

HOOD RIVER APPLEGROWERS HAVE STORAGE CAPACITY EQUAL TO CROP

Modern Methods and Uniform Standards Adopted by Producers, So That Season Pick Can Be Properly Put Away Within 48 Hours After It Is Taken From the Tree.

Valley since 1894, when he located here and began making cider from the few apples that he could get. Since then there has been a progressive movement in Hood River that Mr. Davidson has not been closely connected with. William H. Chipping, Del Rand, H. M. Huxley, at one time a manager of the Union, and Calvin Skinner, a former secretary of the Commercial Club. The Davidson Fruit Company operates its refrigerating machinery with electrical power, and makes its own ice for cooling cars in shipment.

Directly adjoining the Davidson plant on the west is the addition of the Hood River Apple Storage Company, 180 feet long, giving a track frontage of 280 feet.

Union Can Store 200,000 Boxes.
The Union's capacity will be 200,000 boxes. The Union has always manufactured ice, and uses for power a hydraulic system, taking water from Indian Creek into a reservoir on the Heights and piping it through the city to its plant. The fall develops 400 horsepower, and not only serves the Union, but furnishes power to several manufacturing plants on the way, as well as supplying the railroad tanks with water for its locomotives. This power system was originally built by Joseph A. Wilson, who got credit for being crazy at the time he invested \$15,000 in it. He disposed of it to the Union for \$40,000 last year, after having received an income of over \$400 a month on it for several years.

The Union has over 900 stockholders, and has been the backbone of the Hood River apple industry since its inception 18 years ago. One of its first managers was E. J. Sprout, now publisher of "Better Fruit," a magazine of world-wide circulation devoted to horticultural subjects.

New Manager Practical.
This year the Union, after the resignation of Manager Sprout, went abroad for talent and engaged Wilmer Selig, for 24 years past a member of the commission firm of A. Groenbach & Company, of Milwaukee, extensive handlers of boxed apples since that pack was inaugurated. Mr. Selig has an extensive acquaintance among the commission men of the country, and has the honor of being the only man who was ever elected twice to the presidency of the National League of Commission Merchants. It is naturally expected through his management that the Union will greatly extend the distribution of the apple. It has made famous. The Union and Davidson plants both maintain receiving houses at Van Horn and Odell stations on the Mount Hood Railroad, and the National Storage Company has done at Van Horn. One of the largest plants in the Northwest has risen on ground leased from the Mount Hood Railroad.

Van Horn Has Plant.
The structure is 275 feet long, tapering from a width of 100 feet at the north to 55 feet at the south to conform to the tracks at that point and has two stories and basement. The basement includes machine room and storage for spray and other materials, as well as three apple storage rooms. On the first floor is the packing room, 75x100 feet, where the apples will be packed after having been pre-cooled in the receiving room. It is the intention of this company to pack the apples loose in the boxes when picked, and do the final packing when the fruit is ready for shipment. The building is equipped with a system of gravity conveyors and portable elevators, for use in unloading apples into the building and moving them to the various storage rooms. The refrigeration will be done by the fan system in connection with a bunker room for cooling the air, which will be forced through circulating ducts into the various storage rooms.

Total Capacity 600,000 Boxes.
A receiving platform 175 feet long and 8 feet wide, extends along the west side of the building next the road. The storage capacity is 150,000 boxes. The company has but seven stockholders who have a total of 400 acres of orchards in bearing. The officers and directors are F. E. Deem, Wilson Pike, E. R. Peckley, A. W. Peters, G. L. Smith, E. L. McClain and M. H. Hill. With a total storage capacity of 600,000 boxes, nearly the entire crop of the Valley can be placed under ideal conditions within 48 hours after it has been picked, and the necessity of shipping a great part of it to distant points, as quickly as possible, removed. Hereafter there has been trouble in getting cars at the right moment; now there will be no losses from delays of this kind.

A former Eastern buyer who had always bought that part of the Hood River crop which it suited him to take, after a trip through the Valley this year is reported to have said, to say, but seemed to do a lot of thinking.

