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### NORTH BANK ROAD ENTERS PORTLAND

"Jim" Hill is ready now to step across the Columbia and the Willamette rivers and come in dry shod to Portland with his trains of human and commercial freight, says the Journal. Not long ago he finished one of the stopping stones and bridged the Columbia river up by Vancouver. Saturday morning he swung into place the longest steel draw in the world and connected Portland across the Willamette, the terminal city of the northwest, with the vast resources of the Columbia river basin and Inland Empire countries and on beyond with the markets of the east.

August will not be half gone, the engineers of the great railroad builder say, when the first train will be brought into Portland from the North Bank rails over the new bridges to begin the flood of freight and population destined to flow down the banks of the great river to crown the Rose City with numbers and plenty. At that same time one of the institutions of Oregon will be relegated to the well remembered but useless things of the past. When the first train over the Columbia and Willamette river bridges comes into Portland the bell of its engine will toll the knell for the old Goble ferry so far as train transportation is concerned, and the old boat will take its rest. New times and new conditions demand that the produce and the people be not delayed in transit, and the picturesque cross-river ride will be a thing of the past.

The Willamette river bridge at St Johns is the best structure of any corporation or town west of the Mississippi river. It is the result of Portland labor, as the local Union of Structural Ironworkers put its many and intricate parts of steel into place. The work on the track across the bridge will be commenced soon and within a very short time the twin steel hands will be laid and spiked to connect Portland and her neighbors actively in the new life of development held out by the hand of the future.

#### Sensational but Lacks Facts.

News that a gang of 30 Hindus, reported to be armed to the teeth and blood thirsty, says the Portland Telegram, had turned the water out of the ditch that supplies a large number of Hood River farms, caused consternation among the fruit growers of that district and sent the corporation known as the Hood River Irrigation District into the courts for an injunction against Geo. W. McCoy for whom the Hindus are working. The officials of Hood River county sent the injunction to Portland this morning for service here on McCoy.

McCoy owns a tract of 100 acres of land about nine miles above Hood River. Two branches of Pine creek flow across the land. When the irrigation ditch was dug, it was diverted from a branch of Hood River above McCoy's place, and dug across his land, damming up both branches of Pine creek and turning the waters of those streams into the irrigation ditch, McCoy's attorneys say no right of way was ever secured for the ditch, and no effort ever made to get McCoy's consent either to the digging of the ditch across his land, or turning aside the streams on his property. Repeated attempts to effect a settlement for the value of the right of way and water are said to have been made by McCoy without result.

Recently, however, McCoy decided to clear some of the land on the upper side of the tract. With that object in view he employed a gang of Hindus who had served in the English army, and put them at work clearing the land near Pine creek. The Hindus tore out the embankments in both branches of Pine creek for the ostensible purpose of having a plentiful supply of drinking water. Tearing out the embankments threw the whole current of the irrigation ditch down the bed of Pine creek, and Hood River literally "went dry." Suit to condemn the right of way of the ditch across McCoy's land was immediately begun and a preliminary injunction was secured forbidding the interference with the flow of the irrigation ditch. Attorney H. H. Ridgell, who represents McCoy, this morning telegraphed to the foreman of the Hindu gang to allow the water of Hood River to flow on its natural channel as it did before the ditch was constructed.

#### Oregon's Pioneer Fruit Trees.

The first apple tree of Oregon was produced from a seed planted at Oregon City in 1842 by Rev. Gustavus Hines, one of the old missionary fathers. That tree remains still, at the rear of the Methodist church, at that place, and continues to bear fruit. The first orchard was planted from nursery stock brought across the plains from Missouri in an ox wagon in 1843 by Mr. Luellen. Part of that old orchard still remains, near Milwaukie, eight miles above Portland. The first apple tree within present limits of Wasco county grew from a seed planted by a private soldier at The Dalles garrison in 1850. The first orchard of this county was planted by C. W. Denton, on Mill creek, above The Dalles a few miles, and in 1853. He can still show some of that original planting, especially a grape vine.

The oldest orchard planted in Hood River was in 1853 and by Nathaniel Cox. An orchard was planted two miles west of The Dalles in 1854 by a Mr. Shaug, now owned by George Snipes. The first farm on Fifteen Mile was owned by a Mr. Aleum in 1850. It was soon afterwards owned by Lew Henderson.

The next settlement was made by Messrs. Woodward and Reynolds, just above the present town of Dufur. Mr. Crooks bought the ranch and in 1856 planted the first orchard on Fifteen Mile creek. It seems that the town-site of Dufur was taken up by a Mr. Marsh, but sold to a Mr. Herbert in 1856 or 1857, and soon after there was an orchard planted here.

