

SOCIETIES.

HOOD RIVER COMMERCIAL CLUB—Meets every second Monday in each month at 8 p. m., in the club rooms over Jackson's store. A. D. Mox, Secretary.

White Salmon Valley Bank The small depositor receives the same courteous treatment as the larger ones. We have both. COME AND SEE US.

FOR SALE

MY JERICO FARM Containing 15 acres splendid fruit land. None better, 3 acres in bearing orchard, choice varieties. Three acres Newtowns and Spitzenbergs, 3 years old; 4 acres clover, 7-room house, 20x40 feet, 2-story barn also new, blacksmith shop, farming tools, spring wagon, phaeton, spray outfit, incubators, etc.

W. J. BAKER & CO. Hood River, Ore.

FREDRICK & ARNOLD. CONTRACTORS and BUILDERS

BONTON Barber Parlors... The place to get an easy shave and first-class hair cut.

J. H. HEILBRONNER & CO. HOOD RIVER & PORTLAND, OREGON

McEWEN & KOSKEY GENERAL COMMISSION MERCHANTS

RALPH REED Best line of Cigars in the City

Pipes, Tobaccos and Fishing Tackle

HOOD RIVER STUDIO First-Class Photographs

W. D. ROGERS, Prop. O. EVERETT. The Practical Shoemaker.

BICYCLE SHOP. J. MARION REID Bicycles, Guns, Sewing Machines, Furniture, Umbrellas, Stoves and Locks Repaired

DR. JONES, Dentist

M. E. WELCH, LICENSED VETERINARY SURGEON

A. A. JAYNE, LAWYER

E. H. HARTWIG, LAWYER

JOHN LELAND HENDERSON, ATTORNEY-AT-LAW

Eureka Meat Market

White Salmon Valley Bank

White Salmon Valley Bank

White Salmon Valley Bank

White Salmon Valley Bank

LAND

When looking for something good in the way of a FARM Unimproved Property or Investment CALL ON

FARM

Unimproved Property or Investment CALL ON

Heilbronner

and look over his long list of BARGAINS

This is a firm that gives you nothing but reliable pointers about Hood River, and you can save money and valuable time by doing business through this office.

J. H. HEILBRONNER & CO. HOOD RIVER & PORTLAND, OREGON

NOTICE FOR SALE OF REAL ESTATE

LAPEL DUSTER

S. J. FRANK Club Chop House

RESTAURANT

Merchants' and Famers' DINNER 11 A. M. to 2 P. M.

25c

Fish, Oysters and Poultry A SPECIALTY

T. W. DEBUSSEY

DAVENPORT HARNESS CO. Carry a full line of Heavy Harness Also Double and Single Driving Harness All made in their shop. Whips, Robes and all fixtures found in a harness shop. Call and get our prices before buying

20 Acre Snap.

Twenty acres of good soil, mostly all cleared, half of it black loam and balance clay loam; best kind of land for berries or orchard and raises fine garden truck; garden growing on land at present time; two good springs and creek on land. It lays adjoining one of the best small orchards in Stamanian county. Price, \$1500 for quick sale; terms on part. Address Wm. A. Burdick, Collins, Wash.

TO BUILD AN ELECTRIC ROAD

WANT \$15,000 FOR ESTIMATES

Meeting of Commercial Club Called to Meet Representative of Wallace-Coates Engineering Co.

At the request of O. L. Vanderbilt, a meeting of the Commercial club was called Friday afternoon, upon short notice, to meet Edward R. Goudey, western manager for Wallace-Coates Engineering Co., of New York.

Mr. Vanderbilt stated that the object of the meeting was to discuss the question of building an electric road through the valley, and after considerable correspondence, several interviews with Mr. Goudey, had brought him to Hood River to look over the situation.

Mr. Goudey then addressed the meeting and stated that the Wallace-Coates company was composed of H. C. Wallace, formerly chief engineer of the Illinois Central; Frank R. Coates, formerly chief engineer of the Chicago Great Western; J. P. Wallace, formerly an engineer of the Panama canal; and I. W. Snow, president of the Otto Gas Engine company.

The business of the company was to make examinations, reports and supervise investments in steam and electric roads, irrigation work, etc.

They would investigate the project of an electric road in Hood River valley, and if found that the project was feasible, would assist in financing the proposition, if desired. The high standing, both financially and otherwise, would carry weight in obtaining capital to finance any proposition.

It was also stated that the preliminary work he stated would be \$1500, which he said would be about half their regular charges, but that he made this low price as he had another project of similar character, and the two could be attended to by Mr. Wallace while here.

