

BY ROGER W. MOE

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ADVERTISING RATES

Table with advertising rates: Professional Cards per month \$1.00, One square 1.00, One-quarter Column 2.4, One-half Column 5.00, One Column 10.00

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J. W. ALLEN Attorney-at-Law THE DALLES - OREGON

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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.

PREPARATIONS FOR MOTH IS URGED

By Leroy Childs. During the past week first generation worms have been leaving the apples in large numbers; some of these have passed into the pupal stage and will issue as moths in a few days, following which eggs will soon be deposited. In order that the poison may be on the fruit before any of these hatch, growers should plan to begin their sprays next week (August 14-20). There will undoubtedly be some eggs of the second generation hatching by the 30th of the month and for this reason it will be well to have the spray on by then. The behavior of the codling moth this past summer has been far from normal; the appearance of the second generation is practically 15 days later than last year and nearly a month later than occurred in 1914. This condition is not confined to Hood River alone as indicated from correspondence received from several eastern entomologists, who report a similar condition existing. Many growers applied arsenate of lead during the last few days of July and early in August; the date of this application would have been just right in 1914, but this year the material was practically wasted, the only benefit derived being that it caught a few stragglers of the first generation. The date of the application of codling moth sprays depends upon the development of the insects and is not governed by dates used in previous seasons of successful codling moth control. Seasonal variations are such that the flowing of such a procedure as the last mentioned are very unsatisfactory and would prove disastrous in a season of prevalent codling moth activities. The codling moth will do a great deal of injury at a late date this season unless the growers of the Northwest are not watchful. Many worms will be entering the apples after the 15th of September; for this reason orchardists who have had trouble with the pest in the past should not only put on the August spray but should follow this up between the 10th and 15th of September in order to avoid the losses that will occur. With the arsenate of lead it would be very advisable to apply Bordeaux. This would prove not only advantageous in preventing a late infection of scab, should the weather conditions favor such development, but in controlling apple tree anthracnose. This disease is becoming a serious factor in many localities and as infection occurs with the first Fall rains, Bordeaux applied after the fruit is harvested does not prevent the early infection. The following formulas are therefore suggested for the next spray: For codling moth and anthracnose: Blue stone 3 lbs. Stone lime 4 lbs. Arsenate of lead (paste) 2 1/2 " Water 50 gal. For codling moth only: Arsenate of lead (paste) 5 lbs. Water 100 gals.

Dr. H. L. Dumble Physician and Surgeon Telephones: Residence 1031 Office 1241 Office in Brosius Bldg. Hood River

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LOOP APPROPRIATION FURTHER EXPLAINED

(From the Oregonian) It is remarked by the Eugene Register that application of government funds to construction of the Mount Hood Loop would be a crime against Oregon; that the state must put up dollar for dollar of government money; that the crying need is for general utility roads. The statements clearly are founded on lack of understanding of the new federal road law, and it therefore seems proper again to call attention to its provisions. The money for the Mount Hood loop would come from an appropriation available only for roads within national forests. The law does not require the state to match federal appropriations for that purpose. Nor is the money appropriated for forest roads available for market roads or any other roads outside of the national forests. The same law contains another section providing for government aid for roads not within the national forests, which must be matched with state appropriations. It is not our understanding that application for the latter allotment contemplates use of it on the Mount Hood loop. If there is any question at all about the Mount Hood loop, it pertains to a comparison of its advantages with those of other roads within the national forests, and not as to comparison of its uses with those of market roads or other highways within settled districts.

PARK FOR AUTOISTS IS NOW PROPOSED

From the Hood River Glacier If the city council accepts a liberal offer made the city Monday night by J. F. Batchelder to allow free of charge use of tree covered acreage at the west limits of town, Hood River may have the first camping park for traveling motorists on the Columbia River highway. Mr. Batchelder offers the free use of the grounds provided the city furnish lights and water. Already a main of the municipal water system extends within 400 feet of the tract, and wire lines of the power company are even closer. In his appeal to the city council Mr. Batchelder cited the public spirited work of the people of Ashland in establishing a park for the exclusive use of motorists. "Because of this park," said Mr. Batchelder, "Ashland has become known to motorists all over the United States, and when one starts on a trip over the Pacific highway he makes Ashland a goal." It is proposed to allow at the park completed here, a restaurant where travelers may purchase lunches and dinners. The proposed park met with favor among the members of the council.

CLOUD CAP INN TOLL IS REDUCED

Following a conference at the inn Monday with Thornton Ladd, of Portland, Dorsey B. Smith, who operates the hostelry under lease, announced that tolls on automobiles using the road penetrating the national forest as far as Cloud Cap Inn would hereafter be charged at the rate of \$2. The rate since last fall has been \$3 on large automobiles and \$2 on small cars. Up to that time a charge of \$5 had been made on cars passing over the forest highway, which was constructed by the Ladd estate of Portland, owners of the place. A formal communication, setting forth the reduced toll, has been sent to the Hood River county court. During the past several weeks many Hood River motorists had complained because of the toll charge.