After the Indian war of 1855 and '56 many ranches were taken on this stream and orchards soon followed. The pioneers were the Bottins, Menefees, Rices, Logans and Walkers, Fulton and Donnell on Ten Mile, Butlers and Shamrocks at Tygh.

The first peach I ever saw in Oregon—and had the exquisite pleasure of a taste—was in 1858, raised from a seed planted by my father crossing the great plains in 1833. This was planted near the present city of Corvallis, Benton county.—G. W. Kennedy, in Dufur Dispatch.

### TO FORM AUTO CLUB OBJECT GOOD ROADS

A meeting was held this week by a number of Hood River automobile owners for the purpose of organizing an automobile club. Among those present were: Chaufour Baldwin, L. Butler, Dr. Shaw, C. F. Gilbert, H. Pough and Harry DeWitt. The main object of the club will be to promote the improvement of roads in the valley.

It is claimed by the automobilists and also by many others that the roads in many places are in bad shape and that they could be put in good condition by the expenditure of a comparatively small amount of money. In a number of places they are out up and full of chuck holes that cannot be seen on account of the dust, and are not only uncomfortable to ride over but are also to some extent dangerous. In other places it is said that large quantities of loose stones cover the highway, causing a good deal of strain on vehicles that are compelled to pass over them and also making a very unsightly appearance. Mr. Baldwin states that he is carrying from five to 15 passengers daily to and from the inn and that while the visitors are highly delighted with the scenery of the valley the bad roads which they are compelled to ride over are the subject of much unfavorable comment among them. This year he states that he has been unable to use the east side road owing to its bad condition near the top of the east side grade and says that a little work there would put it in good condition. He says his passengers are very much disappointed at not being able to take the ride through the east side apple orchards and believes it is to the interest of residents there to see that it is repaired.

A committee of three was appointed to notify others who own autos to be present at a subsequent meeting, when it is expected to perfect a permanent organization. A committee was also appointed to place before the county commissioners the matter of road improvement and to ascertain how much money can be expended for this purpose. The matter was also discussed of getting auto owners to contribute a fund to be used in repairing some of the worst spots in the roads immediately.

DeWitt's Witch Hazel salve is especially good for piles. Recommended and sold by Keir and Cas.

#### New Abstract Company.

A. D. Hughes and E. F. Wentz, of Baker City, who secured the contract to transcribe the records for Hood River county, will open an abstract office here. The name of the firm will be Hughes & Wentz, and they expect to commence work this week. It is stated by Mr. Wentz that the work must be completed in ten months according to the contract and that it will keep them pretty busy to finish it in that time. As yet the new firm has not secured offices, but expect to do so in the near future.

Schram Fruit Jar, easy to seal, easy to open, for sale at McDonald's.

#### No Hay at Antelope.

But very little grain will be threshed in this section of Oregon this year, nearly all the grain being cut for hay. Nor will there be an abundance of hay for winter feeding, as most of the fields will yield only from a third to half a crop.—Antelope Herald.

### HENDERSON WRITES OF PHILIPPINES

Below we publish an interesting letter from Louis F. Henderson, who went to the Philippine islands about a year ago to take a government position. Mr. Henderson writes of the prospects of the timber business in the islands, of which he has evidently made quite an exhaustive study. It is as follows: Cotabato, Moro Province, P. I., May 30, 1908.

Upon leaving the states last July some of my friends asked me to keep an eye open for business projects during my wanderings through the islands and if anything presented itself, i. e. anything worthy of consideration, to write them in regard to the matter. In view of their interests therein expressed, and in view of the fact that during my stay in the islands I have been in what is termed the best, yet the most undeveloped section of the Philippines; and also in view of the fact that on account of this undeveloped state the project I have to offer is more worthy of consideration, I have as a result of nine months of careful observation, come to the following conclusion: That the timber business is the best investment there is in the islands at present.

