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ADVERTISING RATES

Table with advertising rates: Professional Cards \$1.00 per month, One square \$1.00, One-quarter Column \$1.50, One-half Column \$2.50, One Column \$3.00

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 local rates, and paid for before advertising is furnished.

Prosperity

We are all interested to hear of prosperous times, and hope that prosperity will come our way. If we work hard and all pull together we can do much to help a prosperity wave to reach Mosier.

MOSIER VALLEY BANK Mosier - Oregon

EVERYONE should patronize local dealers and promote prosperity in his own town. Help your local dealer and he in turn will help you. He is here to stay and will gladly meet you halfway.

The Mosier Book Store



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26 MILES of smooth, firm, white sandy beach sloping gently into the sea—no dangerous undertow—a score or more of delightfully interesting oceanside hamlets—simple, restful life combined with different, tasteful foods and only the best of summer-resort pleasures—That's

NORTH BEACH

"PRIDE OF THE PACIFIC"

Weather and beach conditions are just right—therefore, GO NOW—we will be glad to help plan your trip. Ask for the new North Beach Folder—just off the press. Fares and full information upon application to F. A. Allington, Agent O.-W. R. R. & CO. UNION PACIFIC SYSTEM Spokane Interstate Fair and Live Stock Show, September 4-9



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Prepare for the renting season during "Wire Your Home" month, March 15th to April 15th.

Electrically equipped houses are seldom vacant.

Insure your property against undesirable tenants or no tenants at all by having it wired for Electric Service. The investment will not be great and the income will be increased.

We have unusual inducements to offer if you arrange for the work now.

Pacific Power & Light Co.

C. J. E. CARLSON SHOE AND HARNES REPAIRING HARNES SUPPLIES MOSIER - OREGON

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

DERBY & STEARNS LAWYERS HOOD RIVER, OREGON

W. A. HUSBANDS Blacksmith Horse Shoeing and General Repair Work. MOSIER, OREGON

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.

WHAT EDITORS SAY OF RAILWAY ISSUE

Demand Peaceful Settlement of Wage Controversy.

STRIKE MUST BE AVERTED.

Almost Unanimously Newspapers Indorse Proposals of Railway Managers That Wage Question Be Settled by Interstate Commerce Commission or by Arbitration Under the Newlands Law.

Chicago.—The proposed strike by all railway train service employees in order to secure a wage increase of \$100,000,000 a year is condemned by newspaper editors throughout the country. They declare such a strike would be a public calamity and that it must be averted.

Almost unanimously the editors indorse the proposals made by the committee of railway managers to the leaders of the brotherhoods—that the wage question be settled by the interstate commerce commission or by arbitration under the Newlands law.

The following extracts from newspaper editorials fairly reflect public sentiment on this most important issue:

The interstate commerce commission should be empowered to prevent this threatened railroad strike. Write to your congressman about it.—Chicago Tribune.

The great public has more at stake than either the railway stockholders or the railway employees.—Davenport (Ia.) Times.

The interstate commerce commission represents the great public. It was created for the purpose of holding even the scales.—Rocky Mountain News, Denver.

The trainmen should take prudent thought. Arbitration is their wise policy.—Detroit Free Press.

The public will support any finding the interstate commerce commission may make.—Dallas (Tex.) News.

Public opinion ought to have re-enforced the position of the railroads long before now.—Galveston News.

The regulation of wages presents no more difficulties than the regulation of rates.—Holyoke (Mass.) Transcript.

The interstate commerce commission would certainly be responsible if it permitted a strike to come.—Minneapolis Journal.

The train crew unions have no case which is willing to try in a court of arbitration or in the great court of public opinion.—New York Commercial.

The controversy is not between the railroads and their employees, but between the public and the railway employees.—New York Globe.

The men now seem to show rather a consciousness of the weakness of their position than reliance upon its merits.—New York Times.

The interstate commerce commission cannot avoid regulating wages so long as it regulates rates.—New York Tribune.

The railroad brotherhoods are mistaken. There is something to arbitrate.—New York World.

The railway employees are plainly in the wrong and should sense their mistake before they make a worse blunder.—Oshkosh (Wis.) Northwestern.

Neither side could afford to take the position of demanding more than the interstate commerce commission would approve.—Pittsburgh Dispatch.

The railroad employees are not suffering such intolerable wrongs that they cannot await the result of arbitration.—Portland Oregonian.

The greatness of the power for which the labor leaders are seeking is the very strongest argument why they should not have it.—Railway Age Gazette.

The public is as vitally interested in the situation as the railroads or the employees.—St. Louis Globe-Democrat.

Either the railroads are wrong or their employees are. Any just cause will stand investigation.—Jackson (Miss.) Clarion-Ledger.