Uniform Rules Adopted.
All four of the companies have signed the grading rules formulated by County Expert Lawrence, and a rigid inspection of apples previous to packing, and a certainty of having apple boxes opened for investigation at the receiving platforms is going to remove many of the troublesome instances that have occurred in the past. Hood River is on her mettle. For two years complaints have been made that growers and packers had "let things over." The real trouble was that large increases in the crop had required new packers, and lots of newcomers had failed to familiarize themselves with the regulations, and if you ever tried to decide quickly which class to put a certain apple in, you will find what caused the trouble. But 1912 will rectify these mistakes, for there has been a campaign of constant education this summer.

NEW TOOTH COMES AT 87

Strange Event Occurs in Life of Aged Italian Woman.

MILAN, Oct. 5.—(Special.)—The *Hasi Torelli* correspondent of the "Corriere della Sera" reports a strange event in the life of a countrywoman, who has reached the ripe age of 87. The old woman is still strong and healthy, but not even these physical qualities led her to expect a new molar tooth to make its appearance in her mouth last year. One actually did grow, however, and a few days ago a doctor was summoned to the old peasant's house. She complained of toothache, and the doctor was able to announce after a rapid examination, that a second tooth was just beginning to grow. The phenomenon is the subject of much local comment, but here is, at all events, a factory medical evidence to testify that the strange report is fully warranted and accurate.

Kaiser Will Visit England.

LONDON, Oct. 5.—(Special.)—Rumor ascribes to the Kaiser a visit to England in the near future. The Kaiser is expected to arrive in London on a private visit in the hope that the change of air will effect a complete recovery. It is said that the German Emperor retains very pleasant recollections of his stay at Highcliffe on Christchurch Bay a few years ago, and he is inclined to repeat the experiment. A peculiarity of that pleasant seaside resort is the fact that, owing to the nature of the subsoil, rain water drains off as if by magic. Half an hour after a storm, if the sun breaks out, the roadways are quite dry again. The scenery in the neighborhood of the New Forest is said to be particularly attractive. A motor car, which can hardly be excelled,

OPPOSITION TO CHEAP AMERICAN AUTOMOBILES ARISES IN ENGLAND

Duke of Westminster Backing Movement to Prevent Importation of Cars With Which British Manufacturers Are Unable to Compete—Protective Tariff Urged as Remedy for Situation.



J. J. Hill.

Z. W. Hill.

Curtis Guild Jr.



J. Brandt Walker.

C. H. Huttig.

F. W. Hennrichs.

NEW YORK, Oct. 5.—(Special.)—The Duke of Westminster is behind the movement to oppose the importation of American automobiles into Great Britain. He presided at a meeting held in this interest a few days ago. The British make a very good high-priced car but they do not manufacture a cheap car and the Americans have flooded the English market with cars at less than \$1000 apiece. Two methods of meeting this American competition are suggested. One is to make a cheap car in England and the other is to ask the government to abandon its free trade policy and put a protective duty on automobiles.

Charles H. Huttig, president of the Third National Bank of St. Louis, is the newly-elected president of the American Bankers' Association. On his return from the convention at which this honor was conferred on him, Mr. Huttig received from his fellow members of the St. Louis Clearing House a loving cup. Mr. Huttig in an interview says that he hopes during his presidency, the American Bankers' Association will succeed in persuading Congress to make reform in the banking and currency laws of the United States. He dwelt particularly on the need of a decrease in legal reserves and more equitable distribution of surplus deposits so that more money would be available when needed. Mr. Huttig sees a splendid outlook for business.

This photograph of James J. Hill was made on his 14th birthday. Mr. Hill



Duke of Westminster

celebrated this anniversary by inaugurating the use of "The Bull Mooser," the latest type of locomotive to be introduced on the Great Northern Railway. The first engine of the Great Northern weighed 87,000 pounds. The "Bull Mooser" weighs 604,000 pounds.

That condenses the history of the development of transportation in the Northwest. Mr. Hill is just as actively interested in the development of the Great Northern as ever, though he has surrendered to others the offices which he filled for so many years. His son, Louis W. Hill, with whom he is seen in conversation, is now chairman of the board of directors of the railway.

