

BY ROGER W. MOE

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MOSIER BULLETIN

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No. 19

ADVERTISING RATES

Professional Cards... per month 7.00
One square... 1.00
One-quarter Column... 3.00
One-half Column... 5.00
One Column... 10.00

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

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This is the season when there is danger from fires more than at other times. Rent a safety fireproof box from this bank and keep your valuable papers in our fireproof vault.
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Mosier - Oregon

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MODELS OF PERFECTION. PERFECTLY SIMPLE PERFECT.
New Home Users are Quality Choosers
For Sale W. E. Chown

Commercial Club Meeting
The regular business meeting of the Mosier Commercial Club is held on the first Monday of each month. E. W. DAVIDHIZAR, Pres. DR. DAVID ROBINSON, Sec.

Commercial JOB PRINTING
AT THE Bulletin Office

RAIL AUTO
Leaves Hood River daily at 12:45 p. m. and 5:00 p. m. On Sunday at 6:30 a. m., 12:45 p. m. and 5:00 p. m. Leaves Parkdale daily at 7:45 a. m. and 2:30. On Saturday evening leaves Parkdale 6:30 p. m. Steam Train leaves Hood River daily at eight returning at 2. Mt. Hood Railroad Co.

OREGON GETS ANOTHER MEDAL

FINAL P.-P. I. E. LIST SURPRISES

Ravlin Wins Recognition For the Excellency of His Work at the California Exposition

(From the Hood River Glacier) C. N. Ravlin, chief of horticulture for the Oregon Commission at the Panama-Pacific exposition at San Francisco last year, has been honored by the board of the exposition, who have presented him with a collaborator's gold medal as an expression of appreciation of his work as a collector of the Oregon exhibit and for having been personally responsible for the pomological display and the upkeep of the exhibit of shrubs and ferns as well as fruits.

The presentation of the gold medal came as a surprise to Mr. Ravlin, who did not know of the award until he opened a letter from the exposition commission Monday.

Along with the letter came a list of final official awards to Oregon exhibitors, as made after final checking and all disputes have been settled. It has taken from the end of last November up to the present time to check over these lists.

"Hood River certainly has made a good showing," says Mr. Ravlin. "One that the county should be proud of. The valley took highest award on pears and her cherries, as it will be noticed in the list, that a good many Hood River exhibitors were given medals of honor. This is the highest award an individual exhibitor can receive."

In the list is also included the notice that the state of Oregon has been awarded a medal of honor for its fresh deciduous fruit display.

"This award has been made since I left San Francisco," says Mr. Ravlin. "It was evidently given after the jurists had made a general checking over. It is certainly a triumph for Oregon, which was also given the grand prize for the best arrangement of its displays."

Mr. Ravlin points out that The Dalles and Mosier received some handsome awards. The best displays from Wasco county, however, were received at the exposition from Mosier.

"Mosier, considering the size of the district," says Mr. Ravlin, "is to be congratulated. Mark A. Mayer, in competition with 600 cases from Idaho, a large exhibit from Washington and many prizes from the Willamette Valley and California, took the medal of 'The Hood River valley' for its excellent strawberries topped anything at the exposition. The award was made on a commercial pack."

The official list of Hood River and Wasco county exhibitors is as follows: Thomas E. Averill, Hood River, Jonathan apple, gold medal.

F. B. Blagg, Hood River, Rose pears, medal of honor.

J. L. Carter, Hood River, Baldwin apples, gold medal.

G. M. Chambers, Hood River, Delicious apples, medal of honor.

J. P. Carroll, Mosier, Monmouth apples, gold medal.

W. B. Dyer, Hood River, Anjou pears, medal of honor.

The Dalles Fruit Growers Association, The Dalles, Italian prunes, bronze medal.

East Hood River Fruit Co., Mosier, Anjou pears, medal of honor.

J. J. Fieck, The Dalles, assorted grapes, honorable mention; Flame Tokay grapes, silver medal.

Apple Growers Association, Hood River, Clark Seedling strawberries, medal of honor.

Mrs. F. A. Jones, Hood River, Anjou pears, medal of honor.

Thomas King, Hood River, Bartlett pears, gold medal.

W. E. King, Hood River, Rose pears, gold medal; Anjou pears, medal of honor.

Mark E. Mayer, Mosier, Italian prunes, medal of honor.

Dr. C. A. McCrum, Mosier, Rose pears, gold medal.

