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MOSIER BULLETIN

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MOSIER, WASCO COUNTY, OREGON, FRIDAY, DECEMBER 22, 1916.

No. 42

ADVERTISING RATES

Professional Cards... per month \$ .50
One square... 1.00
One-quarter Column... 3.00
One-half Column... 5.50
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 affidavits are furnished.

White River Flour

Is cheaper because it makes more loaves of bread. Don't be fooled into buying the low priced flour thinking you are getting something cheaper than

White River Flour Every Sack Guaranteed.

FOR SALE BY

Nichol and Company Mosier, Oregon

Nichol & Company

DEALERS IN

General Merchandise

MOSIER - OREGON

A New Line of Gift Goods Have Arrived. Come In and See the Goods and Get Prices.

The Mosier Book Store

Expert Automobile Repairing Fully Equipped Machine Shop Agencies for Fords, Dodge and Buick Automobiles for Hood River County

Columbia Auto & Machine Co., Hood River

STEAMER TAHOMA

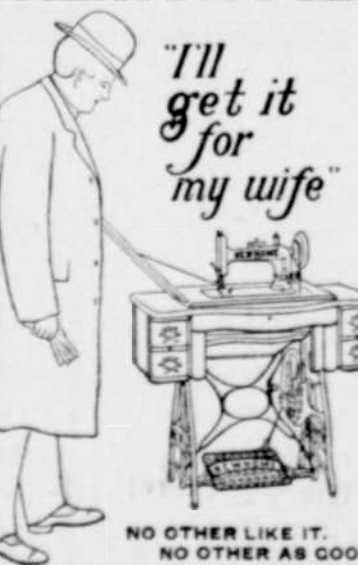
PEOPLE'S NAVIGATION CO. CHARLES NELSON, Mgr. Leaves The Dalles 7:00 A. M., Sundays, Tuesdays and Thursdays. Arrives at Mosier at 8:15 A. M.



Vulcanizing Auto Supplies Sporting Goods

Cates & Co. The Dalles, Ore.

NEW HOME



I'll get it for my wife

NO OTHER LIKE IT. NO OTHER AS GOOD.

W. E. CHOWN

HORTICULTURAL MEETING SUCCESSFUL

Lack of orchard labor, shortage of cars and the general delay in the harvest of the big crop of apples for 1916 resulted in a limited attendance at the 31st annual convention of the Oregon State Horticultural Society...

Despite the lack of preparation, the program for the event was well balanced. While fruitgrowers have faced serious problems during the past few months and have been gravely worried, the interest displayed at the past three days' sessions in methods of cultivation were every bit as keen as any meeting of past years...

In former years the fresh article has demanded attention almost exclusively. Today, as was evidenced at the week's meetings, the by-product of orchards is creating almost an equal amount of attention. Canned, processed and evaporated fruit products were given a prominence on the program of the Horticultural Society...

The sessions of the Horticultural Society next year will probably be a great deal further stimulated in interest in the so-called by-product commodities of orchards and berry fields, for it will be held at Salem, where fruit men have developed successfully the loganberry and prune industries...

Mr. Minton, who has been engaged in the orchard business at Lebanon for the past four years, has for a number of years been engaged in publishing horticultural and horticultural journals. At the present time he is editing and publishing the Pacific Horticulturist in Portland. Formerly he edited the Oregon Agriculturist...

Mr. Bateham, who since 1894 has been identified with the apple industry in Hood River and Mosier, where he still owns orchard tracts, now resides in Portland. Mr. Bateham comes from a family of horticulturists. His father, M. B. Bateham, a pioneer orchardist, was well known through the middle west as editor and publisher of the Ohio Farmer and Ohio Cultivator...

One of the last talks given by the assembled fruit men was made by A. B. Cordley, director of the Oregon Experiment Station, who pointed out the necessity of the adequate funds for maintaining the work undertaken by the station...

"I am not coming before you men and your organization," said Director Cordley, "and ask you to take any action on the matter, I am simply going to state a few facts and then you can do as individuals and as members of the Oregon State Horticultural Society as you see fit. Last year, for lack of funds to keep them, we lost nine of our men. The ordinary taxpayer, never stopping to consider, said, 'Oh well, it affected those nine men only.' In fact the most of those men were immediately snapped up by other states at increased salaries. They had in instances been working with us for a number of years. In cases they had not completed the solution of problems on which they were engaged. We lost the benefit of those years of study. Now men will have to begin where they began and learn the business over. Losses by disease pest in Oregon orchards have cost growers more than the total of appropriations for the Oregon Experiment Station..."

est apple tree in the Pacific Northwest. Secretary Minton was instructed to have the donor's name, the date of presentation and that the gift was made from the most ancient apple tree of the old Oregon country inscribed on and gavel in silver letters. Accompanying the gift was the following history of the old apple tree:

"In years gone by I have had the pleasure of attending many of the meetings of the Oregon State Horticultural Society. These meetings were always interesting and profitable, and generally of a very practical character. In addition to its practical side the subject of horticulture has many other interesting features which these meetings might occasionally profitably take up and consider for a short while. In this connection I thought it might not be amiss to bring to your attention for a moment a little of the early history and the somewhat sentimental side of the apple to the Pacific Northwest..."