J. Brandt Walker is about to re-enter Wall Street. Mr. Walker has been of the "street" for two years, being at a camp in the Adirondacks, suffering from tuberculosis. He is now quite recovered and is prepared to get into the speculative game again. In 1907 he made his first appearance as a plunger and won millions as a bear in the stock market. Later he made a million in grain bucking James Patten.

Curtis Guild Jr. sailed for Europe recently to resume his duties as Ambassador to Russia. Mr. Guild came back a few weeks ago to confer with the State Department, and it was reported that he was having a look at the chances for his election as Senator from Massachusetts. However, Mr. Guild was quoted before his departure from Boston as saying that he would not be an active candidate.

The anti-Murphy element in the Democratic party in New York has organized the Empire State Democracy and put up a state ticket headed by F. W. Hittig, a well-known Brooklyn lawyer. The candidate must be nominated by petition as the organization has no standing under the election law.

ENGINEERS STIR SAN FRANCISCANS OVER TRANSPORTATION FACILITIES

Effort to Divert Time Wasted in Talking Greater City to Consideration of Neglected Local Development. Scheme Planned to Advertise in Orient—Game Not for Public Consumption.

SAN FRANCISCO, Oct. 5.—(Special.)—Bion J. Arnold and his resident engineer, J. R. Bibbins, Chicago experts, who have prepared a solution of the city's transportation problems, have set many San Franciscans to seriously thinking whether they had not better devote all their time and means to bettering their local conditions instead of neglecting local development in favor of some of their energy and money in trying to legally force the transbay cities against their will into a greater San Francisco municipality. Arnold and Bibbins are pointing out how unused areas on this peninsula amounting to thousands of acres can be brought within the thirty-minute time and five-cent car fare zones, taking Third and Kearney streets as the center.

Their scheme is a plain and practical one, involving the construction of the Twin Peaks and Mission-Sunset tunnels as vitally essential steps, with the tunnels of Stockton and Fillmore streets as less essential but very necessary to bring all the northern districts closer to the center in point of time. The Chicago people are only telling what many here have long realized should have been done. If the experts can make the people and municipal authorities get to work on the improvements and cease talking about them, they will then indeed have earned their large salaries.

Past and direct electric trains through the proposed tunnels will command a great area for cheap homes for the working people for miles south of Golden Gate park and clear down the peninsula to San Mateo, all for five cents and within easy reach of their places of work.

Advertising Scheme Planned.
Some shrewd men in town are seeking the backing of the Chamber of Commerce, the Exposition Company and kindred organizations in a scheme they have for advertising the city and state's products in the Orient and Australia.

The indications are that their programme of exploitation will be endorsed within the next few weeks so that it may be thoroughly tested, and make a success of it before the opening of the exposition in 1915.

study at first hand all the goods and commodities and commerce right there and then, to buy according to the samples contained in the exhibits shown them.

The undertaking is an ambitious one for the expense will be something like \$150,000. In many respects it will be a traveling state fair and the way the enterprise is being presented, it should appeal to many of the wealthy business men.

The purpose is to sell exhibit space to the extent of \$130,000 for a period of six months or a year. The remainder of the money will be made up by a round-trip ticket to San Francisco for 100 people who would like to go along as tourists. Then a cargo can be taken outboard and one brought home in the ship's unused space. The proposition is being thoroughly canvassed without any blowing of horns and the people are confident of success.

Little Absinthe in Stock.

Since the first of the month, the sale of absinthe has been prohibited in the United States. This applies to both the foreign and domestic circle. The edict will not cause any wrench in the daily routine of the saloons because it has never been a drink much indulged in here. In their experience this is not only true of San Francisco and Oakland, but applies equally as well to most of the American cities, except here and there where a certain foreign population abounds. For several months past, knowing about the October edict, both the retail and wholesale houses have carried but little stock. Last week several of the big retail drink emporiums had among them but four or five bottles of the stuff and the loss in the city was practically nil.

The frozen absinthe as a "bracer" or a dash of it in whiskey, are the two popular ways in which it has been used. Last week several of the confirmed and occasional class, the police courts have seldom found an absinthe victim among those of American, English or German descent. The cases they did find and there were not many in the aggregate, were generally foreigners from Belgium, France and Switzerland. All of these countries, by the way, have legislated drastically against this liquor.

