industrial growth of the nation. The people and the railroads are now working together, and the result must be beneficial to all. There is an earnest desire all over the country on the part of the railroads to make 'service to the people' their slogan. The greatest service cannot be accomplished without the hearty cooperation of the people. The people must learn the railroad business, and the press of the country is the natural teacher. I am a strong believer in publicity and regulation. No more timely service can be rendered by the various railroad commissions than by being in fact, as well as in name, commissions for the railroads as well as for the people.

"The physical condition of your railroads, are maintained at a high standard, and, commensurate with the traffic, are second to none in this country. The people should encourage the present trunk lines to make extensions, as needed, rather than to encourage independent short roads. The old established trunk lines with their excellent terminal facilities are in a better position to aid in the development of the state in that way than to put additional new capital into terminals long in advance of their necessity. However, the fact should be borne in mind that extensions require large outlays of capital, and it is absolutely essential that there be hearty cooperation on the part of the people, and their support in the continuance of reasonable rates.

"There is another thing to be considered in this connection. The people should not be impatient, because the country is still new and your cities are growing very rapidly. It is impossible to tell just exactly what will be the requirements even ten years from now, therefore railroads necessarily have to exercise great care in making improvements which in a few years may be totally inadequate or which by virtue of the growth of a city it may be necessary to change, and thus cause a waste of capital."

EDWARDS & CO REPORT BIG SALES

G. Y. Edwards & Co. report the sale last week of 10 acres in Centerville, belonging to the Central Orchard Co., to Alexander Gedring of Victoria, B. C. This tract adjoins the ones previously purchased by Messrs. Fernyough and Gower. These gentlemen will take immediate possession of the property and make extensive improvements.

Another large sale made last week by G. Y. Edwards & Co., was that of 10 1/2 acres of the L. A. Copeland ranch on the west side, to J. C. Earl, of Indianapolis, for the sum of \$15,000. This is one of the finest bearing orchards on the west side, and the sale was consummated largely on account of the very heavy crop which is now on the trees.

Mr. Earl, who is a nephew of S. E. Bartness, will take immediate possession of the place, and it is understood that he will erect a modern bungalow this fall as soon as the apple crop is harvested.

1,369 CRATES FANCY FROM 6 1-2 ACRES

One of the most productive yields of strawberries ever reported in the valley was given out Monday by Job Shepard who, until Saturday owned a 40 acre place in Willow Flat.

On a patch of 6 1/2 acres owned by himself and his son he grew 1,369 crates of fancy strawberries. Six hundred and seventy-five crates of the berries were grown on Mr. Shepard's two and a half acres and the balance on the other four acres. The fruit, which was shipped through the Davidson Fruit Company, it is said, will return the owner \$2,400 per acre, giving the Shepard's total gross receipts from the combined patches of \$3,385.69. From the 2 1/2 acres owned by Mr. Shepard he expects to receive \$1,620, or over \$600 per acre gross. These returns are thought to be a record for a fully developed strawberry field in the Hood River valley.

TWO ACRES BERRIES 434 CRATES 1ST CROP

What is believed to be the record income for a first crop of berries is reported by J. E. Colvin, who lives near the Barrett school house.

Mr. Colvin, who has two acres of berries on which there were planted 2,670 plants, shipped through the Apple Growers Union 434 crates of berries or 217 crates to the acre. Roughly estimating that he will receive an average of \$2 per crate for the berries, his gross returns will be \$868.00. On this estimate his crop should net him over \$900 or better than \$300 per acre, a surprising yield for any acre berries, but particularly so for a first picking.

Mr. Colvin will set ten additional acres to berries this fall.

BOY SCOUTS MAKE FIRST CAMP AT PUNCH BOWL

A. C. Loftis, who returned Monday from Winans, reports that the Boy Scouts, who left here last week, got to the Punch Bowl Friday, where they established camp. The scouts stayed at the Punch Bowl until Monday morning, when they left for Lost Lake, accompanied by Dr. Kanaga, who joined them before they broke up camp. The doctor will give the boys training in first aid to the injured. Mr. Loftis, who took up a load of supplies for the youngsters, says they are happy and well, and are receiving valuable physical and mental training, under the instruction of Rev. E. T. Simpson.

Tillamook Road to Open Sept. 1

September 1 is the date set for the opening of the railroad from Portland to Tillamook, and the people of that section will have a big celebration when the first train reaches Tillamook Bay from Portland.

CHRISTY'S MIDGETS ADD ANOTHER SCALP

Christy's Midgets added another scalp to their belt Sunday by defeating the Greenfield Blues, a Portland aggregation who tried conclusions with them. The score was 3 to 2. Hart scooped most of the honors for the local team by his pitching. The game was a good one and drew a number of spectators to witness it.

EVENTS OF WORLD WIDE INTEREST PICTURED FOR BUSY READERS



News Snapshots Of the Week

Amid the tooting of whistles from launches lined up at the end of the course and the cheering of thousands of college rooters Cornell's varsity eight won the great annual boat race on the Hudson river opposite Poughkeepsie. Joseph Caillaux, former minister of finance, was appointed premier of the French republic and has formed a new cabinet. General William H. Bixby, chief of engineers in charge of the work of raising the Maine, has declared that the secret of the destruction of the battleship will never be known. Lincoln Beachey, aviator, flew under the bridge across Niagara falls and so close to the rapids that the spray from the falling water reached his face. Joseph B. Reichmann was found guilty of making a fraudulent report while president of the Carnegie Trust company of New York. Through the efforts of Richard Parr, the deputy surveyor of the port of New York, a smuggling plot involving many millions has been unearthed.

EXPRESS LEAVES TRACK NEAR DALLES

A derailment which had a lucky ending for the passengers, occurred early Monday morning on the O.-W. R. & N. The rear trucks of a tourist sleeping car in train No. 6, the Oregon and Washington express, left the track three miles west of The Dalles and bumped along over the ties for 300 feet before the engineer stopped the train.

Although the passengers were jarred considerably, no one was hurt and they remained in their berths until the car had been replaced on the track and run to The Dalles, where they were transferred to a day coach.

The derailment of the tourist car was caused by the breaking away of the top of a rail for eight inches at a joint. The break was an old one but had not been discovered because the bars which connect the rails concealed the crack. The peculiar and fortunate part of the accident was that the sleeper remained coupled to the train at both ends, while the dining and three standard sleepers that followed the tourist passed over the broken rail without leaving the track.

EIGHTY ACRES MORE SOLD IN WILLOW FLAT

Willow Flat orchards were again active in the realty market last week and several fine tracts changed hands. A. J. Fierd bought the Job Shepard 40 acres, one of the finest tracts on the Flat.

The price paid for the Shepard tract, while not made public, is known to be a high figure, although not more than the place is well worth. Mr. Shepard came here a few years ago, and, by hard work and intelligent methods, brought his orchard to a high state of cultivation.

Another sale was 40 acre belongs to Bert Van Horn, to T. A. Decker, who has had charge of the holdings of Mr. Van Horn for several years. This sale closes out Mr. Van Horn's interests in real estate in the valley entirely. The latter has not parted with his holdings at Hood River through any dissatisfaction, but because he is retiring from the apple business. He has also recently sold most of his big orchard interests in New York and expects to spend a year traveling on a pleasure trip.