

One Year	\$1.50
Six Months	.75
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MOSIER BULLETIN

VOL. VII

MOSIER, WASCO COUNTY, OREGON, FRIDAY, FEBRUARY 4, 1916.

No. 48

ADVERTISING RATES

Professional Cards	per month \$.50
One square	1.00
One-quarter Column	3.00
One-half Column	6.00
One Column	10.00

Business locals will be charged at 5 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 adverting is furnished.

What Time Is It?

Everyone asks this question many times daily. Our lives are regulated by our watches. You are beginning a New Year. Begin right by having your watch thoroughly cleaned and adjusted. Our repair work gives splendid service and will prove worthy of your patronage.

W. F. Laraway, Jeweler and Optician
EXPERT SWISS WATCH REPAIRING

"Hello Central--

Main To-Two, please.
"Hello, Is this the Lumber Yard?"
"Yes, Ma'am."
"I want 12 boards just like you sent before."
"Yes, Ma'am."
"Tell Tom to bring it up right away."
"Yes, Ma'am."
This is a sample of orders which we very often get over the telephone.
We lately received one by mail which read as follows:
mister tum bill lumber
I want you to let my mans hav de same vood vot i got lost year and jst so biger measure and i want to pay for it the same day as i paid it last year ivant sum prices on sum lumber and vot will it so cost me send prices with vood
19 4bnyto 12feet
24 twelve bay 1 12foot
threeb by 2 twelve foots
to tousand singles
1 good glass door

"SEE J. S. ANDERSON ABOUT IT"

Tum-A-Lum Lumber Co.

Happy New Year

For your loyal support in the past we thank you, and solicit your patronage in the future. We wish each and every one of you a Happy New Year abounding in prosperity and achievement.

Sincerely yours,

Pacific Power & Light Co.

"ALWAYS AT YOUR SERVICE"



A Popular Confectionery Store

where the most delicious candies can be procured, is always a source of attraction to the girl with a sweet tooth, which is the reason for the demand upon us at all times. Everyone that likes rich and luscious chocolates, dainty marshmallows, fine bon-bons and cream caramels, made from high grade and pure ingredients, always find us to be the Oaks.

S. E. Francisco
Proprietor "THE OAKS"

Better Equipped than ever in our new location for High Class Portraits. Open Evenings

The Towne Studio

216 Third Street

The Dalles - - - - - Oregon

STEAMER TAHOMA

PEOPLE'S NAVIGATION COMPANY
CHARLES NELSON, MANAGER.

Leaves The Dalles 7:00 A. M., Sundays, Tuesdays and Thursdays. Arrives at Mosier at 8:15 A. M.

Leaves Portland on Mondays, Wednesdays and Saturdays from Oak Street Dock. Passengers and freight.

Mosier Dock in charge of J. W. Huskey, who will meet all boats and attend to transfer. Phone No. 85.

RAILROADS FINANCE GROWERS COUNCIL

(From Hood River Glacier)

While it seems but little known among the fruitgrowers of the Northwest, one of the unique features of the activities of the Executive Committee of the Growers' Council, composed of W. H. Paulhamus, of Puyallup, Wash., Gordon C. Corbaley, of Spokane, and Truman Butler, of this city, during the past year was the fact, as stated at a meeting of fruit growers of Pine Grove last Friday afternoon by Mr. Butler, that they were financing the two railroad systems penetrating the Yakima Valley, the O-W. R. & N. Co. and the Northern Pacific R. R. Co.