LITTLE AUTO TRIPS IN THE MID-COLUMBIA

By Joe D. Thomson

Whether you have a regular automobile or not, you ought to take the trip to Parkdale over the line of the Mount Hood Railroad Co. aboard the new rail auto. You will not only enjoy the scenery spread before you like the fleeting pictures of a reel of movie films, but the novelty of the ride will linger with you for many a long day. You will have all the joys of automobiling without the usual discomforts of a tour over roads some times bumpy and dusty. The big 30 passenger White, driven by Stanley Shere, an experienced mechanic and chauffeur of some years' experience, fairly sings along the rails. Its progress is smoother than that of an electric trolley car.

By all means take this trip while the summer suns are shining or before the glorious days of a Hood River autumn have ended. Just climb aboard down at the station at the foot of Cascade avenue. After Mr. Shere has cranked and started up your indrawn breaths and astonishment will have ceased until you have passed Powerdale station. Don't think you have reached the end of the trip, when you see the lines of rails terminate about two miles and a half up Hood river. The machine is merely being driven to the Switchback turn table in order that you may climb the heavy grade that will take you to the East Side orchard district headfirst instead of backwards like a doodle bug.

Before your admiration of the well ordered apple tracts at the top of the East Side grade, many of them lined with green or ripening grain, has consumed itself, you have passed Van Horn and are headed straight for Hood River. Just this side of the station the rail line runs in a straight line due west, and for a time you seem to be equidistant from the shimmering peaks of Hood and Adams. The line will suddenly switch off on another curve, you will be taken to the right and Hood's hoary head, always growing larger and more dazzling, is at your left. A moment later you will see it over your right shoulder. Thus you are in the "sleep eye" game, as you try to watch orchard scenes, China pheasants, grazing herds, a frisking calf, fat pigs in clover, a digger squirrel hustling to its burrow or a glimpse of the cascading stream of Hood river, until you have reached Dee. At Dee you are interested in the hustle and bustle of lumber piles. Big teams of Bercherons draw trucks laden with newly ripped fir boards and timbers. The steady buzz of the big band saw and lesser circular saws all come from the great plant at the right. It may be that you will have time to see the dam across the Middle Fork and the new fish ladder erected to allow trout to pass over the falls.

You leave Dee and soon you see Mount Hood reached ahead. When you have reached Parkdale, if the weather is clear, the mountain is higher than you have ever seen it before, provided you have never taken a trip to the Upper Valley.

You ought to take along a picnic lunch and spend a part of the day in the walk to Woodworth's lava bed park is not long and can be made easily in 15 minutes.

If you do not care to go as far as Parkdale numerous points are available along the different branches of Hood river for good fishing. You may leave the auto car at Winans and spend the greater part of a day at the Devil's Punch Bowl, that is, if you take the early morning car, where the fish bite excellently. Blouche and Holstein are also good stations for a day's fishing headquarters.

The new rail auto has proven even more popular than the Mount Hood management had expected. The machine is crowded going and coming these summer days.

Passengers are heard to utter often the prediction that the day is not far distant when electric cars will make more accessible the Upper Valley resorts and even that Lost Lake will be reached by comfortable electric service.

Try the Mount Hood Company's new White, and see if you don't think such a service of the greatest appeal.

BOOKS RECEIVED AT MOSIER LIBRARY

The following books were received at the local library from the Wasco county library this month: Birds Western Bird Guide Travel Young—My Dogs in the Northland Fiction Bowler—Chip of the Flying U Erskine—Mountain Girl Nicholson—House of a Thousand Candles

Porter—Just David Thurston—Masquerader Van Loan—Buck Parvin and the Movies Juvenile Lang—Blue Fairy Book Sidney—Five Little Peppers and Their Friends Magazines Harper's, May 1916

The circulation of the local library for the month of May, 1916, was 274 as compared to 206 for the month of May, 1915.

Mosier Wins, 8-1

Hood River's Independents met with their first defeat of the year at Mosier Sunday, taking the count, 8-1. Up to the seventh inning it was an interesting pitcher's battle but in Mosier's half of the lucky inning and again in the eighth, infield errors and numerous passed balls allowed the Mosier boys to run up the lop sided score.

Fisher pitched a two hit game for Mosier and struck out 15 batters. It seemed to be a "strike out" day, as Heppner, for Independents, whiffed 19 and allowed for hits.

Moreland, Hood River's regular catcher, was unable to make the top and the sub-catcher could not hold Heppner's shoats.

No trespassing and no hunting signs at this office.

