

Camas Prairie District Has Great Possibilities

Six Thousand Acres of Rich Soil Heretofore Neglected Will Be Drained and Put Under Cultivation—Fruit to Be Planted in Foot-hills and Timber Marketed By Railroad.

The recent investment on a large scale by Hood River men in the Camas Prairie, Wash., country, has directed local attention to this section and is opening the eyes of those who have visited it, on account of its valuable resources and still more valuable possibilities. For many years 6,000 acres of this rich area of agricultural land have been utilized but little, owing to the fact that the land has been covered for a good part of the year by water. A drainage system, now being constructed through this territory, will soon change this condition, and when it does, this big acreage of the richest soil to be found in the Northwest will be available, and will make possible the development of a diversified farming district that cannot be excelled the world over.

For the Camas country is not only rich in agricultural lands, but rich in timber, rich in available water supplies, and rich in soil that can be used for fruit as well as agriculture. Surrounded on all sides by gently sloping foot hills, covered with yellow pine, fir and oak, this broad expanse of rich alluvial soil is covered with wild grass, hay, wheat and oats, and dotted with sleek horses and cattle.

Thrifty citizens and comfortable homes characterize the population of this district. For years they have submitted to the will of nature, allowing the water to cover their holdings and glean when it receded. Now, however, they have awakened and will come into their heritage, and it requires no prophetic vision to see that in the near future its diversified products will make an ideal community and a wealthy one.

Not slow to realize this, the Northern Pacific Railroad Company has already made two surveys into this fertile valley and, in addition, has acquired big timber interests. The projected road leads from North Yakima to the Columbia river, where it would connect with the North Bank railroad. Incidentally, the distance saved over the proposed route between North Yakima and Portland would be over 100 miles, and would throw open to transportation an immense section of rich agricultural, timber and fruit land, both north and south of the Camas country, not now reached by any railroad.

From the Columbia river to the head of Camas Prairie the distance over the wagon road is 25 miles. At this point is situated Laurel, where a post office has been located and the site for a saw mill erected. A summer hotel is also in progress. At Laurel an experimental orchard will be set out by A. E. Peek, owner of large holdings in that section, and it is believed by those who have examined the conditions that it will prove a success, particularly if the early varieties like the Gravenstein are planted. The Laurel district, like many of the other upland areas, can be irrigated. It is at this point that the railroad is said to have discovered a pass through the mountains and is expected to reach the Columbia river. From Laurel up both sides of the valley there extend for ten miles the best wagon roads to be found anywhere in this section of Oregon or Washington. These run along the edge of the prairie just in and out of the timber line, and along them are situated the homes of the ranchers, many of whom have cleared broad areas out of the flooding water and are farming each of them successfully.

At the north end of the prairie lies the town of Glenwood, 35 miles from White Salmon. This is considerable of a settlement with a bank, hotels, and several large general stores. In addition to a trading point for residents of the valley, it is an outfitting point for a large number of sheepmen, who bring sheep over from Eastern Washington to the summer range in the forest reserve. Glenwood is but three miles from the Klickitat river, where one of the biggest water power plants in Washington is now being installed. The cleared land extends two miles north of it and eventually it will be the center of much business activity. The soil is subirrigated and vegetation is green and thriving. Lyle can be reached from this point at a dis-

tance of 25 miles and the Goldendale railroad in 18.

Between Laurel and Glenwood, a distance of ten miles, there is only a difference of 50 feet in the elevation, the former being 1,835 feet above sea level and the latter 1,885.

With the flooded area put under cultivation, it is estimated that over 8,000 acres will be put under production. At this season of the year the flooded area is covered with a growth of wild hay, except the small portion occupied by Conboy Lake. This never dries off, but will now be drained and put under cultivation.

Investigation shows the soil of this flooded area to be a heavy loam, the deposit of decaying vegetable matter for ages, and when properly drained there will be no limit to its productiveness. It is this fact that leads those who have studied its nature closely to believe that it may be too valuable to longer remain in large tracts. It is not beyond the possibility that it may be the finest of celery, onion or cranberry land. The latter now grow wild on it, and if it proves adapted to any of these

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NEAL CREEK BRIDGE A FINE STRUCTURE

Plans for the new bridge over Neal Creek have just been completed by Murray Kay, county engineer, and show the structure to be a handsome and substantial one. In working out the details of the bridge, Mr. Kay received a high compliment from the bridge companies who stated that the plans are the most complete ever received by them to figure on.

