

TOWN OF ORTLEY SHOWS ADVANCEMENT

Have you ever been to Mosier over the road that winds through the break in the hills or ridge that rises steep and forbidding and extends from the foot of Mount Hood down to the very brink of the Columbia? Have you ever stopped your panting automobile after you had passed into the narrow gorge and climbed along the ravine, in order to scan more closely the sides of the cliffs, where blossom myriad of wild flowers. The passing breeze wafts the perfume of the mock orange, to your nostrils and you are enchanted with the exquisite beauties of nature. A glance backward—you catch in the moment the panoramic view of the Hood River Valley and you stand and turn and look in silence at the homes of the orchardists and the dark green verdure of the apple trees, millions of them, and the purple haze overarching the background of hills to the west.

The car climbs on the summit and you behold in front of you the hills of Mosier. It is for but an instance, however, that you look at them; for the car begins the steep ascent. You forget the poor condition of the road—and it must be remarked that it isn't a mean state now. An almost inconceivable amount of excellent material has been made ready by nature and in a short time the roads will be of the best. The highway leads on into Wasco county, through stretches made cool by overhanging maples and wild vines and on into the town of Mosier.

Off on an airline six miles to the east of Mosier along the high banks of the Columbia is the new townsite of Ortley, located very nearly in the center of the big 2400 acre tract that the Hood River Orchard Land Company is clearing and plotting in ten acre tracts, which they are selling, state Devlin & Firebaugh, the selling agents, as rapidly as they are able to develop the land, to individual parties. The big real estate company contracts with its purchasers to put the land in condition and care for the orchard built for a period of five years. A tract of 325 acres adjoining the townsite and the rolling fields presents a beautiful picture.

The townsite, which has been plotted, will be connected with all parts of the large tract by boulevards. The company has drawn up plans and specifications and work will soon begin on the construction of a large hotel, the estimated cost of which is \$15,000. Construction will also begin immediately on a large machine and blacksmith shop. The location, with its magnificent view, offers an ideal site for a hotel and a town.

Ortley, on an air line, is just a little over a mile from the O-W, R. & N. station, Rowena. The real estate company is constructing a wagon and automobile road to connect with the completed auto road from Mosier to The Dalles. The distance by this road between the townsite and the station is about two and one-half miles.

An engineer made a survey last week for a tramway to be built from the townsite and Rowena. By means of a cable and a small tram, transportation facilities for the orchardists of the community will be made easy and cheap. The new town already supports a general store to supply the needs of the constantly increasing number of purchasers who will locate immediately on their holdings.

The automobile road that leads from Mosier to Ortley penetrates into the interior of the country and then winds back toward the river and the tract. For a part of the way the road is in a kind of depression and the stranger loses sight for the time being of the surrounding scenery. However, the snow peaks begin to loom up as the ascent is begun on the run northward toward the Columbia and a great and pleasant surprise is had when an eminence on the Mosier View estate, the elevation of which is 1500 feet, is reached and one of the most gorgeous views along the scenic river is had. The view spreads out for miles and miles in all directions. To the southwest looms the wonderful peaks of Mount Hood. On the north across Klickitat county are the glaciers and white sides of Adams and far away to the northwest the top of the peaks of St. Helens and Rainier peep over the purple skyline. To the east the Columbia winds away out of sight in the purple haze like a ribbon. The buildings of The Dalles on its bank look like those of a toy city. Looking down the river one can see beyond White Salmon. Directly opposite are plainly discerned the newly made streets of Lyle. The wild expanse of the broken skyline of the southwest fills one with a wonder that's almost awe.

Lathrop-Orr.

On Monday afternoon, June the twenty-sixth, one of the most beautiful wedding ceremonies of the season was solemnized at the home of Mr. and Mrs. Robert Perry Orr, on Sherman Avenue, the event being the marriage of their daughter, Fay Knott, to Albert Erwin Lathrop.

The entire plan of the ceremony was ideal in its sweet, sacred simplicity. The very atmosphere seemed laden with the happiness of the young couple and the sincere good-wishes of their loving friends, and every one present imbued with the tenderly solemn spirit of the occasion.

From the porch, where a bower of red roses and vines surrounded the table where punch was served, through the reception hall with its festoons of mock orange and ocean spray, to the dining-room, made charming with a wealth of pink roses, the decoration scheme was most tastefully and artistically carried out. The living room was beautiful in its garb of green and white, and in one corner, under an archway of mock orange, the ceremony was held. An extremely pretty and effective feature was the aisle formed of white ribbon and rose buds, carried by the twelve girls of the J. U. G. club, of which the young bride is a favorite member.

