

PUBLISHED EVERY FRIDAY
BY
H. G. KIBBEE, Proprietor

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Six Months......75
Three Months......50

MOSIER BULLETIN

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VOL. III

MOSIER, WASCO COUNTY, OREGON, FRIDAY, JUNE 9, 1911

NO. 14

ADVERTISING RATES

Professional Cards.....per month 1.50
One square....." " 1.00
One-quarter Column....." " 3.00
One-half Column....." " 5.00
One Column....." " 9.00

Business locals will be charged at 50 cents per line for each insertion.

Legal advertisements will in all cases be charged to the party ordering them, at legal rates, and paid for before affidavits are furnished.

Futility.

Oh, man! with all thy tact and searching mind
Thou canst not draw to thee nor blind
The simple zephyrs which give life to thee
Nor the faint ripple change when it's not free;
Nor blade of grass canst thou make grow,
Nor change one color of the sunset's glow.
Nor canst thou see thru future years,
The time for you is now—just hopes and fears.
To build and make, invent, display thy skill—
The beaver, too, in weaker way, forms be the hill.
Thou come and go and history shows once more
Forgotten, thou, as millions gone before.
We cannot see nor hear beyond the day,
For we, with time, count not—we cannot stay.
And knowing this, we still seek to frame
A lasting mark of glory linked with fame.

Pertinent Remarks on Good Roads.

[From Hood River Glacier.]
The subject of good roads is always in order, especially here in Oregon, and it is constantly being agitated by the newspapers and commercial bodies of the country. The following appeared in the Hood River Glacier some time ago and we reproduce it here:

The following remarks of R. M. Bremerton, which appeared recently in an issue of the Portland Telegram and later in the Pacific Northwest, are strong argument for the construction of a system of good roads: "The primary thought and active endeavor of every Oregon citizen is needed on just two fundamental points of progression. (1) the more rapid settlement and cultivation of the vast area of food lands; (2) the rapid establishment of good main roads throughout the food lands, and connected with the present railroad system. The first requires a very large immigration of people trained in agriculture and who know practically how to get the largest possible amount of food for men and domestic animal from the soil. Oregon is, and ever will be, mainly a food and raw product producing state. Its present population is under 700,000. Portland and the inland towns are estimated to contain at least 50 per cent of the gross. The remaining 50 per cent of the agricultural population (if the lumber and mining population be included), cannot possibly cultivate properly the 4,000,000 acres now estimated to be under partial cultivation. These form only 13 per cent of the 30,000,000 acres of actual food lands in the state; these form the very backbone of the commonweal of the entire commonwealth.

The railroad system is essentially an arterial one; it can never supplant the public-road system through vast plains and great valleys. The railroad, without the network of roads, would be like a river without tributaries along its course.

The railroad makes for commercial expansion, concentration and congestion; while the road system attracts, develops and spreads settlements and disperses such as food lands need. The public road system is a democratic idea; it is a free communication for the commonwealth and the Nation. The railroads can establish new towns adjacent to its depots and leave old towns to wilt; while the road helps all alike and creates movement upon a wide and hard surface open and free to all. It can be tapped anywhere and in every direction as need may arise; it has no limited tract for the transit of every kind and width of vehicle. The railroad has contributed to the overgrowth of cities and towns, and thereby to the pauperism therein.

Good public roads through the rural districts never have and never will create congestion and pauperism in the rural districts that are properly cultivated by an educated farming community. Nature has made Oregon the country for the farmer and orchardist to live and move in by millions.

Men with a stomach requiring daily food is born to hunger; through this natural attribute the soil is cultivated, and the common weal of the commonwealth demands that its hunger be satisfied through the industry of the cultivator. Hence the commonwealth should be a unit in encouraging that industry in every possible way, especially in providing it with good roads.

The establishment of good roads in so large a state, containing a population of less than 700,000, is a very serious financial question under the present system of road taxation and management through the 34 counties."

Orchards of West Must Supply Trade.

"It is impossible for eastern orchards to 'come back'. All talk, about Northwestern apples being inferior in flavor to those of New York and New England is bosh. The reports about a movement on the Atlantic seaboard to introduce modern horticultural methods and produce orchards of a class equal to those in the Northwest, is tommyrot."