He said this money would have to be paid by Hood River people, and wanted the money raised that afternoon, as time was short.

Upon a question being asked if this report would become the property of those paying for it, to be used at some future time, provided the Wallace-Coates company would not undertake to build the road, Mr. Goudey said that it would, but that from what he could learn of the conditions existing here, it looked feasible, and he had no doubt but that the examination would prove that an electric road would pay, and in that case the company would finance and construct the road if so desired. He said that he would want local capital to subscribe for at least \$25,000 of stock, to show their good faith and assure co-operation.

When asked why the company required this advance fee to be paid, when they could make their regular profit out of construction and financing the project, Mr. Goudey said that he had five or six requests a week to make similar examinations, many of which would not prove feasible, and it was necessary to make the preliminary charge in advance to protect them.

E. L. Smith stated that the valley needed an electric road, and would like to have one within a very few years, but that he thought it was impossible to secure large stock subscriptions at home. The farmers had need of most of their money to make improvements on their farms. He wished there could be a certainty of putting the road through after the preliminary survey was made.

Mr. Vanderbilt thought that \$25,000 could be raised in the valley.

Mr. Sprout asked the probable cost of construction.

Mr. Goudey stated that it would be anywhere from \$10,000 to \$30,000 per mile.

C. K. Marshall, who has had considerable experience as an engineer in railroad building, said that there were many conditions to be considered in building a railroad or electric line.

He thought that the time was now ripe for building such a road, and he would handle freight cars of the O. & N., and simply a light trolley road, would be considerable, especially as to grades. Mr. Marshall said that he had done some work in a small way himself on a railroad proposition in the valley, and might have something to offer in the future.

After some more discussion of the matter the question of raising a fund of \$1500 to do the preliminary work was left to a committee consisting of D. Mox, C. Dethman and Chas. Hall.

Cost of Running Newspapers. Very few persons, comparatively, have any adequate idea of the immense cost of producing a modern daily newspaper, particularly in the large cities of the country.

The "composition" (printers' weekly payroll) for instance, on the Baltimore American is \$2000; on the Boston Globe, \$4200; on the Globe-Democrat, \$3000 on the New York

GREATER OREGON STATE FAIR

TO BE HELD AT SALEM SEPT. 16-21

Many Improvements Have Been Made In the Grounds and New Attractions Secured.

The Greater Oregon State Fair to be held in Salem September 16 to 21, inclusive, will be "one of the biggest things that ever happened to the northwest," to use one enthusiast's expression.

Perhaps the people in general, and especially those who have been regular yearly visitors at the fair, and who have noted the growth of this pioneer factor in the state's development, are most interested in the improvements and facilities for increased usefulness which have been added this year.

The clasp of the hammer has been heard for many months at the fair grounds. Under the magic sway of an army of workmen, old, dilapidated sheds and barren wastes have vanished and in their place new and brightly buildings have arisen, and green lawns and gardens have appeared as if by an enchanter's touch.

The row of sheds and stands, candy stores and lunch counters, which formerly faced the main pavilion, has been entirely destroyed. The dairy building which stood near the walk from the entrance gate, has been moved northeast, so that it now stands across the way from the pavilion. Between the dairy building and the pavilion an expanse of green lawns and flower beds, with beautiful statuettes and fountains, will greet visitors at the 1907 fair.

The refreshment stands and side-shops will have a place, but they will be restricted to a space lying east of the pavilion. Here they will be grouped around three sides of a hollow square, the open side to face the pavilion. In the center of this square free open air performances, ball games, scenic and band concerts will be given. It is also planned to throw stereoscopic views, moving pictures and colored lights on the white walls of the pavilion and other buildings at night. The removal of all obstructions to one district will be greatly appreciated by fair visitors. Even in this place restrictions will be made, and games of chance and traps to catch the un wary will be strictly prohibited.

But the greatest change is in the stock exhibits. The entire collection of old, open-faced barns has been removed, and in their place twelve new, modern and sanitary structures have been erected. These show barns were designed with the idea of providing the greatest possible comfort both to the exhibitor and the spectator. They were built around an oval, in the form of the hub of a wheel, with projecting spokes. The center space will be used for the judging of stock. Openings have been left through the middle of the barns to provide for a covered track to be built in the future. Sheds will be constant from one barn to another, thus forming a covered track of nearly a quarter of a mile in length for winter training purposes.

The new barns will all be painted red, with white trimmings. The lumber in the old barns was used in the construction of these buildings, and thus hundreds of dollars have been saved to the state. The barns are all set on concrete piers, and the lighting and ventilation is perfect.