The new bridge will be 340 feet long over all with a 130 foot steel span in the center, and an elevation at its highest point of 55 feet. It will cross the creek straightway on a level, with the road running west from the Elke place. The curves and grades now in use in approaching the old bridge will be done away with. Bids for its construction will be opened by the county court to-morrow.

HARBISON BUYS \$25,000 * HILLSBORO APPLE RANCH

R. E. Harbison, of Hood River, has purchased the D. L. Houston ranch at Hillsboro, for a consideration of \$25,000. The place is highly improved and is all under cultivation. Twenty-five acres of beaverdam and 10 acres in a prize-winning 12 year old apple orchard. Apples from this orchard captured a \$275 cash prize at the Portland apple show last fall. J. E. Rand negotiated the sale.

The Skamania county fair, which will be held at Stevenson, will take place this year Oct 4, 5, and 6.

EGGLES AWARDED BIG TIMBLER TRACT

W. H. Eccles has just been awarded 100,000,000 feet of white pine timber in the Sumpter valley. Mr. Eccles filed the bid in June, and the department has just made the award. Mr. Eccles is a large holder of stock in the Oregon Lumber Company, one of whose plants is located at Dee, and is one of the best equipped electric sawmill plants in the west. He superintended the erection of the great plant and was for 20 years manager of the Oregon Lumber company. He is the senior member of W. H. Eccles & Co., of Ogdon, Utah, and is also a stockholder with his brother, David Eccles, in the Mt. Hood Railway, which runs from Hood River to Parkdale. The saw mill at Dee was the first electric mill to be built on this coast. W. H. Eccles & Co. will build a mill at Austin in Baker county and one in the city of Baker.

Drinking Cups to Go Setember First

The new law prohibiting the use of public drinking cups in public places or on trains goes into effect Friday, September 1. The O-W-R. & N. railroad has issued instructions to all agents and conductors to see that cups at public fountains and on the cars are removed. The news agents on the trains will have aluminum and paraffin drinking cups for sale and the conductors have also been instructed to see that the "butcher" does not gather up discarded cups and sell them again.

NEW AUTO COMPANY TO RUN STAGE LINE

With the name changed to the Tip Top Auto Company, the Tip Top Motor Car Company has been reorganized with a capitalization of \$60,000. The directors of the new company are Capt. C. B. McCann, W. E. King, Albert Sutton, W. T. Sledon and Geo. R. Wilbur. Capt. McCann is president and treasurer of the new company, Albert Sutton vice-president and Mr. Wilbur secretary.

KILLED MAMMOTH BEAR IN GREEN POINT COUNTRY

L. F. Morris, the sign writer, who resides on the Heights, bagged his second bear last week. Mr. Morris hunts bears with the aid of bear dogs, which he breeds, several of which are now in his possession. The bear killed last week was a monster, weighing between 400 and 500 pounds. When skinned, its hide measured seven feet from tip to tip. It was shot near Green Point.

Regular Sunday excursion to Parkdale. Pleasant trip for yourself and friends.

EVENTS OF WORLD WIDE INTEREST PICTURED FOR BUSY READERS



News Snapshots
Of the Week

Rear Admiral Seaton Schroeder, U. S. N., was placed on the retired list. A giant labor strike was started in England, necessitating the calling out of troops. More than 200,000 workmen are involved.

PROMINENT APPLE MEN VISIT VALLEY

G. Herbert Taylor, of Boston, Mass., representing a large firm of apple exporters, and B. G. Collins, of Minneapolis, president of the National Commission Men's Association, visited the valley Friday.

Both gentlemen were here for the purpose of looking into the apple buying situation and were the guests of C. H. Sprout, manager of the Apple Growers' Union, in a trip over the east side.

Mr. Collins will endeavor to secure apples for distribution in the United States. Mr. Taylor is interested in the Newtowns and other export apples for a large house in Manchester, England. The visitors had a good word for Hood River fruit, the Apple Growers' Union, and the country in general.