This is the time when every American who loves his country should set aside his own schemes of aggrandizement.—Kansas City Journal.

The United States government cannot permit any strike that would put up all the railroads of the country.—Leslie's Weekly.

It is just as true that organized labor may oppress the public intolerably as that organized capital may do it.—Lowell (Mass.) Citizen.

Those who would suffer most from a tying up of the nation's traffic would get no vote on the question of a strike.—Lincoln (Nebr.) Star.

One thing is certain, the railroads, the railroad employees and the American people cannot afford such a strike.—Memphis Appeal.

We think the brotherhoods are making a mistake in refusing arbitration. Capital must get its living wage as well as labor.—Milwaukee Free Press.

Business can hold along under high freight rates. Death would follow a general railroad strike.—Baton Rouge (La.) Times.

The American people do not believe there is any difference between the roads and the employees that cannot be adjusted peacefully.—Bloomington (Ill.) Pantagraph.

The railroads have accepted the perfectly reasonable and natural suggestion that the wage question be settled by arbitration.—Boston Journal.

Why should a vote be taken on a strike which the public will never tolerate?—St. Louis Post-Dispatch.

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ELLIOTT GIVEN CREDIT FOR MITCHELL TUNNEL

J. A. Elliott, engineer for the State Highway Commission, who was in active charge of the tunnel work, is declared by H. J. Keitz, of Salem, to have conceived the idea of the wonderful piece of road work. In communications to different papers of the state Mr. Keitz says:

I have seen in World's Work an article giving Samuel C. Lancaster the credit for the Mitchells Point tunnel on the Columbia River highway. In the Cement World Henry L. Bowly claims all the credit. An article in a recent issue of the Oregonian states that Henry L. Bowly conceived the idea and supervised the construction. An article by Samuel C. Lancaster in the Pacific Christian Advocate states that J. A. Elliott should have the credit, which statement is correct. A grave injustice is being done Mr. Elliott in placing the credit where it does not belong. He is one of the best civil engineers in the state, and a most estimable young man, possessing the qualifications which enabled him to plan and execute so marvelous a piece of work as the Mitchells Point tunnel.

Bowly was no more connected with the Mitchell Point section of the highway than he was with the Multnomah portion, which Mr. Lancaster built.

At the time Mr. Elliott moved his highway camp from Wyeth to Mitchells Point I called on him and he took me out and showed me Mitchells Point, at which time he said, "I want to run the highway around the base of the cliff, making a viaduct over the shell rock slide and tunneling that rock for about 400 feet."

To me it looked like an impossible undertaking and I remarked the same to him. "What does Mr. Bowly think of this?" I asked. "He has not seen it, so I do not know," was the reply.

In speaking to the people of Hood River valley not one thought the tunnel could be placed there. One man said, "I have the greatest confidence in Mr. Elliott, both as a man and an engineer, but I am in doubt of that tunnel."

On my return trip I inquired of Mr. Elliott what Mr. Bowly thought of the proposed tunnel, and he said, "He, with others, thinks it cannot be done, but I think I can convince him it is all right."

Elliott fought his way against bitter opposition, to the final completion of his plans.

The work was begun on Mitchells Point about May 1, and about that same time Mr. Bowly left the office of highway engineer. It is entirely owing to J. A. Elliott that this wonderful piece of work has been added to the Columbia River highway and it is only just that he should be given the credit for it. In speaking to Mr. Elliott about the matter he said, with his quiet smile, "Oh, well, if it had been with the winter snow, or had something else gone wrong there would have been no doubt as to who built it."

FOREST SERVICE ISSUES RECREATION MAPS

Recreation maps of the Deschutes, Ochoco, Oregon, Siskiyou, Siuslaw and Umatilla national forests of Oregon, and the Chehalis, Olympic and Washington national forests of Washington have been completed by the Department of Agriculture, and are now being distributed to those who desire them. These maps show available roads and trails, the location of ranger stations, lookout stations and other points of interest on the forests. A special map of the Columbia Gorge park in Oregon is also being distributed.

On the back of these maps are printed a description of the forest and other information of value to campers and tourists, together with rules regarding forest fires and the sanitation of camps.

It is planned to prepare and print similar maps of the remaining national forests until all are covered. The maps are especially useful to hunters, fishermen, campers and tourists on the mountains. Copies may be obtained from the District Forester, Portland, Ore., or from the supervisor of any forest for which the map has been published.

MOUNT HOOD LINE TO BE IN MOVIES

The Mount Hood Railroad Company's scenic line between here and Parkdale will soon be seen by movie fans the country over. Representatives of the Universal Magazine were here recently, making a trip over the line in the rail auto. Pictures were taken of valley orchard scenes, the stretches of Hood river as seen from the train and cars of the line, the big sawmill at Dee, the glimmering sides of Mount Hood and scenes around Parkdale.

