

TROUTDALE GROWERS SEEK BETTER SHIPPING FACILITIES

At Well Attended Meeting Growers and Railway Officials Hear Report on Conditions and Discuss Possibilities of Warehouse, Cold Storage and Iced Cars.

That the shipping facilities of Troutdale will be greatly improved in the near future was brought to the attention of the producers in this section at a meeting held in the Masonic hall, of Troutdale, last Tuesday evening, January 24, when Mr. Evans, traffic manager of the Union Pacific System, stated that the company is beginning to realize Troutdale's importance as a shipping center for produce and that the officials are willing to do all in their power to help improve shipping conditions.

In anticipation of this meeting, A. D. Kendall, agent for the Union Pacific company at Troutdale, prepared a questionnaire and sent copies of it to the farmers living in the vicinity. In this questionnaire each farmer was asked to give the amount of produce raised on his farm during the past year and also how much of that produce he had succeeded in marketing. Of the two-hundred questionnaires sent out, answers were received from sixty-six.

Some of the farmers did not receive copies of the questionnaires so the statistics gained are far from complete.

The meeting was opened by H. E. Bloyd, cashier of the Troutdale State Bank, who read the results of the questionnaire. Those who did not realize the amount of produce raised in this section were certainly surprised by the information gained. It was found that two-hundred and sixty-four tons of berries and two-hundred and eighty-six car loads of vegetables were produced during the last year.

It was also found from the questionnaires that the acreage for similar produce will be increased from twenty-five to eighty percent next year.

After reading of these statistics the meeting was thrown open to discussion. It was suggested that the cold storage plant, or frost-proof, rooms would be necessary to protect the produce until a market was secured for it.

H. G. Andrew, manager of the Berry Growers' Packing company, said that he did not believe there was enough produce raised in this district to support a cold-storage plant on account of the immense initial cost and expense of operation. He does not believe that the people can afford such a plant this year. In his remarks he said that most people think the farmer hasn't sense enough to market his produce and get all the profits but he believed that if the farmers would cooperate they would be able to not only find a market but get all the profits also. Speaking for the Berry Growers' association, Mr. Andrew said that while he realized that a cold-storage plant would be very helpful not only to save produce such as vegetables, etc., it would also be helpful in saving berries from spoiling when the canneries were overcrowded; but the Berry-Growers' association will be unable to help in building such a plant this year on account of other plans made.

When Mr. Kendall was asked to speak he said that he believed the letters explained his ideas on the subject of the cold-storage plant as clearly as any amount of words could do.

Mr. Evans, Union Pacific traffic manager, praised Mr. Kendall for his constructive work in Troutdale and gave him credit for bringing the officials of the company to a realization of Troutdale's importance as a shipping center for produce. He promised the hearty co-operation of the company in erecting a cold-storage plant. He offered a plot of ground in Troutdale, one hundred and fifty feet by fourteen hundred feet, that is owned by the Union Pacific company as a prospective site for such a plant. In closing Mr. Evans said that he would like the question-

answered as to whether or not a dry-storage plant would solve the problem.

Mr. Reed, representative of the National Ice and Storage company of Portland, said that he believes Troutdale is in need of a cold-storage plant, as two-hundred and fifty carloads of produce a year require cold-storage. A rough estimate of such a plant, with capacity for two-hundred and fifty carloads, would cost about fifty-thousand dollars. When asked about the length of time different articles of produce will keep he said that celery will keep for eight weeks and go out in perfect condition but if kept in storage for five months it would be entirely spoiled. Three months is the average time for keeping it. Mr. Reed, in speaking of the cost of maintenance of a cold-storage plant, said that it takes big money to run a plant as, in figuring up the cost, the fact that there are several months in the year when the plant would not be used at all, must be taken into consideration.

When asked by Mr. Bloyd if his company would be willing to accept produce for storage, Mr. Reed told him that they were always willing to get new business. Mr. Bloyd then asked him what lines the produce would go over to reach its destination. The various lines leading out of Portland were named. Mr. Bloyd then called Mr. Evan's attention to the fact that all the produce would not go over the Union Pacific System should it be necessary to take produce to Portland for storage.

H. E. Lounsbury, general freight agent for the railroad company, said he had not realized that the producers' need of some kind of storage facilities was so great until he heard the letters read. He was uncertain as to what kind of storage facilities would be the best but said that it might be a good idea to have cars iced in Portland and brought out to Troutdale to be loaded with produce, or produce could be loaded onto cars here and taken to Portland to be stored. He also suggested that a committee be appointed to confer on the matter.