Attractions Announced.

Manager Will Greenbaum announces the dates for the musical attractions he will stage in October around the bay. For his opening attraction, he has managed to effect a combination of two great stars, Riccardo Martin, of the Metropolitan Opera House and Convent Gardens, who ranks among

the world's few greatest tenors, and Rudolph Ganz, the Swiss piano virtuoso and composer. Ganz will appear only as a soloist. Martin having his usual accompanist. Two concerts will be given by these two at Scottish Rite Hall on Sunday afternoons, October 13 and 20. Their only evening appearance will be for the St. Francis Musical Art Society on Tuesday night, October 15.

An attraction that will appeal to the masses as well as to music lovers will be the famous United States Marine Band of Washington, which has been stationed at the White House as the President's official band and orchestra ever since the days of John Quincy Adams and which has been such leaders as Fandull, Schneider and John Philip Sousa.

Congress has made special provisions regarding its pay so the legislature is able to secure the finest musicians. Lieutenant William Santelmann is now the conductor. By invitation of the faculty committee two concerts will be given at the Greek Theater on the afternoon and night of Saturday, October 19, after which concerts will be given at Dreamland rink October 20 and 21.

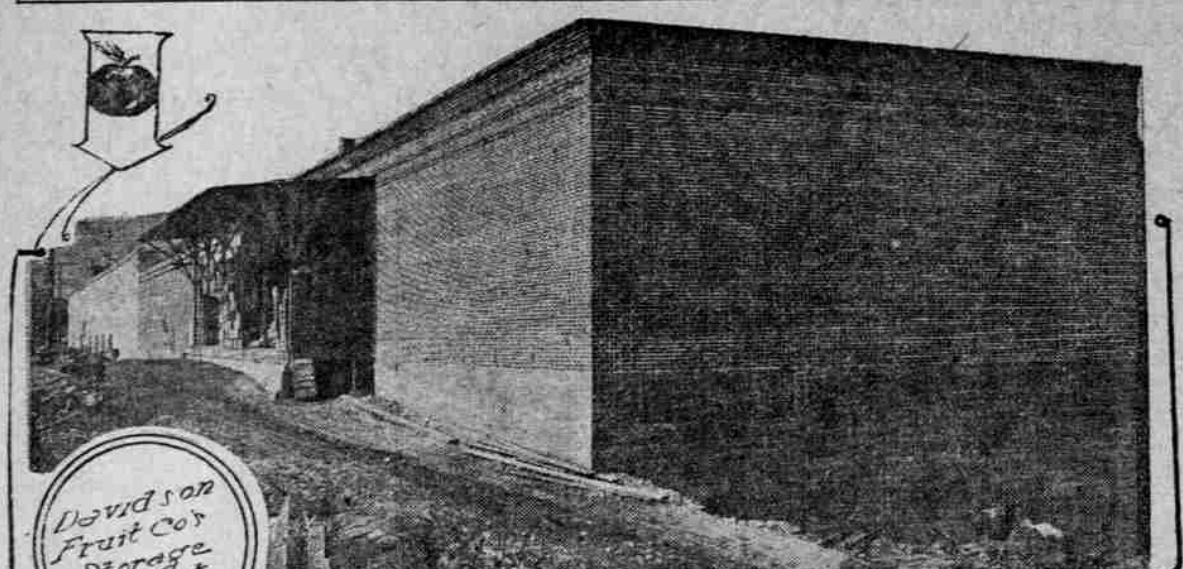
Mme. Johanna Gadske, one of the best beloved artists who visit San Francisco, will give only one concert this time on account of her activities at the Metropolitan. She will appear at the Columbia Sunday afternoon, October 21. Gadske will also give a special programme in Oakland at the Liberty Theater, Thursday afternoon, October 24.

Game Not for Public.