The movie picture men plan on coming here later to take pictures of a typical trip in an ascent of Mount Hood.

The pictures made from the rail auto will be shown here at the Gem theatre in the near future.

Scriptural Method of Travel Used

Traveling by the method of transportation in vogue in the scriptural days of Basileus, a family en route to Portland over the Columbia River highway, created more interest here Wednesday than the first through automobiles of tourists a year ago. A Nevada couple, accompanied by two sons, aged four and six years, respectively, joggled through the city on the backs of burros. The children, each in a saddle bag, thrown across the back of a donkey, were comfortably munching candy purchased at a local confectionery store. Three other donkeys bore cooking utensils and camping equipment.

The party left Nevada a year ago. They stated that they had spent the past winter camping on the Snake river.

The Hood River Market will take your orders for meat and mail them by parcel post. Customers will be allowed 30 days on their bills.

LITTLE AUTO TRIPS IN THE MID-COLUMBIA

By Joe D. Thomson

In former years the most popular automobile trip in the Hood River valley has been the Loop ride, the traveler going out through the orchard districts by way of the East Side and returning by the West Side, or vice versa. The Loop ride has never been so unpopular, perhaps, as this year. The condition of the East Side road has caused travelers, wherever possible, to avoid the poor stretch. Local people, desiring to leave a favorable impression on the minds of visitors, have been prone to transport their guests over the smooth gravel roads of the West Side orchard districts.

Despite the East Side highway and its poor condition, the Loop ride remains one of the best in Hood River, if you have no more than a couple of hours to spare in showing visitors the orchards in all their phases. On this route you are privileged to see the valley, in a bird's eye view, from the eminence at the entrance to the Maxwell tracts. You cannot obtain so fine a view from any other point in the immediate Lower Valley.

The visitor, too, is enabled to see the orchards in their best condition. The fertile hay fields of Peter Mohr and Hans Lage. He is shown that Hood River has some real farmers as well as real orchardists. As for that matter, however, smaller tracts of grain, clover fields, herds of cows, chickens and hog, evidence of a diversity of farming, can be seen on every hand.

In making the Loop trip, one can take a choice of routes both on the East and West Side, after getting out several miles from town. On the East Side you may run in through the heavy bearing orchard districts by turning to the right at Van Horn station. You may take the turn to the right near the Peter Mohr farm and then pass A. I. Mason's sky-piercing water tower and the huge warehouse and pack plant of the Hood River Apple & Storage Co. Going this way you pass the handsome residence of Wilson Fike, cross Neal creek over the big steel bridge and reach the main road that will take you to Tuckers bridge and across to the West Side at the F. M. Cox place just north of the town of Odell.

By taking the longer route you turn to the left at the Pine Grove school house. After you have passed the J. H. Day farm and have reached the corner where the Odell road intersects the Neal creek road at the place of A. L. Clark, you may see the valley home of the famous Billy Sunday by continuing down the Neal creek route. The road leaving the Neal creek road to the Sunday place extends all the way through to the main Odell road. It is in good condition, and by traveling it one can get an excellent view of the well kept residence of M. Sunday and his half-brother, L. C. Heizer.

On the West Side the traveler may continue straight to the city over the main macadam road, or he may digress and come in over the Oak Grove, Barrett and Belmont routes. The highways of all these sections, surfaced with gravel, are in fine shape.

Because of the unusually heavy rains during the month of June and the absence of dust, the orchards along valley highways have been cleaner and greener this year than in most seasons. Soon the apples will begin to color, and the journey will be more appealing than ever.

The writer recently accompanied Billy Sunday on the Loop trip, going by way of the Billy Sunday place. If you haven't taken the trip in sometime, he would advise you to try it on some afternoon's tour.

Booze Fighters Not Wanted

With the announcement that he was a dipsomaniac, a roaring rum hound, and that an enlistment would probably cure him of the drink habit, a well dressed young man applied for entry into the United States Marine Corps at recruiting station.

"I read in the newspapers that they broke up or auctioned off all the wine glasses and believe an enlistment in your sober, respectable service would do more for me than a course at an inebriate's school. I was thinking of matriculating at Keeley Institute his fall, but—"

"By the chattering," said Marine Sergeant Austin Fredericks, in charge of the recruiting station, "and stop your ideas about the Marine Corps offering a course in sobriety. We want men but we want them sober. There's no room in our service for the man who drinks to excess. Sorry, old chap, but we can't take you."

The drink afflicted applicant left the recruiting station determined to enlist in some military organization even though it were the Salvation Army.