"His fact may seem peculiar to you growers," said Mr. Butler, "but it can be explained in a few words. Through the participation of our committee and H. F. Davidson, the latter taking active charge of sales of the fruit, in the peach marketing of the Yakima Valley, the railroad people congratulated us, declaring that 500 carloads more than ever on any former season were sold last year. The roads were feeling so good about it that Mr. Paulhamus struck them at the psychological moment for financial aid. Each of the roads gave \$500. We have promised to reimburse them, in case any funds from growers are ever available. Although no notes exist, we consider the debt one of honor and hope that we can repay them." Mr. Butler appeared before the Pine Grove apple men in the first of a series of meetings of a community institute in session this week. His address covered mainly the activities of the Growers' Council from the time of its organization at Tacoma last February up to the beginning of the year, when the Executive Committee voluntarily became inactive, awaiting some expression from growers or the possibility of some valuable suggestion from the report of the representatives of the Office of Markets of the United States. Department of Agriculture, who are now engaged in making a report on investigations of the past several months. While Mr. Butler thinks the Council has failed in many of the things set about to accomplish, he is convinced that the work that has accrued to growers from the organization's activities. A revolution for good, he declares, was worked in the Yakima peach district. Whereas on former years the market early in the season had gone to smash, a large portion of the crop being allowed to rot on the ground, the entire product was sold this year, and the most phenomenal feature connected with the season's sales was that of a rising market as the period of maturity progressed.

He also says that the Council, if no other act had been accomplished, justified its existence since the unequivocal demand of growers at the recent meeting for same reform lead directly to the organization of the Shippers' League, now composed of some 18 of the representative shipping agencies throughout the four states of the northwest.

Outlining the initial plans of the Growers' Council, Mr. Butler said: "The Tacoma meeting was after the manner of any other body of American citizens, who, feeling they had been aggrieved, met, expounded, adopted resolutions, and adjourned, and thus the matter for the most part ends. We did all of these things. We started to build our ship from the pilot house down. One of the results of our failure is that we have not had the backing of organized units of growers. "The Tacoma meeting was the outcome of a session of the By-Products committee, appointed in 1914 by the Growers' Congress at the Spokane Apple Show. On former years the By-Products committee had been given a jurisdiction merely as to working out methods of the disposition of the cull fruit from the orchards. The 1914 committee, of which I had the honor of being a member, was given a greater scope, that of conducting investigations that might possibly lead to salvage on fresh fruit. You will recall that the market of 1914 was chaotic, and at our suggestion that a mass meeting be called at Seattle, growers came from all points, eagerly grasping at any straw of relief. Out of this mass meeting grew the Tacoma organization meeting.

"One hundred and seven delegates attended that meeting, elected on a tonnage basis. A board of control of 10 members and the Executive committee of 10 members. It was proposed that our committee hold conference with a like committee of the Shippers' League. We had planned, in order to conduct effective investigations to open a central office, and the members of the Shippers' League were to be organized on a similar basis. The 1915 committee, of which I had the honor of being a member, was given a greater scope, that of conducting investigations that might possibly lead to salvage on fresh fruit. You will recall that the market of 1914 was chaotic, and at our suggestion that a mass meeting be called at Seattle, growers came from all points, eagerly grasping at any straw of relief. Out of this mass meeting grew the Tacoma organization meeting.

This suspicion of the larger shippers, coupled with the hostility of smaller shippers who thrive on organized conditions, according to Mr. Butler, are the predominant reasons for the failure of the Growers' Council. One of the primary objects of the Council was to eliminate consignments of apples. The general movement, therefore was given no stimulus when C. T. Haskell, one of the original members of the Executive committee, resigned and began to consign his own fruit.

Mr. Butler declared that all three of the members of the Executive committee are unfavorable to a continuance of the Council and its executive committee under the present form, which gives them no authority to proceed with any plan. "However," he declared, "it is a good thing to keep in mind, and if we ever begin the agitation of any similar movement, we should at least begin where our activities have left off and not have to have over again the problems we have

APPLE NOTES

The death of Richard F. Kelly, known to the apple world as "Dick" Kelly, a member of the firm of Steinhardt & Kelly, occurred at the home of the deceased at Montclair, N. J., on Wednesday last week. About eight years ago Mr. Kelly broke one of his legs. While the limb had given him a great deal of trouble, he had apparently recovered. Several weeks ago, while hurrying to catch a boat, Mr. Kelly slipped and broke his other leg. The accident occurred on the 22nd anniversary of Mr. Kelly's marriage and he was hurrying home to celebrate the event with his family.

