

BUMPER-FRUIT CROP AIDED BY ORGANIZED SELLING METHODS HAS PLACED EAST END OF UMATILLA COUNTY BEYOND NEED OF WORRYING OVER BUSINESS DEPRESSION

Apple Crop Alone This Year Will Amount to 800 Carloads, Valued at \$1 Per Box to the Grower; Prune Crop is Also of Extreme Value.

BY BRUCE SHANGLE.

a dollar left.

No such ratio exists in the Milton-Freewater country for according to Compared in number of boxes with the cashier of one of our largest the apple crop of other Northwestern banks, there are not ten per cent of apple districts the Milton-Freewate: the men here who would be seriously country does not stand out conspicaplnched if forced to liquidate.

The year 1921 is generally spokes of by persons of all shades of political faith as being as bad if not worse than the Cleveland times of the early '908, and unbiased economic and fi-nancial experts hold out little hope for the Walla Walla valley produces as "me months to come. According to the secretary of labor who spoke to there are six million unemployed in so much as quality, and the quality the United States today and little prospect for lessening this number in the opportunity to test it. the near future. But if hard times are in evidence elsewhere this locality the other apple districts mentioned for their fruit, it feels the depression but little.

There is a reason for the optimism which prevails here and it is not hard A visit to the bulging wareto find. houses where the recent bumper wheat crop has been stored or a trip through orchards of the valley heavily laden and hanging to the ground with their bounteous yield, or a tour of in-spection through any of the several packing houses of the Twin Cities will onvice the most skeptical that this is a thriving and prosperous community.

Time was when the sherift's coming with an overdue mortgage to foreclose was a nightmare which troubled the slumbers of the small fruit grower through this valley, but generally speaking that day is past, and the fruit grower is the only producer who can realize fat feturns on his invest. ment calculated at war time cost. A few years ago the fruit grower was the hardest customer the banks had to

deal with, not because of any native of individuals who produced and sold million boxes and so many on such an uncertain market. Organized Selling Counts,

equipment to haul the stuff to sav This was due largely to lack of or-

BY BILLE SHANGLE. sale of their products. Also the grow-A prominent Umatilla county citi-ers themselves did not take the time and effort to grow top notch quality Pendleton but who was for a num-ber of years a prominent soc al and ber of years a prominent soc al and political leader of the East End, as seried a few days ago that not ten por cent of the land owners of this prome, spray and thin when and where county could not the solution of the prome, spray and thin when and where days how only many the dots and beyen processory is the only many the dots county could pay their debts and have necessary, is the only man who does not get results and handsome results at that.

sale of their products. Also the grow-

ously, for the Hood River and Rogue River districts in Oregon and the We-, natchee and Yakima valleys of Washington each produce more cars of ap-ples than are grown here. But the acreage is much larger. Acre for acre

Fifteen years or more ago when all ples shipped to the east and to Eutimes ahead.

rope at prices that made good d'vidends on valuations of \$1000 and more per acre, the apple industry in this valley was practically nothing. Even after state and nationally

known horticulturists had dinned into the ears of the people of this district at countless mass meetings and borticultural conventions, in an effortto cultural conventions. In an effort to apple country, there were long haired could figure the grower out of any profit even if they could kill the

disionesty or poor business judgment acreage then in orchard, when it came but because there was no other class into bearing, would produce so many ronds could not secure

Sear: the grower the apple crop of this district will total \$599,000 in dollars and about fifty dollars per ton. trict will total \$599,000 in dollars and about fifty dollars per ton. cents. Aside from what the grower receives employment is furnished to build furnished to of Hurst had been offered a is acrea the second a secon

trict is but a counterpart of the money for its owner.

sufficient car of prunes shipped East.

above were famed for their from, it was a doubiful proposition if the ap-ple could be grown successfully in a commercial way in this valley, due to orchard pests. When Hood River, Yakima and Weintches were famed for the hundreds of carloads of aptheir product and they began to think the past six weeks there have been But the calamity howler had his maybe they had been too hasty in dig. employed for a good deal of the time day, and while those he was not able ging out the trees. In 1910 the Ital-

> The apple crop of the Walla Walla fruit products. valley this side of the state line will In 1919 the prune grower received A close estimate of the total y'eld done every year, for a heavy fruit amount to 800 cars for the present \$100 and better per ton. That was a of apples, prunes, cherries and all other crop one season is almost invariably valley this side of the state line will

worms. There were those who could figure well, who estimated that even the into bearing, would produce so many million boxes and so many car and train loads of freight that the rail-car de grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower to "for evens freight on the rail-tor of grower tor of the gray tor evens freight on the rail-tor of grower tor of the gray tor evens freight on the rail-tor of grower tor of the gray tor evens freight on the rail-tor of grower tor of the gray tor evens freight on the rail-tor of grower tor of the gray tor evens freight on the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight on the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight that the rail-tor of grower tor of the freight the tor the the the the the the the

ar of prunes shipped East. of money spent in packing, erating nents of the fruit industry in the MI- tains 125 trees. At 730 pounds to the ton-Freewater district is that pioneer the other are like the two trees Miller.