"I here have a gavel which I desire to present to this society on this occasion. It is made from the branches of the most ancient apple tree in the old Oregon country. The old tree is still alive and grows on the grounds of the Vancouver Barracks at Vancouver, Wash. It is without doubt the oldest apple tree on the Pacific Coast. Its history is quite clear and authoritatively correct..."

"About 92 years ago Dr. John McLaughlin, governor of the Hudson Bay Co. west of the Rocky mountains, located the headquarters of his company on the terrace sloping up from the north bank of the Columbia River where now the city of Vancouver and Vancouver Barracks are situated. In connection with the location of the Hudson Bay company at Vancouver is found the first record of the coming of the apple to the Northwest, then called Oregon country..."

"The first account of this historic tree, then about 10 years old, was written by Mrs. Narcissa Whitman while she was staying at Fort Vancouver at the home of Dr. McLaughlin. Her husband was then in the Walla Walla country looking for a location. I will read an extract from her diary under date of September 12, 1836. 'I must mention the origin of these apples. A gentleman 12 years ago while at a party in London put seeds of the apples, which they ate, in his vest pocket. Soon afterwards he took a voyage to this country and left them here. Now how they are greatly multiplied...'"

"Another story of this old tree, not inconsistent with the quotation from Mrs. Whitman's diary, is as follows: 'At a dinner party in London about 1825, given in honor of some young gentlemen in the employ of the Hudson Bay Company, who were about to embark for Fort Vancouver, seeds from the apples eaten were playfully slipped by some of the young ladies into the waistcoat pockets of some of the young men, and upon their arrival at their destination the young men, in overhauling their wardrobes, found the seeds, which were given to John Bruce, Dr. McLaughlin's gardener, who planted the same.' The seeds produced among others the now famous tree at Vancouver Barracks..."

"The story is told that after several years of waiting one of the trees bore a fine apple, which was picked by Governor McLaughlin and carefully cut into 17 slices, one slice of the precious fruit being served to each person at Dr. McLaughlin's table. The next year the tree bore 20 apples, and the old tree left is still bearing fruit..."

"The Hon. Glen S. Rassek, of Vancouver, has written a poem in honor of the old apple tree. I will now read from it: 'In 1826 on London's famous strand, On the eve of their departure for Oregon's distant land, Hudson's Bay officials sat in festive banquet room, With wives and mothers dear, and sweethearts in their bloom. They drank long life to ladies bright, And to their lovers tall. While glasses clinked and laughter, rang round the stately hall. 'Fair Kate unto her lover true Then blushing did say: 'These magic apple seeds take with you: When at dawn you sail away; And that they may be a sign That you will love me evermore, Pray plant these true love seeds of mine On Columbia's fertile shore...' And so Love's apple seeds were carried to this far western slope; And here they thrived and prospered beyond the lover's fondest hope. In far away Vancouver port, to Indians' wondering eyes, A lordly apple tree soon flung green banners to the skies. Its offspring now are scattered wide Over the broad Pacific Coast. Their luscious apples are our pride, The orchard grower, the poet's boast. Their choice fruit they are lending, With cool shade for you and me; While thousands we are sending To London o'er the sea. So now we bless the lady fair And bless her lover tall, Who planted here with tender care Sweet apples for us all. 'And now on the occasion of the meeting of this society in the beautiful and fertile Hood River Valley, known the world over for its luscious and unexcelled apples, I think it is entirely fitting that a souvenir from the oldest apple tree in the Pacific Northwest should be presented to this society...'"

Sinnott Sends Seeds Congressman Nick Sinnott has requested the Bulletin to assist him in the distribution of the government vegetable and flower seeds allotted to him for this community by the Department of Agriculture. This method of distributing seeds through cooperation with the newspapers of his district was first tried by our congressman last year. It worked so satisfactorily that he is repeating it this year. It was found that this method got the seeds directly by writing him there, so long as the supply lasts...

Sinnott also requested us to announce that he retained a small quantity of the seed at his office in Washington, Room 494 House of Representatives. Anyone failing to obtain seeds otherwise may thus get them in the hands of those really desiring them, and so was far better than the method of sending them out indiscriminately.

SAFETY DEMANDS FEDERAL CONTROL OF THE RAILROADS

Only Way to Meet Emergencies of Nation, Says A. P. Thom.