Mr. Kelly and his family were in the northwestern fruit sections last fall on a pleasure trip. They visited Hood River. News of the death of Mr. Kelly has caused expressions of genuine sorrow among the fruit growers and marketmen of Hood River. Resolutions of respect have been adopted by the Apple Growers Association, and a letter of condolence has been written by William Sieg to Mrs. Kelly.

The story of how Dick Kelly, and his partner, Joe Steinhardt, became acquainted and of their authenticity is couched for by those who knew their early history, is an interesting one. Both began the fruit business as street-side peddlers. Their competition began to worry both. Finally they fought. The fight, brought about by claims of the housewives' trade in the district of New York in which they operated was a draw. Then they formed the partnership that has grown to such dimensions that last year they are said to have paid more than \$1,000,000 for boxed apples alone.

The Libby, McNeil & Libby Co., which last year erected a huge cannery at The Dalles, has inaugurated a campaign to assist the growers of the Mid-Columbia district in selecting varieties for planting new orchards. The cannery has employed a field man to assist the different communities and confer with prospective orchardists.

S. H. Boddingshouse, horticulturist of the White Salmon Valley district of Klickitat county, Washington, is optimistic over the output of that district the coming year. Mr. Boddingshouse estimates the apple crop of 1916 at approximately 60,000 boxes; pears, 75,000 boxes. The production of fruit last year was as follows: Strawberries, 35,000 crates; cherries, 32,000 pounds; peaches, 3,000 boxes; tomatoes, 25,000 boxes; pears, 2,500 boxes.

The strawberry crop of this season will be slightly increased because of an increased bearing acreage. A boy's Strawberry club has been organized to stimulate an interest in berry production. Mr. Boddingshouse says the acreage of berries should be doubled.

Last summer Japanese gardeners at White Salmon shipped a carload of tomatoes daily, during the summer season until the price went to smash. Tons of tomatoes rotted on the vines.

JACOB MERLE HONORED BY FELLOWS

Drawing his inspiration, as he says from Fred Dundee, of Portland, for whom he was formerly employed, Jacob Merle, of the garage firm of Foust & Merle, has returned from nearly full of the most up to date garages of the state. In 30 days he and Mr. Foust will have installed cylinder grinding machines and other apparatus that will give automobile repair business at home.

"Fred Dundee," says Mr. Merle, "deserves undated praise for what he has done in setting a pace for automobile repair and garage men of the state. When I was with Mr. Dundee he was working but 10 men. Today he employs 200, and his work is of such an excellent nature that he is drawing work from territory that has always been patronized by the east."

Both Mr. Foust and Mr. Merle were in Portland last week. The former spent the first of the week at the automobile show and the latter was there the later part of the week. Mr. Merle attended the organization meeting of automobile repair and garage men, and was honored by election to the executive board. He was the lucky guest at the banquet of rubber men, drawing a \$55 electric horn. Mr. Merle has a car he has known to his friends as "Lucky Jake."

Foust & Merle are local handiers of the Studebaker automobiles. On or about March 15 they will receive a carload of this popular make of automobiles. The shipment will include four, six and one delivery wagon. One of the features of the Studebaker is that the salesman give to each purchaser a service card, guaranteeing inspection and care of the machine for one year's time. These cards are later sent to other dealers, and naturally each local agency is keen on making the best possible service record.

"We have received information," says Mr. Merle, "that an advance may be expected in the prices of all automobiles. There will possibly be a small increase in the price in the Studebaker. The gist of our advice in the face of such information may be this: If you are going to buy a car, do so at once. If you purchase now, you will get your machine at the prevailing price of today."

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GRANGE ADOPTS RADICAL RESOLUTIONS

(From the Hood River Glacier)

Increased by the instructions of the State Highway Commission to the local county court to the effect that the county hereafter assume the upkeep and maintenance of the Columbia river highway, the Pine Grove Grange at a meeting last Thursday, adopted a radical resolution, not only deprecating the Commission's action but going so far as to recommend to the local court that the road be closed during the coming summer.