AFTER WORRIES WASCO COUPLE WEDS

(From the Hood River Glacier) When D. Wolf, Jr., of The Dalles, accompanied by his friend, Eugene Elton, also of the neighboring city, made application last Thursday night for a license to wed Miss Zita C. Doran, he proffered a medical certificate, as required by law, signed by a Wasco county physician. The law requires a certificate of a resident physician of the county in which the license is applied for, and County Clerk Shoemaker refused to issue the marriage license. The vain effort of Mr. Wolf to secure the marriage license was followed by an interchange of telephone messages with County Clerk Fox of The Dalles, who was asked to send a document from that county by messenger. Finally Mr. Elton took a late train to The Dalles and returned here Friday morning with the troublesome license. An anxious wedding party, consisting of the prospective bride, her friend, Miss Leola S. Egbert and Mr. Wolf, remained in the meantime at the Hotel Oregon. Shortly after Mr. Elton's return Friday morning, the party proceeded to the Catholic church, where they were married, Rev. Father Roman officiating.

COOPER'S SPUR ROAD WORK IS ON

Work has been started on the highway penetrating the Cascade national forest as far as the foot of Cooper's Spur on the northeast base of Mount Hood, and before snow flies in late autumn it is expected, according to County Commissioner Hannum, that the way will be completed. The new road, which is being built with funds raised by private subscription, will connect with Upper Valley roads and with a maximum grade of seven per cent will make the snowfields of Hood accessible to the motorists. The new highway will in a great degree eliminate the old steep toll road, the terminus of which is at Cloud Cap Inn. Upper Valley ranchers are donating their services and wagons and teams to the enterprise.

INTERIOR ROAD DEVELOPMENT BENEFITS

The impression in some of the sections east of the Cascades that Hood River people are apathetic over proposed improvement of the east extension of the Columbia River highway is refuted by the very action of local motorists, numbers of whom weekly are taking motor trips through eastern parts of the state. While it is no more than natural that Hood River citizens, because of their geographic location, be interested more keenly in the completion of the scenic river route between here and Portland, there is a realization in all minds the made to the Columbia River highway should, as swiftly as funds are available and the work is feasible, be pushed through the eastern part of the state to connect with the branch of the Lincoln highway at Ontario. The construction of the link of the transcontinental road between here and the eastern part of the state will not only be a great benefit to Hood River," says E. O. Blanchard, who with Mrs. Blanchard, Mr. and Mrs. A. D. Moe and C. Dethman returned last week from a three day tour as far as Spray on the John Day river in a Reo six, "but it will be an economic factor in the development of the fertile communities of the eastern interior. It is gratifying to find road interest running so high in eastern Oregon. Over there the phase presented by great scenic highways, which is perhaps uppermost in our minds, is overshadowed by the benefits which will accrue to the road builders from the making of their communities more accessible to outlying markets. In the heart of the agricultural section of eastern Oregon, the great wheatfields of Sherman county, road work is going forward rapidly. There the authorities are putting their highways in first class shape. It is a pleasure to travel through Sherman county.

LAST STRAWBERRIES SHIPPED MONDAY

The last of the 1916 crop of Hood River valley strawberries, a crop larger than in former years, was shipped Monday by the Apple Growers Association. The shipment, consisting of 15 crates, was grown by E. C. Owens, whose place is on high land near Mount Hood. Up to two weeks ago huge drifts of snow remained within stone's throw of the Owens berry tract. The Association is this week making its first shipments of apples, of the Red Astrachan and Early Transparent varieties.

New Cherry Propagated

The discovery of a seedling cherry which looks and tastes very much like the Royal Anne, but which is just now ripening, one month later than the Royal Anne, is announced by C. E. Stewart, fruit inspector of Lane county. He found several trees of the new variety growing on a farm in the upper Willamette valley, and predicts that this cherry will become an important factor in the commercial cherry crop of the future. Mr. Stewart states that the advantage of this cherry is that it ripens late enough in the season to escape the rains which sometimes destroy the cherry crop.

Car Burned on Mosier Hill

In an attempt to extinguish the flames when his automobile caught fire Saturday afternoon on the east extension of the Columbia River highway just west of Mosier, Ralph Wittenberg sustained severe burns on his hands and arms. Young Wittenberg, who was accompanied by his mother, Mrs. Herman Wittenberg, had backed up on a steep grade to allow a car that had stalled ahead of him, get out of the way. When he started his engine it back fired and in an instant the bottom of the car was a mass of flames. The burning of the Wittenberg car occurred near the point where a few days earlier the automobile of Dr. C. J. Smith, the brakes having burned out, backed over a precipice and turned turtle.

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