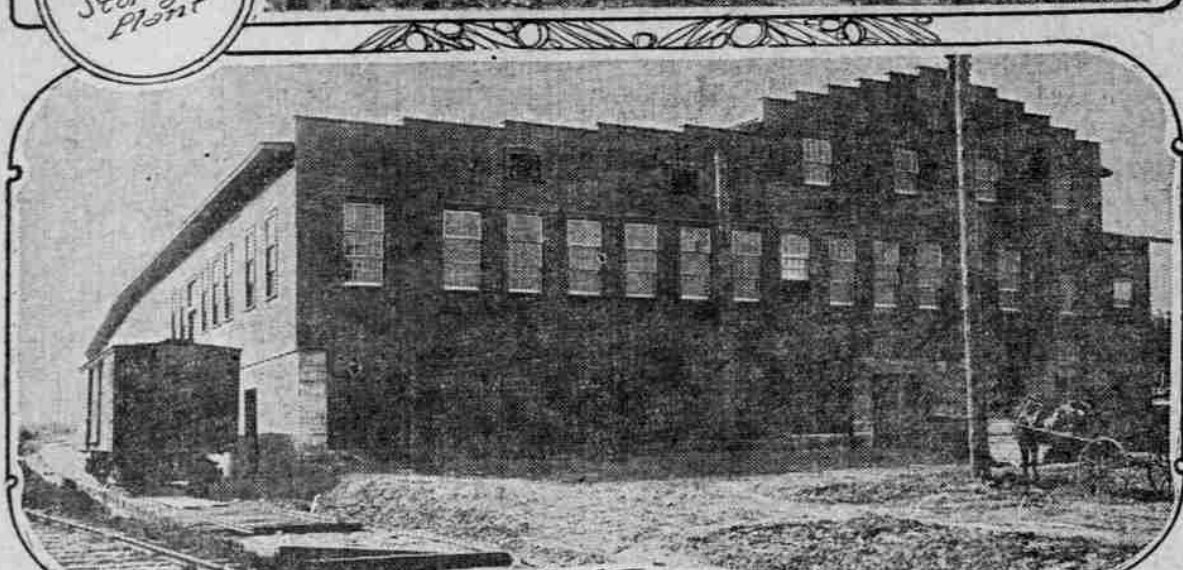
The California Fish and Game Commission that held its annual meeting recently at Hanford, has decided to recommend to the next Legislature measures prohibiting the sale of duck measures prohibiting the sale of duck and all other wild game in the open market.

Fish and Game Commissioners Connel, of Los Angeles, Newbert, of Sacramento, and Westerfield, of this city, have taken no official step as yet in the anti-market fight to shut out the public as purchasers and consumers of game birds. It is understood, however, that they stand two to one in favor of the measure.