TO PUSH CAUSE OF ROAD BOND ISSUE

(From The Dalles Chronicle)

Meeting in joint session Monday night the members of the board of directors and advisory board of the Chamber of Commerce enthusiastically endorsed the plan to bond Wasco county to the amount of \$260,000 for good roads and decided to morally and financially promote the cause.

From now on, the movement will be directed by the chamber, which will send emissaries throughout the county to educate the voters. A thoroughly organized, systematic campaign will be energetically waged.

A special election for the purpose of deciding the fate of the bonds will be held about September 1. It was recently proposed to place the bond issue on the ballot at the regular November election. But it has been learned that the law specifies that a special election shall be called for voting on bonding propositions.

Those who have studied the situation are convinced that the bonds will be authorized if the proposition is generally understood. The imperative need at this time is a campaign of education. Hundreds and hundreds of voters are opposed to the bonding plan, whereas they would be heartily in favor of bonding if they fully understood the situation. What is needed now, it was pointed out at the meeting, is for every man who favors the bonds for good roads to wake up, appreciate the fact that it is his duty to talk, talk, and then talk some more, explaining the proposition to every friend he sees, and urging that friend to spread the gospel among his friends.

Some farmers are against bonding, favoring extra road taxes to improve the highways in their district; they do not realize that under this plan they would be taxed for the full amount of the road improvement; they do not understand the bonding plan, which has been perfected by taxpayers of the incorporated cities of Wasco county would pay for approximately one-half of the total amount of the \$260,000.

Many do not realize that the proposed road improvement is not for building of the Columbia River highway; they do not know that all of the \$260,000 would be expended on the trunk line roads of the county; they do not understand that the state highway commission has agreed to build the Columbia River highway, along the river, through Wasco county if this county will spend \$260,000 on its own local roads in the meantime.

Furthermore, there are many hundreds who do not understand the fact that the highway commission will build a splendid highway through Wasco county if this county votes the \$260,000 for its own local roads.

Mosier won't be touched. The highway commission has set aside \$90,000 for the Hood River-Mosier roadway. But it will cost \$130,000 to build it. Are Wasco and Hood River expected to pay the difference? No, the commission says if Wasco county votes the \$260,000 bonds the state will make up the difference between \$90,000 and \$130,000, from its own funds.

Many demands have been made upon the state commission for the \$90,000 from various sections of Oregon, because this county has failed to "go ahead," but a majority of the commission has "stood pat," refusing to let the \$90,000 go elsewhere until Wasco county takes action on the bonding proposition. Wasco is to be given another chance, but never another one, if it falls down this time.

It was made clear at Monday night's meeting that if Wasco does not vote the \$260,000 bonds, the Columbia River highway will be completed, by the state, as far as Hood River. That city will be the eastern terminus. With the new "loop" road around Mount Hood, which is now assured, tourists will never think of coming to Mosier and The Dalles.

"We are not asked to spend a dollar on the Columbia River highway," said J. L. Kelly, who has been an untiring good roads advocate for years. "All we are asked to do is to show our good faith by improving our own roads and the state will do the rest."

Mr. Kelly thoroughly outlined the situation and impressed the Chamber of Commerce directors with the imperative need of a lively, thorough educational campaign from the present time until the date of the special election. His suggestions of a couple men to tour the county with the good roads petitions; junketing trips to farming communities; Portland speakers, etc., were heartily endorsed.

C. T. Bennett, E. A. Race, L. J. Merrill and R. W. Moe, four live-wires from Mosier, were at the meeting and told of the hard work which is being done for the cause in their section and reported encouraging progress. One of the Mosierites, however, justly criticized the citizens of The Dalles for their lethargy.

"It has appeared to the Mosier people that while they have been busy The Dalles has been asleep," he said.

The matter of the toll bridge at the mouth of the Deschutes was discussed. It was alleged that while Sherman county has been waiting for a long time to build a new joint bridge, to be free to all, Wasco county has refused to take action. It was stated that none has a franchise for the bridge at the Deschutes, and that the present bridge should be purchased by the two counties or that they should erect a new one, doing away with the tolls.

Berry Loss is 20 Per Cent

The total loss to Hood River and White Salmon strawberry growers because of continued rains throughout June will reach approximately 20 per cent. It had been estimated toward the first of the season that the commercial pack of fruit would reach 150 carloads.

"We will not handle more than 120 cars," says Wilmer Sleg.

The total returns to growers will run about \$165,000.

The Apple Growers Association shipped 11 cars of black cherries last season. The total shipments this season are placed at three cars. Royal Anne cherry yield last season reached 40 tons. This will be cut in half because of the rain, which caused cherries to split.

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HOOD RIVER - OREGON

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