Forest Notes

According to the latest figures, the highest prices paid per M feet for raw material by any industry in the state of Oregon was by the manufacturers of vehicles and vehicle parts. Only small quantities and highest grades are used.

This covers not only the manufacture but the repair of wagons, carriages and automobiles, and includes the local demand only.

The Florida national forest is one of the best supporting forests, due to the system which the government has inaugurated there in the leasing of the turpentine in such a way that the perpetuity of the forest is assured.

About 1/2 million pounds of artificial silk are made directly from wood pulp are used annually in the United States. It is manufactured into such articles as linings, tapestries, neckties, ribbons and sweaters.

A plan of cooperation between forest officers and postoffice employees has been put into effect whereby all rural mail carriers and postmasters in or near national forests are to report the discovery of forest fires to the nearest forest officer.

Nearly 50 per cent of the pails and tubs made in the state of Washington are sent to the middle west for consumption.

Choice cuts of meat and prompt service is mailing your order to you. Accounts due in thirty days. Your patronage earnestly solicited. The Hood River Market, Hood River, Ore.

Nichol & Company

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General Merchandise

MOSIER - OREGON

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to convince you that our workmanship is superior—that there is nothing in the repair line too technical nor too small to be handled in our repair department, is to send us the watch that is not giving you satisfaction.

We take pride in the accuracy of our work and it is absolutely guaranteed. Our charges are most reasonable and honest.

W. F. Laraway, Jeweler and Optician

EXPERT SWISS WATCH REPAIRING

HOOD RIVER - OREGON

Don't Neglect your Teeth

Even if business is quiet. It is true economy to guard your health and personal appearance. You can secure the same grade of work in this office as you will at any office in Portland at the same prices. You will also be spending your money at home, which is the best place, as that will help us all. Why pay more than the following prices?

Table with dental prices: 22k Gold Crowns \$5.00, Bridge Work per tooth 5.00, Gold Fillings \$2.00 to 5.00, Porcelain Crowns 6.50, Porcelain Fillings 1.50, Silver Fillings \$1.00 to 1.50, Plates \$9.00 to \$12.00, Extracting 50c

Dr. W. M. POST

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Will sell direct to planters, less agents commission, choice lot of cherry, pear, apple and prune trees in one year old 3-4 and 4-6 ft. grades budded and grafted on best whole roots and guaranteed true-to-name. Please write or phone

TRUE-TO-NAME NURSERY, Hood River

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.

BILLY SUNDAY MAY PREACH IN PORTLAND

Billy Sunday may some day preach in Portland. He is dated up now for about 18 months ahead of time. When the evangelist was in Portland recently the matter was put up to Mr. Sunday by members of the Ministerial Association. The evangelist says that Portland is a hard city, not in the sense that it is sinful but that the people do not stand together in their desires for a spiritual uplift. Rev. Sunday said to the Portland ministers:

"If you will show that you are in earnest and will get behind the movement in a body and get your Chamber of Commerce and other public organizations behind it in a manner that shows that the city is in dead earnest so I can be assured that the meetings will be worth while, I will try to arrange to hold meetings here. The date will have to depend upon several things. One is how soon you can get your organization into shape so as to make sure the meetings will be a success and after that arrangements will have to be made so that we can fit the dates in somewhere, for we are booked ahead many months and we cannot fill the demand as it is."

Mr. Sunday predicted that if the movement is started immediately it would be possible to hold the meetings in a year or 18 months.

The committee will report the result of its conference with Mr. Sunday at the first meeting of the Portland Ministerial Association this fall.

Commercial printing of all kinds at The Bulletin office.

GRANGE WISHES TO STUDY MEASURE

The members of the Hood River Pomona grange declare that they are not unqualifiedly opposed to the proposed measure, as advocated by C. C. Chapman, to increase the license on motor cars.

"We want to know more about the proposed law," says J. F. Thompson. "As I looked at the matter it would have been poor policy for us to have endorsed the measure."

The following committee of grangers was here Monday to confer with the Commercial club and business men over the proposed campaign of voting on bonds to provide a fund for the improvement of the Hood River county link of the proposed Loop highway passing around the east base of Mount Hood: J. F. Thompson, J. R. Forden, C. F. Johansen, W. H. Bucher, A. I. Mason, Frank Davidson and S. G. Emilio.

Apple Crop Lighter

A summary of the August crop report for the state of Oregon and for the United States, as compiled by the Bureau of Crop Estimates (and transmitted through the Weather Bureau,) U. S. Department of Agriculture, is as follows:

State: August 1 forecast, 1,210,000 barrels; production last year, (final estimate,) 1,045,000 barrels.

United States: August 1 forecast, 71,600,000 barrels; production last year, (final estimate,) 76,670,000 barrels.

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