Mr. Evans asked: "What is the cost of trucking produce to Portland?" He was told that the approximate cost is three dollars a ton. He then informed that he could arrange a storage in transit that would be an advantage to the growers.

Some of the farmers wanted to know what rates were charged for storing produce in the cold-storage plant at Portland and also how it would be necessary to pack this produce when sending it in for storage. In reply Mr. Reed said the charge on lettuce is ten cents per hundred-weight. Lettuce must be packed in ice before it can be shipped any distance. Six weeks is the time limit on celery and it is necessary to repack it if kept for a longer time.

Mr. Whitehead, general agent for the Pacific Fruit Express company, voiced the opinion that it would be a good idea to have iced cars shipped to Troutdale to be loaded as the cost of building a cold-storage plant in Troutdale would be too great.

In the general discussion Herman Blaser said he thought some kind of warehouse was needed as he had let the producers use his warehouse free of charge for several years. He said that there is quite a quantity of frozen potatoes in there now and he knew that there would be more produce stored there if his warehouse was frost-proof.

Lee Evans, the wood man, registered a strong complaint because of the lack of room on the tracks to load his wood cars. "There is always too much produce in the way," he said. As conditions are now he believed that a five-

spot loading shed would not be large enough. There is room for seven or eight cars on the track now and still there isn't enough room. There should be room for about eight cars so that they can be loaded at any time. He complained that he is obliged to go almost to Fairview to load his wood.

That greater facilities are needed is the opinion of County Agent, S. B. Hall. He also said that people south and east of Troutdale need a cold-storage plant to protect their potatoes until they can market them. He also called attention to the fact that it is often necessary for the farmer to wait for warm weather before he can ship them as there are no storerooms at present, where he can sort and sack them for the market.

Mr. Hall brought out another point that is well worthy of consideration. He said that if the producer could have facilities for storing his potatoes in which the temperature could be regulated, there would be less loss by decay and less sorting to be done.

Mr. Hudson, of Troutdale, said, "The people know what they want but they don't know what it will cost. The people know what they want but they don't know just how badly they want it or how much they can afford to pay for it."

He suggested that a committee be formed to confer with the railroad officials and decide on what kind of facilities would be best and what the cost of same would be.

Mr. Whitehead said, "It is difficult to find out just how much adequate storing facilities will cost. A warehouse that will load five cars at a time will store forty carloads."

He suggested that engineers be hired to estimate the cost, but that it would first be necessary for the people to give an approximate size needed and then the railroad company will give an estimate.

It was agreed by many that a warehouse for storing forty carloads would not be too large.

The representative of the Harris Ice Machine Works, who was present, quoted the price on second-hand machinery that is about the size to fill the bill for much less than the price of new machinery. When asked about the cost of such machinery and installation he estimated the approximate price at five thousand dollars for one room.

It was decided by a vote of those present to name a committee of farmers to meet with officials of the railroad to discuss all phases of the situation and report to a later meeting. Those chosen were: H. E. Bloyd, W. C. Spence, Warren Evans, H. C. McGinnis and M. J. O'Donnell.

When asked what to do, the committee were laughingly told to get all they could out of the railroad. They were also instructed to find out how much produce would be put into cold storage if such a plant were built.

The question of prices for storing produce was again brought up and discussed. It was learned that current prices on storing are about as follows: for a large crate of cabbage per month, twenty cents; for potatoes and onions, five cents a sack regardless of weight.

Mr. Reed said that on a test they had stored potatoes for twelve months and the potatoes were still good but the sacks were entirely rotted away, so that in storing for long periods it will be necessary to repack them after eight months.

The meeting was then turned over to the ladies who had thoughtfully prepared a dainty lunch of buns, sandwiched with ham, celery, pickles, cake and coffee, which all present seemed to enjoy.

Zion Evangelical Church

Services at the Zion Evangelical church Sunday will be as follows: Sunday school at 10.30. Preaching services in the English language at 11.30. Theme, "The Storm and Calm of Life." Young People's meeting begins at 7.30 p. m. Topic, "What the World Owes to Foreign Missionaries." Leader, Conrad Hoecker.

All who do not worship elsewhere are cordially invited to worship with this congregation.

Fordson Tractors Take Another Drop.

A drop in factory price of the Fordson tractor has been announced which will interest the increasing number of farmers in this vicinity who are using modern farm methods. The new level is \$395 which is a drop of \$230. Raker & Son the local dealers, received the information today.

Gresham Company Will Be Mustered in Monday

Adjutant-General George A. White has ordered all who have volunteered in the Gresham company of Federalized National Guard to be present at the American Legion club rooms, Monday evening, January 30, at 8 o'clock, to be mustered in. Only those who have passed the physical examination can be mustered in at this time.