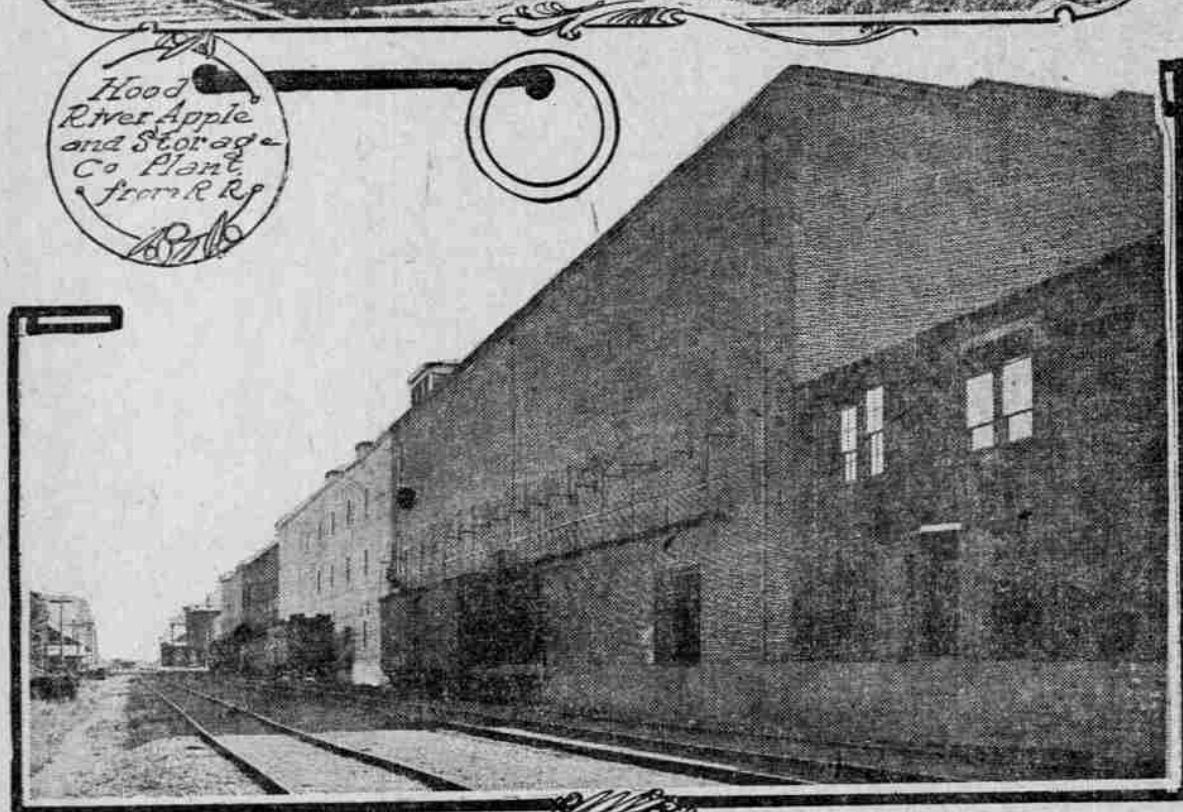
The sportsmen at the Hanford meeting hope to win the other commissioners to their side before the board officially acts. In defense of their position these California sportsmen point to similar views expressed recently at Denver by the National Association of Game Wardens. With all these people it is not a question of game as food. It is entirely a matter of preserving the game as a source of sport and recreation.