County Judge Stanton, when notified of the resolution, said that the Grange might as well ask the court to close the Columbia river, itself, as to close the road. While a highway is once opened, it cannot be vacated by action of the county court until a petition, properly signed by citizens of the road district through which the highway passes, has been presented to the body. While Judge Stanton, himself, is prone to depreciate the instructions of the State Highway Commission, unqualified by any reference as to the future action of the body in taking over the Columbia river highway through the county, he said that the county must clear the road for travel this summer. Several slides block the road at present.

The resolution adopted by the Grange was as follows: "Whereas: Our State Highway Commission has notified our County Court, That the State Highway Commission and its employees will assume no responsibility for the maintenance of the road or roads known as the Columbia Highway at Mitchell Point and vicinity, except as by special arrangement which it may obligate itself to do, and that the burden of responsibility for the maintenance and upkeep of said road or roads is in the hands of the county officials of the county in which said road and roads are located. And, "Whereas: During the late campaign in this county, for a \$75,000 Columbia Highway bond issue, it was told by those claiming to represent the State Highway Commission, and those who were most closely connected in promoting the bond issue, that of the bonds were voted, that the State Highway Commission would allow \$50,000 in addition to the bond issue, to be used in building around Mitchell Point, and that the state would take over the entire road over which this bond issue and state appropriation was used, thereby relieving our county of any further expense or responsibility. And,

"Whereas: The State Highway Commission, through its subordinates, have selected and secured the right-of-way, surveyed, built, and largely paid for the same, all under the supervision of, and in the name of the state. And, "Whereas: The building and maintenance of this said Columbia Highway through such a rough mountainous country, and where the settlement is very sparse and the expense very great, and where it is almost a necessity in order to connect the Eastern and Western Oregon, is, by all the rights of justice a state improvement.

"Therefore be it resolved: That we ask our State Highway Commission to take over this road and make it a state highway, as our citizens of this county were made to believe of this county when they were asked to vote the \$75,000 for said road, and, "Be it further resolved: That if the State Highway Commission does not feel disposed to do this, then our county court be requested to legally close said road, thereby relieving this county of being financially responsible for this maintenance, or the accidents which may occur thereon."

FISH, FURS AND FEATHERS

During the course of the season local people and their visitors, while on fishing excursions and when hunting in the mountains, have many interesting experiences. The Glacier will be very glad to have fishermen and hunters give an account of their experiences to this column of the paper. If you hear a story of a good joke, report it.

Last week for a change a fishing I did go, and the way the fishy tribe bit wasn't so slow; I went down to the swinging bridge or somewhere there about, and I caught my first fish. I was full of those speckled trout; and the rigging I had was complete and the best of the kind, a pole and reel and about a thousand feet of line. I sat down on a rock, hummed a tune, then sang a song, when I jumped a salmon. If he was an inch, he was a mile long; he nibbled the bait, then swiped my pole, line and hook, he sailed down stream like so much high speed electric juice, I said to myself, "Well, I'm a son-of-a-gun, what's the use?" so I didn't follow, I knew he would be soon coming up, then I sat down on the bank and of the bait I took a sup. I saw my outfit moving with him in the lead, making the race, he had been down to the Mt. Hood turntable and was coming back; and to get a rope around his neck I labored an hour or more, and when I did, I said, "Now old boy, I'll land you on shore; but the rope broke and into the chilly water I went, he didn't stop to say good bye, but down the river he went. Some may like salmon fishing, but I don't want any of it in mine, but what I would like to have back, is my pole, reel and line; if any angler should capture this salmon at any future day, bring the outfit to me and I'll reward him with pay. I'll hope that salmon sometime, then I can see just how he looks, and when I do, I'll stop him from stealing poles, lines and hooks. I am not the least bit discouraged, neither will I cry, but I must close this epistle, yours truly. "Old Wrinkle eye."

The cold weather of last week killed hundreds of Alaska or Mountain robins. The birds flocked to the willow brakes along the Columbia lowlands. "I found the ground fairly covered with the birds as I was walking across the lowland's last week," says H. L. Dean.