MR. TOWLE TELLS BERRY GROWERS HOW TO IMPROVE

By D. E. TOWLE

Now is the time to set the posts and run the wires on young cane berries. It will pay well to treat the posts with crude creosote before setting to prevent decay.

Thinning and pruning back the canes we think should be done sparingly. What is desired is a medium sized berry and plenty of them to make up the desired tonnage and in trying to determine the amount of fruit wood to leave, you must be governed in part by the fertility of your soil, the care you intend to give the berries and the amount of fertilizer you intend to apply.

On the fertilizer question we wish to say that the profits from the judicious use of fertilizer are large and we wish to impress all with the need of using it liberally and in the right proportion to get the best results. At present prices the cost of a reasonable application of nitrate of soda, acid phosphate and potash is about \$20 per acre for fully developed cane berries, about one-half as much for young cane berries and six-tenths as much for strawberries. So all the increased yield you will need to get to cover costs will be 300 or 400 pounds per acre and your increased yield will be much more than this in addition to a good cane growth for the following year.

The growers who were fortunate enough to have sown vetch in the berries early have a fine matted growth about six inches long now, and a root system in proportion, from which, together with the above-mentioned elements, can be expected good results if cultivated frequently during the growing season.

We wish to especially impress you with the need of using potash liberally to produce a firm berry. This is an advantage both for canning and shipping as the best profit is made from the choicest firm berries.

We have a very interesting letter from Puyallup, Wash., this week on the question of pre-cooling and carload shipping of choice berries to the eastern markets. The writer claims that the profits were satisfactory and also how they had inserted cards in the crates asking the consumer to report the condition of the fruit when bought and they had received return cards dated eight days after shipping, stating the quality was first class. We hope to arrange for this method of marketing this year but to be successful we must produce quality berries and to do this we must use more potash.

Orders are coming in quite freely but we have a lot of growers to hear from yet and the time is short to get the fertilizer and get it on the land early enough to give the best returns. This is written for the especial benefit of those who have been slow in placing orders.

It will be recalled that the Berry Growers association, by a unanimous vote at the annual meeting, declared in favor of establishing grades for the fruit this year and the liberal use of potash is laying the foundation for quality and profit.

GRESHAM MASONS HOSTS TO P. R. L. & P. VISITORS

What is said by old members to have been one of the finest Masonic gatherings ever held here took place last Tuesday night, when a team made up of employees of the Portland Railway, Light & Power company put on the work in the Master Mason degree. The visitors numbered about 150, most of them coming by special electric car. There was a full attendance of local members and several distinguished visitors other than the members of the visiting team.

A banquet and entertaining talks by some of the visitors followed the initiatory work.

SOME FISHING!



The millionaires at Florida resorts are having great sport this winter. The tarpon are biting great and some weigh as high as 200 pounds. Here are two landed by Capt. Chas. Thompson near Miami.

COMMITTEES ARE NAMED FOR WOMEN'S AUXILIARY

The Woman's Auxiliary to the American Legion met for its regular session last Tuesday evening, January 24, at the home of Mrs. John Metzger.

At the former meeting held on January 5, the following committees were appointed: Mrs. H. J. Pulfer, Mrs. John Brown and Mrs. Joe Childo were appointed on the Community Welfare and Membership committee with Mrs. John Brown as chairman. On the Finance committee, Mrs. Floyd Mack, Mrs. Alvaretta Southard and Mrs. Cleveland Bliss were elected.

Mrs. Leslie St. Clair, Mrs. Albert Camp and Miss Elizabeth Jones were elected members of the entertainment committee.

The publicity committee consists of Mrs. Lena St. Clair and Mrs. Melvin Sunday.

At the last meeting of the Auxiliary two new members were taken in, Mrs. Leslie St. Clair and Mrs. Albert Camp. Eleven members were present.

At the conclusion of the meeting, a light lunch of doughnuts and coffee was served by Mrs. Metzger.

The ladies will continue to hold these meetings on the fourth Tuesday of each month at the home of Mrs. John Metzger until another meeting place is arranged.

BAPTIST PASTOR WILL BE GIVEN RECEPTION TUES.

A public reception will be given at the library on Tuesday evening, January 31, in honor of the Rev. David Q. Barry, newly installed pastor of Bethel Baptist church of Gresham, and Mrs. Barry.

