

FRUIT ORCHARDS SUCCEED HOP YARDS FULTON DID NOT INVENT THE STEAMBOAT

It is probable, says the Yakima Republic, that a great many Yakima hop farmers will go out of business this fall. Conditions surrounding hop culture are unsatisfactory. Prices have ruled low for two or three years past, while all other crops were bringing handsome returns, and the problem of harvesting has grown more serious each year. At the present time there is little or no demand for the crop that is coming on, and there is a further prospect that labor will be scarce and high when picking time comes. "This, the growers say, now seems certain unless the conclusion should be reached by a good many of the farmers not to pick. A number of hopmen are now debating this question in their own minds.

Of course there is always a chance that such conditions as prevail now may improve, and there are some who are strong in the belief that hops will be worth picking this fall, and may perhaps afford a profit to the growers.

But with lands devoted to other crops yielding from \$100 to \$1200 an acre all over the valley, hopgrowers will not be satisfied with even fairly good profits.

One of the most experienced hopmen in the Yakima country is A. B. Weed. He has one of the finest 40 acre yards in the state. He is going to convert his hop farm into an orchard. Harry Coonse, whose yard is near Weed's, will do likewise. So will the Harveys and Sinclairs. On the school section, one of the richest hop districts in the world, 120 acres of hops will be taken out and the ground planted to orchards. The owners say their lands are just as good for orchard purposes as they are for hops—as good as any in the valley—and they are tired of wrestling with the problems that they have worried over for the last few years.

Several other well known hop growers will probably join the procession.

Mr. Weed said this morning: "It is true that I am going out of the hop business, and true that many other hop farmers in our district are going to do the same. We have all reached this conclusion and have ordered trees for what we think in a few years will be the finest commercial orchards in the valley.

"I am not going to plow up my yard this year, but I will plant the trees this fall, taking out about 105 hills of hops to the acre. Next year I shall cultivate the hops that are left, and probably the year after. Then the vines will all be plowed out.

"This system is recommended by experienced fruit growers. The hops will furnish some shade for the trees—just about as much as young trees need. I think the trees will do even better than on land that has no other crop.

"I am tired of the hop business.

My farm has, throughout the term of years I have worked it, paid me good returns on what I considered it worth. I have had good luck and good crops. Sometimes I have sold for low prices, but there have been several years that were good, indeed. The average profits have not been bad at all, though they have not been equal to those made by some of the best orchardists.

"The labor problem and the harvest problem are getting to be too much for me, however. I will let somebody else solve them if it can be done. In the meantime, I shall be growing an orchard, which, even if I do not want to wait until it comes into bearing, will be saleable at a good price at any time. There is no better fruit land anywhere in the valley than mine, and now that experience has shown the people what are the best varieties of fruit to put out, I think an investment in an orchard will be one of the best that I or any other man in this country can make."

PROTECTING DRAINAGE AROUND BOISE

The following from the Boise Statesman contains not merely interesting information, but valuable pointers to boards of health elsewhere, and others in any degree responsible for sanitary conditions generally:

The county board of health has been very active of late in taking steps to prevent conditions favorable to disease. Not long ago an order was made requiring butchers at slaughter houses to cremate all offal resulting from butchering animals and other restraining orders are being considered. Yesterday the board, consisting of the county commissioners and Dr. J. B. Lewis, county physician, passed the following:

"Whereas, There obtains a custom among the inhabitants of Ada county, and particularly the inhabitants of Boise City, of hunting carcasses of dead animals, offal, refuse and trash to grounds just without the limits of Boise City to the north and east of said city, and there depositing the same, and

"Whereas, The said grounds to the north and east of said Boise City have a higher elevation than said city, and water passing over, upon and across the same drains towards and into the said city limits, and

"Whereas, All of such drainage is, by reason of the depositing and burying of said carcasses, offal, refuse and trash in and upon said grounds, contaminated thereby, and is and becomes a source of danger to the health of the inhabitants of said county and city; and the said carcasses, offal, ref-

William E. Curtis in the Chicago Record-Herald expounds the Genesis of the steamboat as follows:

Robert Fulton was not the inventor of the steamboat, although he is generally credited with that honor. Nor was James Watt the inventor of the steam engine, although both were successful in making these necessities a commercial success and securing their permanent employment. The invention of the steam engine and the steamboat cannot be attributed to any one man, for they are the results of the inventive powers and experiments of several men of genius, who discovered and developed the principles of physics they involve.

A German named Papin actually constructed and operated a steamboat on the River Fulda at Cassel in 1707, 100 years before Fulton, and it might have been successful had it not been destroyed by the superstitious boatmen of the neighborhood, who thought it the work of the evil one. In 1736 Johnathan Hulls, of whom

nothing else seems to be known, published a pamphlet describing a steamboat very much like that of Fulton's, and obtained a patent for it in England, but, so far as the world knows, it was never built.

An Italian named Bernoulli, in 1752, anticipated John Ericson's idea of the screw propeller.