This declaration was made on a recent visit to Spokane by Percy L. Sinclair, traveling agent of the Lackawanna railroad and quoted from the Spokesman-Review of that city.

"I am frequently asked," said Mr. Sinclair "how the Lackawanna line can afford to employ me to work far out in this country. The ignorance betrayed by such a question gives me impatience. Tonnage from the Northwest to the Atlantic seaboard is immense. Lumber is first and fruits second. There is a large amount of canned salmon, of wood and of grain. "People out here in this country of magnificent distances do not realize that on the Atlantic seaboard there is a vast population which falls far short of being able to produce as much as it consumes.

"Anyone who is acquainted with the congested conditions of population in the eastern part of this country and across the water in England, will lose all his fears that the Northwest will ever experience an over-production of apples. In England there are over five hundred people to the square mile. In this section we have eleven to the square mile. When the cost of distribution has been so minimized as to deliver fruit at a price which brings it within the reach of the mass of consumers in these congested districts, the consumption will be a thousand times greater than it is now.

"The railroad companies of the country recognize these facts and are making their plans for the future, believing that the Northwest for all time to come is to be the orchard of the world.

"There are more eastern orchards being destroyed than there are being planted. The greatest competition for this district is to come from certain portions of western Canada and from Australia, but even those districts will produce only a fractional part of what is destined to be the output in the Columbia valley."

OUR PORTLAND LETTER

Portland, Or., May 2 (Special)—A tri-county development league, comprising Sherman, Morrow and Gilliam counties, is a lively possibility in the near future. At a recent Portland Commercial Club luncheon, the development of this section was discussed. Conditions were described and the need of diversified farming, rather than sticking to wheat growing, was emphasized. To stimulate interest, it was suggested that prizes be offered for the best products and a tri-county fair, to be held in the Fall of 1912, may be arranged. The Commercial Club realizes this section is one immediately tributary to Portland and that it can be made much more productive than at present.

Interest in fruit raising for a preserving plant recently located at Lebanon was aroused at a meeting at Brownsville on the night of Decoration Day under the auspices of the local commercial club. It is possible a fruit growers' union will be formed that will work in harmony with one lately organized at Lebanon. The Portland Commercial Club was represented and it is believed that more attention will be paid to fruit growing in that section of the state.

See

LARAWAY
Hood River's Reliable Jeweler for
Watches, Diamonds, Jewelry
He can make your watch keep time

Go To
The Arthur & Burt Drug Co.,
of Mosier, Oregon.

For your Drugs, Sundries, Patent Medicines, Stationery, Toilet Articles, Candy and Cigars, Ice Cream and Soda Water. Everything in the Drug line.
Prescriptions a Specialty.

NOTICE!

Beginning MARCH 1st all business will be done on a cash or 30 day basis.
On Bills not paid by the 15th of the following month from date of purchase, credit will be refused until settlement.

W. E. CHOWN,
Mosier - Ore

believed that more attention will be paid to fruit growing in that section of the state.

Portland will have a commission form of government as soon as the required changes can be brought about. Mayor Simon has named a commission to draft a charter providing for the new form and the recent city election will only hasten the change, as all candidates were favorable to it.

Premium lists for the State Fair next September have been issued. Premiums amounting to \$16,000 and \$25,000 in racing purses will be hung up on the harness events alone, in addition to the awards for running races. General plans for the fair are well under way and it is promised this year's exposition of the state's resources will be bigger than ever. Dates have been fixed for September 11-16.

Portland and Oregon Development League officials took prominent part in the convention of the Southwest Washington Development Association, held the first three days of the month at Chehalis, there-by building up a better understanding between the two states. The Oregon delegation received many compliments for its interest in its northern neighbors.

Oregon threshermen held a successful convention in Portland during the past week, there being a good attendance from all parts of the state. Good roads was quite naturally a subject in which much interest was shown and other angles of the threshermen's business were considered.

Commercial Club Meeting

There will be a meeting of the Mosier Valley Commercial Club held in the Sturgess building Friday, June 16, at which a number of matters affecting the welfare of the Mosier district will be discussed, and which every progressive and right thinking citizen in the Mosier district is requested to attend.