The Alredale terrier of E. Rhodes Moller is a wise dog. The dog follows his master's automobile. As soon as the car is stopped Mr. Alredale mounts to the hood and takes a seat over the warm engine, cautiously placing his stump of a tale, in order that it may not come in contact with the too-warm radiator.

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Are your valuable papers kept safe from fire? Why not rent a safety deposit box in our fireproof reinforced concrete vault? Let us show you our equipment.

MOSIER VALLEY BANK

Mosier - Oregon

Dalles, Portland & Astoria Navigation Company

Steamer "Dalles City" and "Stranger"

Leaves Portland 7 a. m., arrives The Dalles 6:30 p. m., Sunday, Monday, Tuesday, Wednesday, Thursday, (not Friday) and Saturday. Arrives up at Mosier about 5 p. m., Leaves The Dalles 7 a. m., arrives Portland 6:30 p. m., Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, (not Saturday). Arrives down at Mosier about 8:30 a. m., Wednesday of each week is set aside as "Stock Yard Day" and then the steamer "Dalles City" will take live stock for delivery to Portland Union Stock Yard. This service is in addition to the regular ship schedule and will get the benefit of low freight rates. For further information telephone number 321.

J. O. BELDIN, Agent Phone 321

Cheer Up!

Prosperity is on the Way.

Business is good.

The Mosier Book Store

VIRGINIA APPLE MAN PRAISES FREDRICK

(By C. Purrell McCue, of Virginia, in American Fruit Grower)

Accompanied by a friend, I went to the railroad office in Portland, Oregon, to inquire about the trip to Hood River. The agent gave me the information asked for, and also his card to the railroad agent at Hood River, Mr. J. H. Fredrick, who, by the way, was typical of the people we met in the west—a booster for the country and its resources.

On our arrival at Hood River we went to Mr. Fredrick, and he was most courteous. He phoned for an automobile for us, and my friend and I went to get dinner at the hotel, with the understanding that he would accompany us on our trip if he could get away. When we were almost through dinner, Mr. Fredrick came up to say that he would go with us, and as he knew the country and practically all of the growers, his presence made it much more interesting for us.

We took a drive up the left hand side of the valley, then across, and down the right hand side. The land on which the orchards are planted is considerably above the Columbia river—about 200 feet—and the drive up to this elevation was on good roads.

The first thing that attracted our attention was the fact that some of the orchards were in red clover, and when we asked how this happened, we were told that they did not always clean cultivate their land. There were hogs in some of the orchards, and Mr. Fredrick said to the driver, "That is something you never saw a few years ago."

After this we came to a big combination cold storage and packing house. We met the manager, and he was very kind, showed us all over the plant and answered a good many questions for us.

The plant was an air-cooled cold storage, where the apples were run in from the orchard as they came from the trees. They packed as many as they could as they were brought in,

and then sorted the others as an orchard run, and kept on packing them, as the manager said, sometimes into January.

There were about 35 Japs at work sorting and packing, and two big machines doing the sizing, with a few Americans as foremen, box nailers, markers, etc. These Japs were furnished a bunk-house, and paid \$2.50 per day if they could pack as many as 100 boxes per day. Their pay was scaled down if they packed less.

Everyone was busy and everything was running as smoothly as possible. None but perfect apples were put in the boxes. This requisite of good packing is much easier to obtain there than with us. The Japs who do the packing have absolutely no interest in the number of apples they discard. They are told what to do and they do it with an exactness that is remarkable. The result is a fine pack which we do not see in the East as often as we could wish.

Now I feel that I must say what struck me most about western people not as individuals but as a whole, they all said they had a wonderful country and wonderful apples. They believed it, talked it, and boasted their country on all occasions. You will see this by the way this railroad man was glad to show us over the valley, tell us of the advantages, and never mention one disadvantage that the country had. He was not interested in the orchards except for what they furnished his railroad to ship.

Live Stock Wanted

I am in the market for beef, hogs, poultry and anything in the meat line. Parties desiring to sell will do well to phone Odell 177 or write J. W. McDonald, Hood River, Oregon. much31

All sorts of electrical appliances for sale, including electric light globes, at the drug store. tf

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