STATES' RIGHTS PRESERVED

Principles Which Railways Hold Should Govern Regulatory System in Interests of Public and the Roads—Compulsory System of Federal Incorporation Favored.

Washington, Dec. 4.—That the interests of national defense require that control of railway lines should rest with the federal government and not with the states was the claim advanced by Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, in concluding his preliminary statement of the case for the railroads before the Newlands Joint Committee on Interstate Commerce. "We must be efficient as a nation if we are to deal successfully with our national emergencies," said Mr. Thom, "and we must appreciate that efficient transportation is an essential condition of national efficiency. If we are to halt and weaken our transportation systems by state lines, by the permanent imposition of burdens by unwise regulation, we will make national efficiency impossible..."

States' Rights Would Not Suffer. Mr. Thom cited many instances in which shippers in one state were injuriously affected by selfish regulations imposed on the railroads by neighboring states. He pointed out that federal regulation would be no invasion of the rights of the states but would be the means of preserving the rights which they acquired when they entered the Union, one of which was the right to the free movement of their products across state boundaries.

What the Railroads Advocate. The principles which the railroads believe should be incorporated in any just system of regulation were summarized by Mr. Thom as follows: 1. The entire power and duty of regulation should be in the hands of the national government, except as to matters so essentially local and incidental that they cannot be used to interfere with the efficiency of the service or the just rights of the carriers.

2. As one of the means of accomplishing this, a system of compulsory federal incorporation should be adopted, into which should be brought all railroad corporations engaged in interstate or foreign commerce. 3. The Interstate Commerce Commission under existing laws has too much to do and is charged with conflicting functions, including the investigation, prosecution and decision of cases. The latter duties should be placed in the hands of a new body which might be called the Federal Railroad Commission. Regional Commissions should be established in different parts of the country to assist the Interstate Commerce Commission by handling local cases.

4. The power of the Commission should be extended to enable it to prescribe minimum rates and not merely maximum rates as at present. This would increase their power to prevent unjust discriminations. 5. Justice to Public and Roads. It should be made the duty of the Interstate Commerce Commission, in the exercise of its powers to fix reasonable rates, to so adjust these rates that they shall be just at once to the public and to the carriers. To this end the Commission, in determining rates, should consider the necessity of maintaining efficient transportation and extensions of facilities, the relation of expenses to rates and the rights of shippers, stockholders and creditors of the roads.

6. The Interstate Commerce Commission should be invested with the power to fix the rates for carrying mails. 7. The federal government should have exclusive power to supervise the issue of stocks and bonds by railroad carriers engaged in interstate and foreign commerce. 8. The law should recognize the essential difference between things which restrain trade in the case of ordinary mercantile concerns and those which restrain trade in the case of common carriers. The question of competition is not the only fair criterion. 9. The law should expressly provide for the meeting and agreement of traffic or other officers of railroads in respect of rates or practices. This should, however, be safeguarded by requiring the agreements to be filed with the Interstate Commerce Commission and to be subject to be disapproved by it.

"My legal proposition," Mr. Thom said, "is that the Constitution as it now is gives full authority to Congress to regulate the instrumentalities of interstate commerce in all their parts. If the power of regulation is to reach the public requirements, it must be co-extensive with the instrumentalities of commerce." Mr. Thom explained that the roads are not asking either of the Committee or of Congress any increase in revenues, but that they are merely asking the perfection of a system which will be responsible to any need that may arise.

Christmas Gifts that are Useful are the most Acceptable. What could be more so than Electrical Appliances



Pacific Power and Light Co. "Always at Your Service"



MEAT MARKET Now Open for Business Huskey & Templemeier, Props.

C. L. Dunsmore in charge who will do the cutting. Good supply of Fresh Meats on hand.

YOUR PATRONAGE APPRECIATED

Don't Neglect the Children's Eyes

Give attention to your child's eyes in time and you may save him or her from the necessity of wearing glasses later on.

More—You Prevent Permanent Defect

We give special attention to the examination of children's eyes. We are thoroughly experienced in this work and will tell you frankly whether glasses are required or not, and we will furnish them, properly fitted.

W. F. Laraway, Jeweler and Optician HOOD RIVER OREGON

DALE & MEYER Tailors to Men and to Women Cleaning and Pressing Hood River, Oregon

A Merry Christmas to All MOSIER VALLEY BANK Mosier - Oregon

Buy Him A Christmas Smoke

A FINE LINE OF CIGARS, PIPES IN CASES, TOBACCOS IN HUMIDORS, AS WELL AS HIGH GRADE BOXED AND BULK CANDIES.

"THE OAKS"

B. W. VEATCH, Prop. MOSIER, OREGON