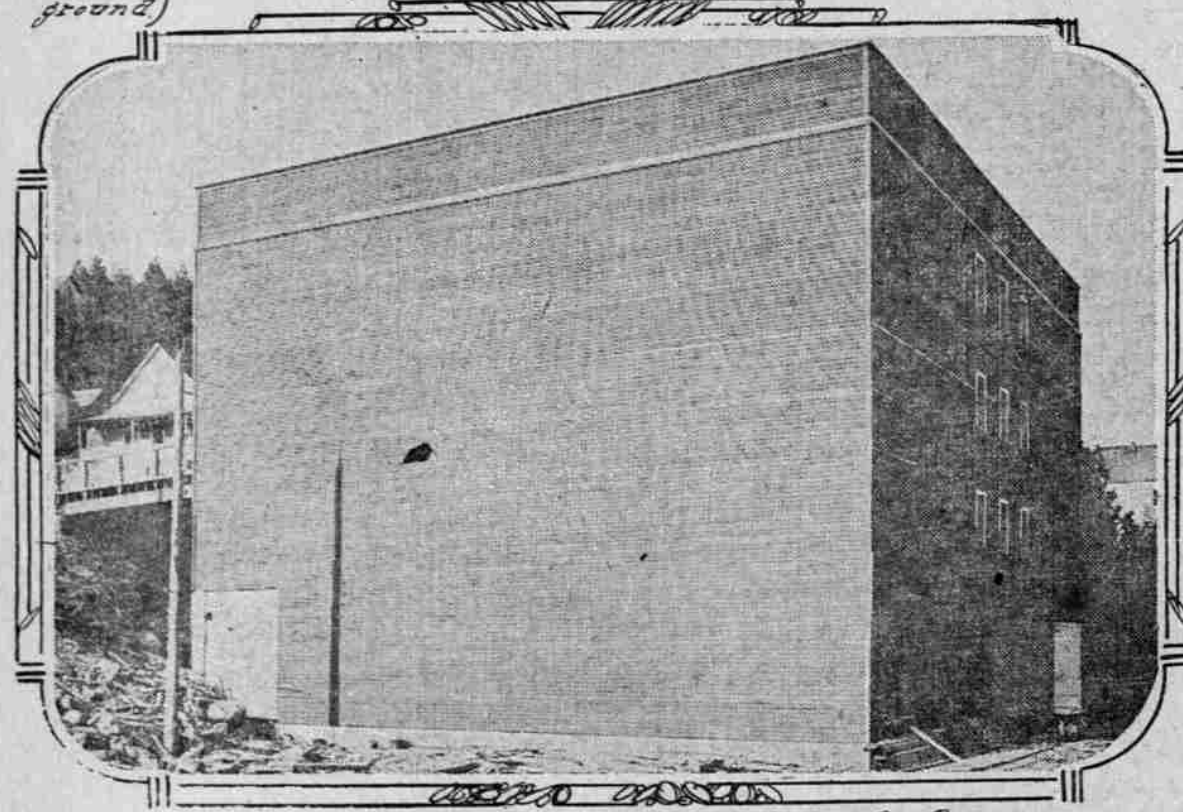
Davidson Fruit Co. Storage Plant



Hood River Apple and Storage Co. Plant



Apple Growers Union (foreground) Davidson Fruit Co. (background)



National Apple Co. Warehouse, from R.R.

HOOD RIVER, Oct. 5.—(Special.)—Hood River, always pre-eminent wherever apples are mentioned, now has the distinction of being able to place every apple raised in the valley this year under cold storage within 48 hours after the fruit has been picked from the tree. For three months crews of workmen have been busy at four different places hurrying to completion the big cold storage warehouses for the reception of the 1912 crop. Up to this year a great deal of the fancy grades of fruit have been loaded directly on refrigerator cars and hurried off to Eastern markets, and there placed in cold storage to be on hand when the market was ready for them. This condition of affairs placed the Hood River growers at some disadvantage, inasmuch as the Eastern buyers were well aware that storage capacity in the Valley was far short of what was needed. It is humorous what views some people take of some situations. Recently a writer in a Wisconsin paper, deriding the Western apple, took the view that the building of storage warehouses in Hood River was evidence that the growers had to have some place to put their apples, as there was no call for them on Eastern markets. As the limited trains from the East swing around the curve just east of

town and cross the Hood River bridge, the traveler glancing from the window sees the first of these great warehouses, that of the National Apple Company, a huge four-story, fort-like building, with a storage capacity of 150,000 boxes of apples. The fourth story part of this structure is 100x100 feet, with an extension for office purposes, and shipping platforms of 30x10 feet two stories high. The plant is located on a switch of the Mount Hood railroad, at the foot of State street. At this point the railroad level is 30 feet below the street, and the National Company has taken advantage of this situation and built a loading platform from the floor of its third story to the sidewalk line, and a wagon load of boxed apples can be backed up to the doors of the third story, transferred to the elevators and carried either up or down. This scheme saves a great deal of handling and time and is also an architectural addition to the building, as it breaks the monotonous front on the street side which faces a number of residences.

National Owns 300 Acres.
The officers of the National Apple Company are Oscar Vandenberg, president; V. Winchell, vice-president; C. Dethman, treasurer; C. H. Sprout, secretary and manager. Mr. Sprout is a former manager of the Apple Growers' Union. The board of nine directors, including the officers of the company, own over 300 acres of Hood River's finest bearing orchards. The intention of this company is to first find the most profitable market for the apples, and then handle the quantities from outside growers as they have a demand for. Mr. Sprout's long experience in the apple business puts him in close touch with all the good markets and buyers in the country.

Three blocks to the west of the National Apple Company and fronting the O.W. R. & N. tracks is an impressive row of brick buildings, 615 feet long and three stories in height, with a climbing area to the east of the building. The German Emperor retains very pleasant recollections of his stay at Highcliffe on Christchurch Bay a few years ago, and he is inclined to repeat the experiment. A peculiarity of that pleasant seaside resort is the fact that, owing to the nature of the subsoil, rain water drains off as if by magic. Half an hour after a storm, if the sun breaks out, the roadways are quite dry again. The scenery in the neighborhood of the New Forest is said to be particularly attractive. A motor car, which can hardly be excelled,