Along about 1889 Mr. Miller with his father, now hale and hearty at better than 90 years, started a little nursery business near Milton. Today with more than 209 acres devoted to the industry Mr. Miller has demonstrated to his own satisfaction that the fruit business taken year for year and fol-lowed up persistently is a "profitable and pleasant line of industry. Twenty years or more are, when

Twenty years or more ago when more intense it is cultivated the brlands were not so much in demand as ger the returns. Poor farming never

now Mr. Miller paid \$900 for four and pays in any district and this is no ex-

hands were not so much in demiand as now Mr. Miller paid \$900 for four and one-half acres of land adjoining his home in Milton. His friends told him it was too much money. A few dix's ago he received a check for his prun-crop which netted him close to \$700 per acre for the one year's grop. Here are the figures: On the four and one half acres are 575 trees, inline and it years old, if om these trees were statered this year 66 1-2 tons of prunes for which their owner received \$52 per tan net to him, or \$3458, Ex-penses in caring for the orchard, pick-ing and hauling to market ramouted to approximately \$500, leaving a net income from this land of about \$3.-009 Not so bad for four and one-half acres. The reader may say, this was one tional yield for the Bing cherry free

The reader may say, this was one The reader may say, this was one case in a thousand. It is not it is unusual but there are others the it and there are hundreds of acres do-ing half that well. A \$350 nn acree ing half that will. A \$350 an acre a big demand from California buyers, a big demand from California buyers. A good bearing cherry orchard is

> While growing a new orchard, ita owner does not content himself with no profit from the ground as is the case in some localities. The first four or five years of a young orchard's life its owner grows watermelons, toma-toes, potatoes and other "truck" between the rows, and the returns from "h"s venture often proves highly grat-

ifying The tomato hus ness this year par icularly has been of a profitable ture and many acres have been planted and harvested, the total weld amounting to 20 cars for the district

Fred McElrath, who started out a

few years ano in the orchard game, owne 50 acres of beuring and young orchard and grows tons

ganized effort in the distribution and nothing of where the people were to ers got as high as \$15.00 per ton for In the packing houses alone during fruit and nurseryman, S. A. above mentioned would yield 91,350 (Continued on page 10.) STUDEBAKER CARS During the first six months of 1921 the

The Standing Race

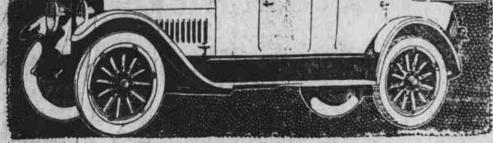
caring for the prunes as they are brought in from the orchards. In a single day alone 65 carloads of

Valued at \$1.00 per box net to war time return but in the hard times er fruits shipped from the Milton- followed by a light crop. Not so with over the apple crop of this dis- of 1521 the average is going to be Preswater districts during the year prunes. There are of course some

hundreds of men, women and children failan prune orchard for a few han-in caring for this vast output at wages that do not indicate pinched times.

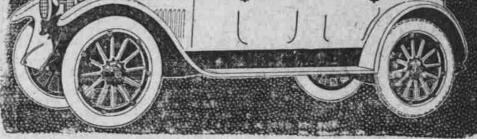
ing half that well. A \$350 un acre a half mill on dollars gross for its in a single day more of the return is a providence of ground in a single for from \$500 to \$1000 per acre trained for eastern markets. A close estimate of the total y'eld done every year, for a heavy fruit While growing a new orchard, its

The history of the apple in this dis-field is but a counterpart of the money for its owner. the details of the hustness and 16 grower, who resides hear the hard hours a day during the growing and surface road a mile north of Freewa-



Studebaker Special Six-No other factor than public appreciation of this car spread mouth-to-mouth fashion by prideful owners could account for the unquestioned popularity that it enjoys today. 11/10/139 91 66

sales of Studebaker cars exceeded those of every other automobile manufacturer in the country with the exception of one manufacturer of a well known and very low priced car.



New Studebaker Light Six-Holds the five most important automobile road records on the Pacific coast, a remarkable feature being that all the honors were won by the same car, a stock turing car, within ten weeks.

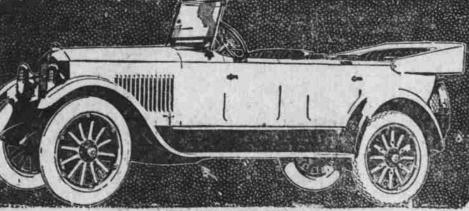
STUDEBAKER CARS ARE **BEAUTIFUL IN DESIGN** THOROUGHLY MODERN MECHANICALLY RIGHT

Compare Quality, compare Price, compare Performance, then

Place Your Order for a



THIS IS A STUDEBAKER YEAR



STUDEBAKER BIG SIX Because Studebaker makes in its ow 1 plant such vital parts as drop forgings, castings, stampings, motors, axle , transmissions, steering gears, springs, bodies, tops and fenders, it co trols the quality of these parts and eliminates parts-makers profits, whic I result in cars of highest quality at moderate prices.

THE NEW STUDEBAKER CARS are the final result of the combined experience and genius of the entire Studebaker engineering staff-among the ablest

They do not represent the untried theories of any one man, but are rather the fruit of the ripened experience of this group of prominent and successful automobile enginers.

The performance of each new car, throughout the grueling factory test run of 40,000 miles, and in the hands of thousands of thoroughly satisfied owners everywhere, is proof of their mechanical excellence.

Studebaker quality, dominant for 69 years, is re-flected in the new models now on display.

