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DOESN'T SEE HOW CANAL WILL HELP

Editor, Hood River News: In your issue of March 5 you mention under "Telegram" about apples from Oregon and the Northwest going through the Panama Canal for the Atlantic seaboard and to Europe. The same mail brought in a letter from a correspondent at Seattle, wherein the writer, in speaking about the Northwest being organized into associations and commenting on them, says "To the writer's way of looking at it these associations will 'bust' the growers if they keep up their present tactics of misleading the growers and getting them to ship their apples, I may say all over the world and running the chance of taking what they can get, as that is what they have been doing."

During the past three or four years we have heard a lot about aviation, parties trying to float in the air and coming down heavily and sometimes breaking their necks. To those who do not know W. N. White, let me say that I care nothing for any man in America when it comes to apples, the way to market them and the markets that can take them, as I believe I am better posted on the conditions of apples through the whole world than any other person in America. Of course, your readers will say "Yes, Mr. White, you are driving your own wheelbarrow and talking very strong." One sometimes has to drive your own wheelbarrow, particularly when these aviators come out with their fairy tales and talk about flying to the moon.

Someone has told your "Ad Club" about shipping ten to fifteen thousand carloads through the Panama Canal and that it can be done to the Atlantic seaboard at from 25c to 30c a box and to Europe at from 45c to 50c a box. Let me ask that gentleman how much it is going to cost to get those apples from Oregon and Washington to the seaport where the steamer has to be loaded to go through the Panama Canal (such charges to include dock dues) and what kind of steamer is he going to get to go through the Panama Canal? What is she going to carry besides apples? Wheat? Yes, a certain quantity. Hops? No, because they are wanted at St. Louis, not New York. Potatoes? They would not pay the freight. Cattle? They would not pay to ship here. What else? What size steamer is he going to use? How long is that steamer going to take from the loading places in the North Pacific down the coast through the Panama Canal and then up the coast to New York? Let me tell him that if his steamer could do it in half the time that will be required, then these goods would have to be carried under refrigeration and such refrigeration cannot be done under 40c a box. Let him make inquiries from any steamship owner, steamship builder or steamship agent and find out how much the freight is going to be and remember that is in half the time. It will certainly take not less than fourteen days and they must be under the refrigeration. If he talks of sending some direct to Europe he has to be sure that Europe will take the fruit.

These steamers that are built with refrigeration generally get their freight booked months in advance. They are not waiting for parties to come along at the last moment to load their ship. They want to know if they are going to have a full cargo or half a cargo. A full cargo of boxes of apples? Do you know how much it would cost to put in refrigeration in a steamer of that description? Then when the steamer came here there is the question of unloading the goods and carting them to the steamer that goes to Europe, and then they must go in refrigerator from here to Europe. That space has to be booked in advance and there is no refrigeration space today between New York and England at less than 25c to 35c a box at the port to which they are going.

Now about associations and what they have been trying to do. I have heard of parties out West setting up their offices and calling themselves "bankers." They say "We want to receive your apples to go to various places on consignment. We will charge you 10 per cent for selling your goods and we will advance you so much per box on your apples. We will take your note for that advance and the note shall be a mortgage against your property." I am told that quite a number of people have given their notes this year and shipped their goods, as my Seattle correspondent states "all over the world" with very little result, except that the man who advanced the money holds a note against the land. This seems to me like some more aviation, in fact it is like some of the automobile buyers. Some of the buyers of automobiles who live in the country and have a house and land, have been known to mortgage that house and

land to buy an automobile. In three years the automobile is worn out but they still have the mortgage on the house and land.

If your lecturer will tell me more about the Panama Canal than I have written or answer my remarks in your paper, if he can prove that I am wrong, I shall be very glad to see his proof and whatever he says I can guarantee to reply to to the best of my ability. As regards the associations I may have more to say about them before the next season commences as I am taking quite a number of notes now on apple aviators and shall be prepared to issue those notes later on.

Yours faithfully,
W. N. WHITE.