Of the twelve new barns, five are for horses, three for cattle, two for sheep, one for hogs and one for goats. Altogether there is an area of almost two and one-half acres under roof. There are 328 stalls and 322 pens, making a total of 1040 apartments for the accommodation of livestock exhibitors.

In the horse barns there are a great many box stalls. Two out of the three cattle buildings are double stalls, having passage ways between the heads of the animals—a great improvement over former conditions, where the visitor was compelled to walk behind the animals, the point of view being far from advantageous and the danger of soiling the clothes imminent. In the swine department one pleasing feature is the judging arena in the center of the building. By a system of gates and runways every pen can be connected with this arena and all danger of escape is eliminated. Formerly it was necessary to take the animal out of the pen, and frequently the captive broke away and caused a lively chase around the grounds.

The old stand for the judging of stock which served its purpose well but which in the new order of things would be useless, has been built into the goat barn. The poultry building has been turned half way around, to face the main walk to the livestock department. It will also be enlarged and remodelled. Thus the dairy building, poultry building and livestock barns, which would naturally be visited together, are all in convenient and uniform positions.

These are only a few of the changes taking place at the fair grounds. Minor improvements are being made everywhere. To get complete ideas of what Oregon's great fair will be the reader must visit the grounds for himself. Why not attend the fair, September 16 to 21? It is an education in itself.

Have Begun Shipping Apples. Milton, Ore., July 29.—The Blalock Fruit company commenced shipping apples in carload lots from their branch packing house here last week, when two cars went forward, consigned to Grand Forks, N. D. The apple crop in this section is better than it has been for years, both as regards yield and quality. The prune crop is also unusually large.

Will Take a Vacation. Rev. and Mrs. Robert Warner will leave tonight for Hood River, where they will visit for a short time, after which they will go to Alderdale, Wash., where they will spend the summer. While there Rev. Warner will attend the annual conference of the M. E. church, which will be held at Spokane later in the year.—East Oregonian.

Summers coughs and colds yield a once to Bees Laxative Cough Syrup, contains honey and tar but no opiates. Children like it. Its laxative qualities recommend it to mothers. Hoarseness, coughs, croup yield quickly. Keep it on hand. Sold by Keir & Cass.

Impossible to Recover Columbia.

The steamer Columbia went down in from 400 to 500 fathoms of water, which precludes any possibility of her ever being raised.

Captain Jesson, of the Eider, is authority for the statement that the depth of water at the particular place where the catastrophe occurred is approximately 500 fathoms. He did not attempt to take soundings, since merchant vessels are not equipped to reach such depths, that work being left to the navy department.

There is no possibility of the Columbia being raised, because she rests in at least 400 fathoms of water," said the captain, who played such a prominent part in the rescue of the survivors, "and she has been heard of for the last time."

For Better Mail Service. For some time business men of The Dalles have been greatly inconvenienced by the lateness of the arrival of their business letters in Portland. In view of going down on No. 3, which leaves here at 4-35 a. m., they wait until No. 5, which is invariably late, and brings the mail into the metropolis, or rather it is delivered too late to be answered by the night mail, so that an answer to a letter put in the office this evening would not be received for two days in the most cases.

At a meeting of the Business Men's association last night the matter was brought up and the secretary instructed to take up the question with view to having it changed so that No. 3 carries the mail.—Chronicle.

Ray Moore Drowned at The Dalles. Ray Moore, son of C. W. Moore, register of the last election at The Dalles, was drowned in the Columbia last Friday. The young man was 15 years old, although small for his age, and had just learned to swim in the sloughs. While in bathing with another boy he ventured out too far, was caught in an eddy and went under. His companion gave the alarm and it was some time before the body was recovered. The funeral was held Sunday at The Dalles.

The Limit of Life. The most eminent medical scientists are unanimous in the opinion that the generally accepted limitation of human life is many years below the attainment possible with the advanced knowledge of which the race is now possessed. The critical period, that determines its duration, seems to be between 50 and 60; the proper care of the body during this decade cannot be too strongly urged; carelessness then being fatal to longevity. Nature's best helper after 50 is Electric Bitters, the scientific tonic medicine that revitalizes every organ of the body. Guaranteed by Chas. N. Clarke, druggist. 50c.

Summers coughs and colds yield a once to Bees Laxative Cough Syrup, contains honey and tar but no opiates. Children like it. Its laxative qualities recommend it to mothers. Hoarseness, coughs, croup yield quickly. Keep it on hand. Sold by Keir & Cass.