Just preceding the ceremony two beautifully chosen songs were rendered: "Sweetheart," sung by Miss Edith Andrews, and "I Love You Truly," by Mrs. Charles H. Sletton, under whose instruction the bride has for several years studied vocal music. In the lull which followed the singing, the incomparably sweet strains of the Lohengrin wedding march, played by Miss Madge Otis, were heard, and the bridal party passed through the aisle prepared for them. The bride made a very sweet and charming picture in her veil of tulle and her gracefully becoming gown of white marquisette over satin, with its bands of net lace. She carried a wedding ring bouquet of bride roses and white sweet peas, and wore a beautiful diamond-set necklace, the gift of the groom. The bridesmaid, Miss Lillian Elder, who has been

WHITE SALMON HOMES ON THE BLUFF

Local people have been interested in the construction of the new home on the bluff of the Columbia directly opposite the city. The residence is being built by G. L. Aggers. The White Salmon Enterprise says that this is the second fine home to go up on the bluff. C. W. J. Reckers having just completed a modern home at considerable expense. No homes in the country command a more beautiful view than these—both reaches of the river, and jutting out far enough to even get the face of the bluff toward White Salmon—the North Bank trains rolling along directly below them, while straight across the wide Columbia is Hood River town and the orchard-covered valley backed by the mountain. Underwood mountain and orchard-covered flat is off to the right, while back of them they get a look into the White Salmon valley. Others who contemplate homes along this part of the bluff are Mr. McFall of Portland and James Pye of St. Paul.

A Fair Deal.

A Southern congressman tells a story of an old negro in Alabama who, in his bargaining, is always afraid that he may get "the worst of it." On one occasion, it appears, this aged darkey owned a calf that he had pastured all summer, and asked what he owed for the pasturing.

"I have a bill of \$10 against you," said the farmer who had undertaken the care of the animal, "but, you are willing, I'll take the calf and call it settled."

"No, sah," promptly exclaimed the negro, "I'll do nothing like dat. But," he added, after a pause, "I'll tell you what I will do—you keep the calf two weeks longer an you can have it."

Harper's Weekly.

Dethroned.

The great swift eagle in the sky, A monarch who can storm the def, His graceful movements, strength of wing, His daring dips, his long, smooth skim, No more from crag and peak so high Can he give forth his monarch cry; Excelled, he hangs his head in shame, For man has conquered his domain With the swift moving aeroplane, J. K. McGregor.

A FRAGRANT TRAIN.

Cut Flower Limited Express a Unique Feature in France.

Every night during the winter months a special train, popularly called the "Rapide des Fleurs"—the cut flower limited express—of ten cars, leaves Toulon for Paris over the line of the Paris, Lyons and Mediterranean railway, carrying cut flowers in baskets and cardboard boxes from all stations on the line from Nice to Toulon to the Paris markets. Certain cars are switched off to Frankfurt, Berlin and Munich; others continue to Brussels and others to Calais, where their perishable freight is rushed to the markets of London and Manchester.

Certain shipments reach St. Petersburg and Vienna, and the facilities thus offered the flower growers of southern France are unique in the transportation world. A special train crew sorts these tens of thousands of parcels en route, the eight or ten sorters handling the baskets as carefully as the mails are handled.

The cut flower industry of southern France began with the impetus first given by Alphonse Karr, the eccentric gardener, as he was known when he settled in St. Raphael in the latter part of the last century.

Today the violets of Hyeres, like the roses and carnations of Antibes and the narcissus and Roman hyacinths of Ollioules, La Pradet and Carqueiranne, are found in the shops of Paris scarcely eighteen hours after they were growing in the open air on the Mediterranean shores.

FEAR YAKIMA SOIL GETS TOO HOT

That carefully cultivated orchards of the Yakima valley may within a year or two be covered with tangled masses of alfalfa, clover or vetches because of a growing belief that at times the soil is so hot that the trees are in danger of being injured, is the report of a dispatch from North Yakima to the Spokesman-Review. An expert, report of whose tests has recently been made public, found at one time a soil temperature as high as 140 degrees.

E. J. Harrison, of Sunnyside, and Professor W. S. Thornber, of Washington State College, both argue that the clover crop has a value in protecting the earth from intense heat. Professor Thornber, at a recent farmers' institute in Sunnyside, said: "I would rather have weeds cover the ground on an orchard than to have it bare."

Frank Walden, editor of Horticultural Development of the Ranch, says that a section of his orchard where alfalfa has been grown is more productive than the part that is clean cultivated.

See the new up-to-date ownership map of Hood River Valley, for sale by Hood River Abstract Co.

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Edith Carter Kunev.

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Mt. Hood Railroad

TIME TABLE No. 10.

Effective April 17, 1911

So. Bound	STATIONS	No. Bound
A. M.		P. M.
8:00	Hood River	3:10
8:05	Powderdale	3:05
8:15	Switchback	2:55
8:35	VanHorn	2:30
8:40	Mohrs	2:25
8:55	Ocell	2:15
9:10	Summit	2:05
9:20	Bloucher	2:00
9:40	Winans	1:50
9:45	Arrive Dee	Leave 1:45
10:15	Leave Dee	Arrive 1:25
11:25	Troutcreek	1:20
10:40	Woodworth	1:05
10:50	Arrive Parkdale	Leave 1:00

Sunday's north bound train will run two hours late, above schedule, leaving Parkdale 3:00 p. m.

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