Being, as I am, employed in the bureau of lands I have a good chance to study the land conditions, advantages and disadvantages of the government privileges, etc. It is a fact that is not well known, on account of the newness of the country, that some of the finest timber on the islands is to be found in Mindanao. I have seen it and I have talked with people who have seen it and worked in it, and I know that the finest timber that grows anywhere in the world, such as aca, betis, camagou, ebony, ipil, lanete, mancone, molave, narra, tindalo yacel and many others stand in forests similar to those of Oregon and Washington. I also know that the timber laws are such that there are many inducements to the extensive outlay of capital. The gist of the timber law, i. e., the one that would affect the sawmill business, is as follows: A lease for any extended area including thousands of acres, can be secured from the government, to run for a number of years mutually agreeable to both parties. The government demands as a consideration a small price per cubic foot, varying according to the class of timber and the proximity of its location to Manila, and that so much timber shall be cut by a certain date this last to insure good faith on the part of the lessee. Then of course there are minor considerations regarding strict compliance with the law, etc., similar to those conditions in our laws at home regarding public lands. The one great factor in favor of the timber act is that no outlay of capital is required for the purchase of timber. The government only requires that it shall be paid for as cut and according to government measurements. Now I say the timber is here for the mere taking. At present my party is located at Cotabato where we have been for over a month. This district is the most prosperous and has the greatest possibilities of any in Mindanao. The Moros are friendly and industrious. Beginning at the coast seven miles below the town a valley similar to the Willamette reaches back into the interior of the island for a hundred miles. Through this valley runs the Cotabato river, which is as wide at this point as the Willamette is at Portland. This river is navigable for almost 100 miles for fair-sized steam vessels. The

valley is very rich for agricultural products. Rice and coconuts are the principal crops, and reaching back miles and miles on both sides are virgin forests of these and many other hard woods above named. But it is not on the slopes of the hills back from the valley that the finest and thickest timber stands. But all along the coast line beautiful timber grows that is easily accessible for both cutting and shipping purposes.

These timbers when placed in the Manila market are worth, according to class, from \$30 to \$300 per M. net to the producer. They make the most beautiful wood for furniture for pianos and other costly and durable luxuries, while their demand for durable building purposes is not only steady but increasing at such a rate that shippers cannot begin to fill orders. Then think of the enormous profit if a market were properly worked up in the states.

There are certain men in the country—few down here—who have gone into the sawmill business and without an exception, providing he or they have been in for three or four years, are now worth small fortunes. I am acquainted with two Americans who went in a few years ago, four, I believe, and it is a fact that the mill paid for itself in less than seven months. These men today are independent.

There is a Mr. Carlson here messing with me, a thorough engineer and mechanic, a man who has been all his life a marine and stationary engineer. He has just set up a mill for some Chinese in Cotabato and I had the pleasure of witnessing the first log sawed. The mill is a success; everything went without a hitch and in consequence thereof these Chinese will be wealthy in a few years, if the thing is run right. He is well acquainted with conditions in the islands, the coast line, the best districts for timber, markets for same, prices of machinery, etc., and is competent to judge in all such matters. Besides all this he is a man of high morals and of strong character. We have been talking the matter over together and if we had the capital would go into it immediately. You know that I have lived in a timber country all my life, have worked in mills and have always had an interest in the sawmill business. In view of this interest, and further, in view of the confidence I have in the proposition and in the ability of this Mr. Carlson, I would go in to win.

There is one of the finest locations in the islands, just 20 miles south of here, in a little harbor. Here right up to the shore there is water enough to float the largest vessel in the world and its location is right in the course of island steamers making their runs between various ports. At this point these beautiful hard woods border the coast and extend back in unbroken virgin forests for miles into the interior. The land slopes to the sea, which factor is a natural advantage in getting the timber out.

This Mr. Carlson and I are hard working men without capital, but we are both very willing to get in and do what we can in the business, both for anyone who would try the proposition and for ourselves. He leaves in a few days to teach in the industrial school in Zamboanga and as I still have a year in the employ of the government it seems like a good time to start the ball rolling, so that at least by the end of the year mentioned the thing would be all to the good. In fact if you showed interest immediately we could both devote time and energy to correspond thereto, by being released from our contracts.

Now, we have figured all this out carefully and have come to the conclusion, a conclusion based on the experience of other mill people in the islands, that for a mill that would cut from 35,000 to 40,000 feet per day the original outlay would be practically \$10,000. Of course if there were \$12,000 or \$20,000 available a mill could be put up with relatively greater cutting capacity. The cost of the mill spoke of above was \$8000 and that was all paid for in less than seven months. There was no edger in this mill either.

Now as regards the market and facilities for marketing the timber. There are at present two large railroad concerns in operation in the islands and many more in China and the surrounding countries. These roads continually have trouble in getting timber and ties. The ties are worth from 50 to 75 cents gold each. The average output of the mill proposed would be 1000 ties per day. Now counting 40 cents profit—this after



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