Depot Thugs Frightened Away
Two thugs tried to gain entrance to the depot at Cascade Locks early Wednesday morning about two o'clock and nearly succeeded. The agent, who sleeps in the depot, awoke when they tried to force the window open. They had the window nearly raised when the agent appeared with a gun and took a shot at them. It was too dark to do any shooting. The agent says he shot low to cripple them.

Hood River School Bells Sound Summons Monday

New Term Will Open With Everything in Readiness for Successful School Year—Supt. Coad Offers Suggestions and Assigns Teachers—Co-operation Is Desired With Patrons.

Everything is now in readiness for the opening of Hood River's school year. Prof. E. E. Coad, who will again have charge of the city schools, in speaking of the new term says: "The school room doors will swing outward next Monday morning to welcome the pupils and students of the Hood River schools. The first day of the school session is taken up with organization, so it was deemed wise by the school board to open the schools on Monday in spite of the fact that it is a legal holiday. There are no exercises in the city to interfere and the day is not, therefore, one to claim the time of the children. Consequently, all children of school age are requested to report at the proper rooms on next Monday morning by nine o'clock.

"The buildings are all being renovated and cleaned and will be disinfecting by the city health officer before the opening day.

BADLY BEATEN BY FREIGHT BRAKEMAN

Claiming that three brakemen had beaten him into insensibility just this side of Astoria, because he would not jump from the fast moving cars, William Rogers, a negro, arrived here Thursday evening on a freight train. When Rogers told his story to a crowd at the depot Marshal Robert Lewis was forced to interfere in order to prevent a number of traveling men, who were awaiting the passenger train at the station, from attacking the brakemen. The colored man, whose face showed the effects of much pummeling, was taken to the city prison, where on an examination of the County Physician, it was found that he had a number of severe bruises about the body.

"I had boarded the train," said Rogers, and the brakemen agreed to let me ride if I would pay them. I gave them \$2. They held a consultation, and said it wasn't enough, so I handed over my last 50 cents. When we passed Astoria they said I couldn't ride into Hood River, and wanted me to jump off the train, but it was going so fast that I refused. Then all three of them jumped on me and beat me till I thought they would kill me.

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High school teachers—

Selfishness Condemned In Church Unity Plan

Rev. J. B. Parsons Presents Views on Movement to Consolidate Churches—U. B. Pastor Condemns Church Absorption Contrary to Christian Spirit—Creed Is Not Fundamental.

Expressing himself as in favor of church unity, Rev. J. B. Parsons, in a recent sermon, strongly opposed any action that would lead to abolishing the identity of the local United Brethren church. Mr. Parsons spoke earnestly on his subject. He said in part, using John 10:16:

"Other sheep have I which are not of this fold." The text suggests what Jesus would say were He to speak to this assembly today. We all believe there are Christians in every subdivision of the great Church militant of which Jesus Christ is the living head.

That so many sects are an abomination to our God is no longer questioned. But before much is said with reference to the condition that should obtain in the church of today mention should be made of the corruption, the struggles and providences which have wrought such changes in the Church, century by century. It is not a thing improbable that there would now be but one Church, one religion, and one type of humanity throughout the world, had the followers of Jesus Christ always recognized His Lordship as the head of the Church, and subjected themselves to His precious will. Alas, stern facts show the opposite to be true. The priest-craft, self-centered and passion ruled, made strenuous efforts to extinguish the flames of evangelism and suppress the truths of the gospel. Ever since the "organic rupture of 1054" forces have been under the constant training of Jehovah himself for the reuniting and re-establishing of the Apostolic Church.

The great reformers, who became the founders of the earlier denominations did not so much as anticipate that such would be the outcome of their herculean labors. Here and there throughout Christendom noble men, whose sole ambition was the establishment of purity and righteousness in the earth, unconsciously gave rise to movements which culminated in the various denominational organizations of today.

This is a remarkable age for federative effort. We find it among laborers, fruit growers, merchants, in fact in all commercial circles. We have federated clubs, and more and more we shall have unions of churches. The day of denominationalism is fast coming to a close. Many of our estimable laymen and ministers are seeing the necessity of laying emphasis on the Christ rather than creed, on power, not policy—dynamics rather than dogma.