6653 7013 7052
WHAT YOU CAN MAKE OF EMBROIDERY OR BORDERED MATERIAL

Not so long ago, there was the broad four and five and even six yard wide skirt that consumed much goods and was so heavy and awkward that one invariably came home exhausted after the least shopping expedition.

Now you can have a skirt with a number of plaits so made that the lower edge measures less than two yards. And it is so easy and simple to make that even the inexperienced sewer need not hesitate to undertake it.

Take for an example a skirt like the model shown here, No. 7052. It is made in one piece, a fact always reassuring to the home dressmaker, for she knows that very little trouble attends the making of such a skirt or dress. Then the lower edge of the skirt is straight so that you can use flouncing, embroidery or bordered material, for which it is specially adapted.

With a little skirt like that nothing could be prettier than a blouse made after the model 7013 in pleated style and thoroughly adapted for the use of bordered fabric or embroidery. Combined, and worn with a soft net rose satin girdle, you have a most fetching little costume for warm afternoon wear.

For your bordered voile or challis, the model No. 6653, which is made in the peasant style, is really charming.

WENATCHEE MAN INTERVIEWED

Manager of Union Reviews Market Conditions of the Year

George W. Coburn, manager of the Wenatchee Valley Fruit Growers' Association, when in New York City, was interviewed by the New York Fruit and Produce Journal regarding Pacific Northwest apple conditions.

Mr. Coburn said that while marketing conditions were not as good as could be hoped for, the situation might be worse. He said that nearly 3,800 cars of apples have been moved from the Wenatchee Valley this season. Of these not more than 700 cars are left in storage. These are all late varieties and are keeping well. The Wine-saps, he said, will hold until June. So far as the Wenatchee Valley Fruit Growers' Association is concerned, the season has been fairly satisfactory. Early prices were good. The association netted the growers an average of \$1.08 per box up to January 1. Since then, of course, prices have not been as satisfactory. Mr. Coburn said there is no danger of overproduction of apples in the Northwest. The sections that are peculiarly fitted for fruit will succeed and the others will not. It is simply a case of the survival of the fittest.

GIVES INSTANT ACTION
Charles N. Clarke, Druggist, reports that a SINGLE DOSE of simple buckthorn bark, glycerine, etc., as compounded in Adler-I-ka, the German appendicitis remedy, stops constipation or gas on the stomach INSTANTLY. Many Hood River people are being helped.

England is in acute need of elastic window glass.

LOG COURTHOUSE HERE IS SUGGESTED

Editor of the News: The other evening I attended a picture show and in one of the presentations was one of a jail. Like all other jails it had bars at the windows. But like no other jail I ever saw it was built of logs instead of stone. So this makes the suggestion that when Hood River builds a jail why not make it of very very heavy logs and timbers. Certainly a very much more attractive building can be built with logs than of stone, if we look at some of the stone attempts around here.

And this leads to further ideas. Some day we will build a courthouse. Much has been said about a courthouse the last few days caused by the furor over a site for the library.

We are not yet ready to build a courthouse so perhaps it is well to do a little thinking now rather than much thinking quickly about the time we are ready to build.

No one thing at the Lewis & Clark Fair attracted so much attention as the Forestry Building of Oregon. Everybody saw it. Every Easterner who made the trip remembered it above all else. Now we have the lumber right here to build a courthouse likewise and certainly anyone who remembers that building can not but admit his and others admiration for it.

Now for the Anvil Chorus. First they will say courthouses are never built of timbers. Second, that it would not be fireproof. Answering the first, is there any reason why we should be bowed down by precedent, when we can do something better? Answering the second, will ask whether San Francisco did not fall and burn down some years since, as did Baltimore previously? Also, with a tile roof, nothing would withstand fire better than solid timber construction, and the vaults are the secret of your courthouse anyway, these being built of fireproof materials. Ask any architect if mill construction is not better for warehouses than steel construction.

Now as a matter of lasting the ages, anyone of the chorus can be referred to hundreds of buildings in older countries than this that are built of wood and are hundreds of years old. Also they are good to look at.

Now that the movies have been taught to talk, picture show patrons who sit in the dark and hold hands will have to be more discreet.

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