These meetings are held for your benefit and if the public meetings held in the past have not conducted the affairs which they have undertaken as you believe such things should have

been conducted, it is your duty to yourself and to your neighbor, to come out and give us your views as to the best manner of furthering the interests of the district.

It is the aim of the Mosier Valley Commercial Club and the members and the directors thereof to conduct that institution in an absolutely unselfish and public-spirited manner, but we cannot know what the wishes of the people are, and especially your wishes, unless you are there to express your opinion on whatever matters are taken up.

Do not tell your neighbor we are doing wrong but come out and tell us how to do right. You, yourself, have as much to say at these meetings as any one else and you are cordially invited to come out and say it.

A number of Mosier's young picnic enthusiasts took advantage of the beautiful weather which prevailed on Sunday last by having a private picnic on one of the garden spots in this vicinity. The party consisted of three couples, two being popular Hood River boys.

ADVERTISING

The man who doesn't advertise usually has nothing to offer, either in the way of service or commodity. The reason we publish these little preachments from week to week is because we have something to offer and we want you to know it.

For the people of this community the MOSIER VALLEY BANK can extend banking accommodations and conveniences the equal of those you will obtain anywhere, and perhaps can be of service in ways that you have not thought about. If you have no bank account then open one with us and see what a convenience and help you can make of it. The size of it doesn't matter so much. The habits you will acquire will always serve you well.

FIFTH ANNUAL ROSE FESTIVAL
Portland, Ore., June 5 to 10, 1911

The O-W. R. & N. Co. will sell tickets to Portland during Rose Festival week for one first-class fare and one third for the round trip.
Sale dates: June 5, 7, 8 and 9, 1911.
Final return limit, June 12, 1911.

CARLTON L. PEPPER
LAWYER

305 1/2 East Second St.,
Long Distance Phone, Main 2201
The Dalles - Oregon

C. H. JENKINS, D. M. D.
DENTIST
OFFICE OVER BUTLER BANKING COMPANY
PHONES:
Office - Residence 28 B
HOOD RIVER - OREGON

NOTICE TO CREDITORS.
In the matter of the estate of Joseph R. Huskey, deceased.
Notice is hereby given that the undersigned has been appointed by the County Court of the State of Oregon, for Wasco County, the administrator de bonis non, of the estate of Joseph R. Huskey, deceased. All persons having claims against said estate are hereby notified to present the same, properly verified, to the undersigned at Mosier, Wasco County, Oregon, within six months from the date of this notice.
Dated June 1st, 1911.
C. T. BENNETT,
Administrator de bonis non, of the Estate of Joseph R. Huskey, deceased.

NOTICE FOR PUBLICATION (PUBLISHER)
Department of the Interior,
U. S. Land Office at The Dalles, Oregon
May 22nd, 1911.

NOTICE is hereby given that Frank W. Saltzman, of Mosier, Oregon, who, on June 28th, 1904, made Homestead No. 13630, Serial No. 03238, for WASCO Co., Sec. 17, Tp. 2 North, Range 12 E W.M., has filed notice of intention to make final five year proof, to establish claim to the land above described, before the Register and Receiver of the U. S. Land Office at The Dalles, Oregon, on the 27th day of June, 1911.

Claimant names as witnesses:
Richard Evans, Lee Evans, Jr., Ernest Evans, William Stevenson, all of Mosier, Oregon.
C. W. MOORE,
Register.

NOTICE FOR PUBLICATION (PUBLISHER)
Department of the Interior, U. S. Land Office at The Dalles, Oregon,
May 3rd, 1911.

NOTICE is hereby given that Albert B. Combs, whose post-office address is Portland, Oregon, did, on the 13th day of May, 1909, file in this office Sworn Statement and Application, No. 04866, to purchase the NE1-4NW1-4, and S1NW1-4, "Sec. 10, Tp. 1 North, Range 11, E.W.M., and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law," at such value as might be fixed by appraisement, and that, pursuant to such application, the land and timber thereon have been appraised, the timber estimated 507,000 board feet at 75 cents per M, and the land \$220.00; that said applicant will offer final proof in support of his application and sworn statement on the 13th day of July, 1911, before the Register and Receiver of the U. S. Land Office, at The Dalles, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.
C. W. MOORE,
Register.