An interesting program of musical numbers and speeches has been arranged for and the affair will be one of the finest social events of the season. Invocation will be offered by the Rev. J. A. Hopper and five-minute speeches will be given by the Rev. A. S. Hisey and the Rev. H. Gebhardt. An address of welcome will be tendered by Mayor Karl A. Miller. The musical numbers will include solos by Mrs. Newbower, Guy D. Jones and Leslie Walrad. Mr. and Mrs. H. W. Strong will sing a duet and Winifred Beechill will give a recitation.

The public is invited to attend.

M. W. A. MEMBERS GO TO BIG JOINT INSTALLATION

Many members of the Gresham lodge of Modern Woodmen of America went to Portland Wednesday evening to attend the joint installation of the Modern Woodmen lodges of Multnomah county. At this time the officers of Gresham lodge were installed. The ceremony was followed by a banquet, about 400 participating.

Addresses were given by Deputy Head Consul Reeves, of Los Angeles, whose jurisdiction covers the Pacific Northwest, and others. Mr. Reeves was installing officer.

Keep in style. Try one of those "classy-red" ads.

You may be righteous, but don't take your own word for it.

The bonds of matrimony don't always pay interest.

INDUSTRY NEEDED TO HANDLE LOCAL MILK PRODUCTS

By WALTER ADRIAN

Gresham needs a cheese factory and creamery. Thousands of pounds of milk and cream pass through Gresham every day assigned to city institutions that have no interest in this particular part of Multnomah and Clackamas counties. Our suggestion will probably meet with satirical remarks from those who are getting the "cream" and leaving the "skimmed milk." With the demise of the Dairy-men's League it seems to be the most opportune time for those familiar with the industry to recognize Gresham as a logical field for the manufacture of cheese and creamery products.

From three to six months, nearly half of the year, there is milk overproduction. The city buyers are reaching farther into the country for milk and cream. They do not buy more than they can sell. The fact that you have more milk to market is not their concern. Our cities are growing, and as they develop dairying should prove more attractive than many lines of farm specialization, if an outlet market can be established to absorb the surplus production during the summer months.

The Outlook man called on some of the best dairying and cheese making authorities in this locality, and the consensus of opinion is that a central plant in Gresham, absorbing the surplus milk from the Columbia river district, and throughout the south and eastern sections would prove the solution of the problem confronting the dairymen at this time.

G. O. Dolph, one of the best authorities on cheese making in the country, was enthusiastic when we stated our mission. Mr. Dolph estimates a plant could be established that would take care of present needs for fifteen hundred dollars, with a working capital of probably a thousand dollars. Mr. Dolph's wide experience in the industry is well known. The making of cream fillings for chocolates, confections of various kinds, are made of skimmed milk. This product finds ready sale to candy makers, biscuit makers and confectioners. It is packed in barrels and shipped in carload lots.

Jacob Luscher, formerly head of the Dairymen's League, agreed that summer over-production was one of the biggest issues confronting the dairymen today, and that a central plant operated at that time would, under proper management, prove of great value to producer and promoter.

Theo. Brugger expressed himself as being hopeful for such an enterprise.

Wisconsin is the greatest dairying state in the union. Her market is not limited to one city. Her products are shipped all over the universe. She makes a superior article. There never has been a time when the demand was greater than at present for good clean, pure, wholesome food. Who can say the herds of Oregon, this particular part of Oregon, are not just as good, if not better, than those of Wisconsin, where, during the cold winter months, animals are hand fed and wear woolens?

We are living in an economic age. If the dairymen hope for success they must put the same amount of skill and initiative into their business that brings reward in other lines. New and better blood in the herds, labor saving machinery, transportation, marketing, and a mass of other details that demand careful scrutiny to promote success.

Careful analysis of facts proves Gresham to be the logical place for a factory of this kind. It will help solve the perplexities of the dairymen of this section.

WHITE KNOLL FARM WILL HATCH MANY CHICKENS

George Armstrong, of the White Knoll Poultry farm, started today on his work for the season. He has had his incubators going for several days in order to insure the right temperature when the eggs are ready to be put in. Last year Mr. Armstrong hatched and shipped thousands of White Leghorn chickens. He started his incubators the first part of February and kept them running until about the latter part of May.

While this work requires constant attention day and night in hatching season, both Mr. Armstrong and his wife say they look forward to the time when their season opens and their incubators are running. Mrs. Armstrong's work is that of testing the eggs.

A hard-headed man scarcely ever is soft-hearted.

A Want Ad. is the most direct way to reach a buyer.

ELSIE MAY GORDON

Reader, Impersonator, Entertainer

Lyceum Course under auspices and benefit of Union High School Student Body

At High School Auditorium
MONDAY, JANUARY 30, At 8 p. m.

One of the most interesting numbers of the Lyceum Course