All churches have to admit that one of the growing pioneer forces urging church union is the Church of the United Brethren in Christ. One year ago today my pastorate began in Hood River. At that time church union was at red heat. One met it everywhere, and he still meets it. In fact failure to go on record would indicate cowardice or indifference. Evidently something had been

said on the subject of church union. At first it was much like a joke to me, for in some places the sectarian walls are not only high but thick around, the denominations taking the initiative here. It has occurred to me that if some folks would go far enough around the circle they would find the cause for the duplication of churches pretty close to their own clan.

Today we lift the lid and look at Hood River Churchdom. The questions usually raised in these fraternal days are: first, "who has been operating in the field the longest?" secondly, "have those operating striven to serve the community in every way?"

Apply these tests to our church. The oldest church in Hood River is the Grace U. B. church. Have better facilities and equipment been provided in a town of this size anywhere to your knowledge? We have a good building on a splendid site, also a gymnasium and reading room. This congregation has had a vision for the boys and the men. The progressive spirit evidenced here (promoted by toil and sacrifice) is scarcely surpassed in any Eastern metropolis.

On all foreign fields overlapping is avoided. For years the policy of our Home Missions and Church Extension Boards has been not to go into over-church communities. Why should we enter a community and build a church in the shadow of another evangelical church, hardly strong enough to support its pastor and defray incidental expenses? Would such procedure be Christian? It would mean that hundreds of dollars of Home Missionary money must be expended annually, not for the glory of God and the salvation of men, but for the sake of denominational pride, accommodating a few United Brethren families who wanted to join "the great United Brethren Church." I'm told that no small amount of money is being expended for no higher purpose right here in Hood River now.

Let the Christian business men investigate conditions for themselves. Tell them to turn on the X-ray too. The United Brethren church of Hood River has been out of debt and self supporting for years. Considering the outlay, would another denomination be silent under such pressure? If there is to be but one church of this type in Hood River, should it not be the United Brethren Church? Come on with the Golden Rule.

What shall be the future policy of Hood River? Shall it be denominational pride rule? Let us get together and show the world that we love our Christ more than our creed. In closing Rev. Parsons made some suggestions to the Methodists which are being considered very seriously. In John 10:16 Christ said "Other sheep I have;" in John 17 He prayed that "they all might be one."

EXPERT BRIDGE BUILDER HAS A NARROW ESCAPE

Elmer Dyke, a bridge builder, working on the new steel bridge across the Columbia river at Fall Bridge, had a miraculous escape from death last Saturday, when he dropped 75 feet to the rocks below and got off with a few slight cuts and bruises.

Dyke, who is an expert bridge builder, was engaged in his work on one of the spans of the new bridge, when it became necessary for him to lean out from the platform upon which he was working, and in order to steady himself he took hold of a scantling which he supposed was nailed fast. Instead, the timber was not nailed and he pitched headlong to the rocks below. His fellow workmen hastened to the ground expecting to find only a mangled and lifeless body, but to their surprise found Dyke only stunned. He is alive today because he fell into a pool of water six feet in diameter and only six inches deep. The subject "Men Who Do Things" was considered by a large congregation at the Baptist church last Sunday night.

JUDGE BRADSHAW ORDERS VENIRE FOR WATER SUIT

Sheriff Johnson was busy Friday serving citizens with notices to appear at the circuit court rooms Tuesday, September 5, and he prepared to do jury duty in the water suit between she city and light and power company. It is now expected that the suit will be speedily settled.

Judge Bradshaw has formally notified County Clerk Hanson that he will be here to try the case on that date, and that he will also hear any other business that may properly come before the court. Attorneys are notified that they can present such cases as they have ready for trial.

A special venire of fifteen jurymen has been ordered in addition to the regular talesmen, who have not been excused from duty. Grange Improves Its Hall
Pine Grove Grange, after an expenditure of \$500, has completed the renovation of its playhouse. A new curtain has been installed and the place beautified and made more comfortable for its patrons. The management of the Grange has arranged with a lyeum bureau to have six attractions to appear during the winter months.