National Educational Association
San Francisco, July 8-14

For parties desiring to attend the above meeting, a special round trip rate of one and one-third fare has been made by the Oregon-Washington Railroad and Navigation Company from all points on its lines in Oregon, Washington and Idaho. Tickets on sale June 22nd, July 1st and 6th. With going limit July 10th, and final return limit Sept. 15th, 1911. Stop overs allowed at Portland and south thereof within going and returning limits. Choice of routes via steamer from Portland at slightly reduced fares. For more detailed information, fares, ect. call on any Local Agents of the O-W. R. & N. Co.

NICHOL & CO.
General Merchandise
MOSIER - OREGON

EXCURSION FARES EAST 1911
From All Points on Oregon-Washington Railroad & Navigation Company

TO	FARES
Chicago	\$72.50
Council Bluffs	60.00
Omaha	"
Kansas City	"
St. Joseph	"
St. Paul	"
St. Paul via Council Bluffs	63.00
Minneapolis, direct	60.00
Minneapolis via Council Bluffs	63.00
St. Louis	70.00

SALE DATES
May 16, 17, 18, 19, 22, 23, 24, 25, 27, 28 and 29.
June 5, 7, 9, 10, 12, 16, 17, 21, 22, 28, 29 and 30.
July 1, 2, 3, 4, 5, 6, 19, 20, 26, 27 and 28.
August 3, 4, 5, 14, 15, 16, 17, 21, 22, 26, 28, 29 and 30.
September 1, 2, 4, 5, 6 and 7.

Stop-overs within limits in either direction. Final return limit October 31st. One way through California \$15.00 additional.
Inquire at any O-W. R. & N. Agent For More Complete Information

WM. McMURRAY
General Passenger Agent
PORTLAND, OREGON

NOTICE FOR PUBLICATION (PUBLISHER)
Department of the Interior,
U. S. Land Office at The Dalles, Oregon,
May 13th, 1911.

NOTICE is hereby given that Marietta Hildreth, of Mosier, Oregon, who, on October 8th, 1909, made Homestead No. 05386, for lots 3, 4, and NE4SW4, Sec. 7, Tp. 1 North, Range 12, E.W.M., has filed notice of intention to make Final Commutation Proof, to establish claim to the land above described before the Register and Receiver of the U. S. Land Office, at The Dalles, Oregon, on the 21st day of June, 1911.

Claimant names as witnesses:
Gerald Wyss, Roy Abernathy, Frank E. Cram and Fedal Yeckie, all of Mosier, Oregon.
C. W. MOORE,
Register.

GEO. CHAMBERLAIN
REAL ESTATE

Fruit Lands a Specialty
Mosier - Oregon

W. A. HUSBANDS
BLACKSMITH

Horse Shoeing and General Repair Work.

Satisfaction guaranteed
MOSIER - OREGON

ALL BUSINESS ENTRUSTED TO THE CARE OF THE

First National Bank
of The Dalles, Oregon

WILL HAVE PROMPT ATTENTION
Capital - \$100,000.00
Surplus and undivided profits - 100,000.00
J. S. SCHENCK, PRESIDENT
ED M. WILLIAMS - MAX A. WOOD
Vice Pres. Cashier

DAVENPORT HARNESS Co.

GAY YOWELL, Mgr.
Harness and Saddlery Goods
Tents, Wagon Covers, Etc
Hand-made Harness a Specialty
HOOD RIVER - OREGON

MOSIER MARKET

C. H. DUNSMORE, Prop.
DEALER IN
Fresh and Cured Meats
Country Produce

Mosier - Oregon

ROBERT T. NEWHALL

Representing
MILTON NURSERY CO
Growers of Reliable Nursery Stock
HOOD RIVER - OREGON

PORTLAND ROSE FESTIVAL

TO BE HELD IN
Portland, Oregon,
June 5 to 10, 1911
WILL BE A MOST BRILLIANT

Floral Fiesta and Civic Jubilee

PORTLAND, "The Rose City" will be a scene of splendor and the center of world-wide interest for one week.

One and One-Third Fare
To PORTLAND From all points on the OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

To keep perfectly posted on all important matters relating to this great event, call on local agents for circulars and printed matter, or write to

WM. McMURRAY, GEN. PASSENGER AGENT
PORTLAND, ORE.