William Henry, a gunsmith of Lancaster, Pennsylvania, was experimenting with a steamboat on the Canastota river five years before Robert Fulton was born. It met with an accident and was sunk near Lancaster.

John Fitch, who often claimed to be the inventor of the steamboat, was a neighbor of Mr. Henry, a frequent visitor at his house, and later in life developed Mr. Henry's idea so successfully that he carried passengers seven miles an hour on a steamboat called "Perseverance" between Philadelphia and Trenton and Wilmington and Chester, during the years 1790-91. This boat probably ran between 2000 and 3000 miles, but was a mechanical and commercial failure. Fitch also built a boat with a screw propeller, but could never make it go. It is a remarkable coincidence that Henry, Fitch and Fulton all came from the same town of Lancaster.

James Rumsey built a steamboat on the Potomac at Shepherdstown, Va., in 1784 and succeeded in running it at the rate of four miles an hour against the current in the presence of George Washington, who gave him a written certificate. The state of Kentucky voted Rumsey a gold medal "for giving to the world the benefit of the steamboat," but Rumsey's method was not practical.

Nicholas Roosevelt built a boat on the Passaic river in 1798, put into it an engine with a cylinder 19 inches in diameter, and carried a party of invited guests at the rate of eight miles an hour, but his machinery broke down and the steamboat was abandoned.

There were other attempts and other failures both in Europe and the United States and Robert Fulton had the benefit of them. He was a man of practical genius and had the penetration to detect the errors and the advantages in the models of other men, so that he was able to build the first steamboat that would work, and within a few years after its successful trial had 15 steam vessels in operation in the water around the city of New York.

"Everybody Should Know," says C. G. Hays, a prominent business man of Bluff, Mo., that Bucklen's Arnica Salve is the quickest and surest healing salve ever applied to a sore, burn or wound, or to a case of piles. "I've used it and know what I'm talking about." Guaranteed by Tallman & Co., druggists, 25c.

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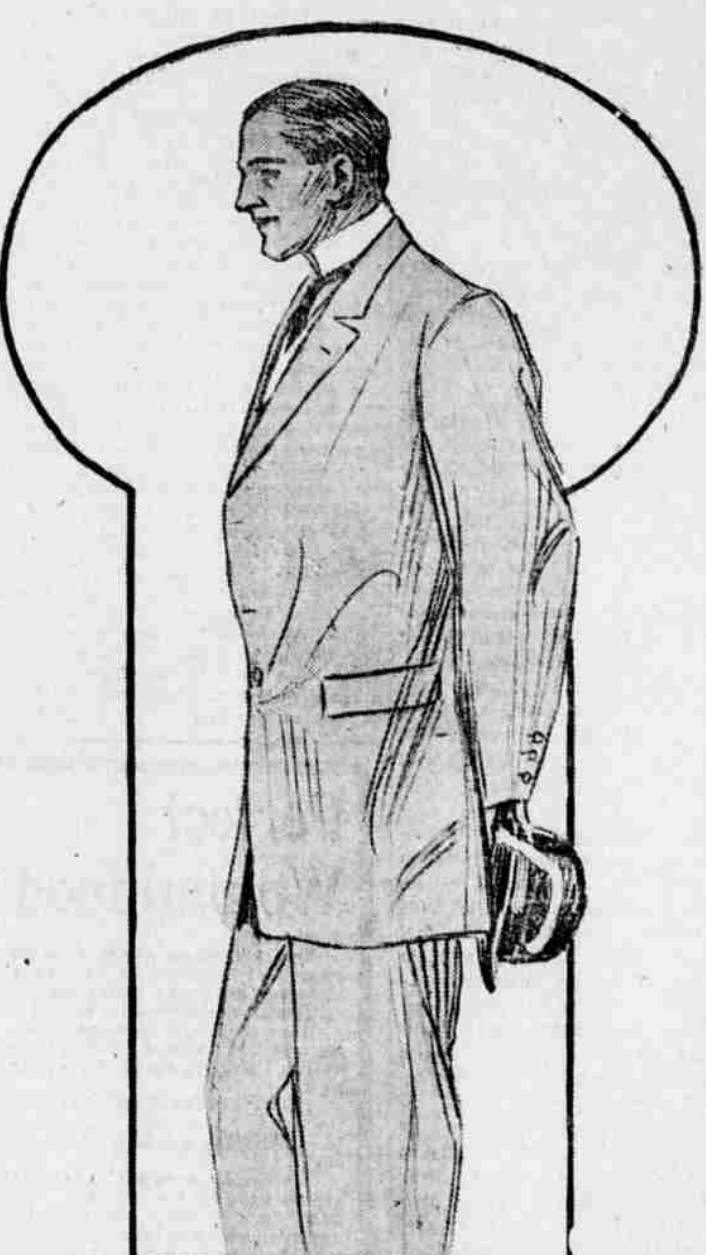
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