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Coming to Portland and The Dalles Dr. Mellenthin

SPECIALIST
in Internal Medicine for the past twelve years

DOES NOT OPERATE

Will be in Portland on Wednesday, Thursday and Friday, April 15, 16 and 17, at the Benson Hotel, and in The Dalles on Saturday, April 18, at The Dalles Hotel.
Office Hours: 10 a. m. to 4 p. m.

THREE DAYS ONLY IN PORTLAND AND ONE DAY AT THE DALLES

No Charge for Consultation

Dr. Mellenthin is a regular graduate in medicine and surgery and is licensed by the state of Oregon. He does not operate for chronic appendicitis, gall stones, ulcers of stomach, tonsils or adenoids.

He has to his credit wonderful results in diseases of the stomach, liver, bowels, blood, skin, nerves, heart, kidney, bladder, bed wetting, catarrh, weak lungs, rheumatism, sciatica, leg ulcers and rectal ailments.

Below are the names of a few of his many satisfied patients in Oregon: Hedrick Wilson, Gold Beach, Ore., stomach trouble.

Frank Koehler, The Dalles, Ore., stomach trouble.

Mrs. E. C. Hammond, Myrtle Point, Ore., gotto.

Mrs. John McCue, Lakeside, Ore., appendicitis.

Henry Westfall, Ontario, Ore., ulcer of stomach.

Mrs. E. C. Bates, Baker, Ore., eczema.

O. M. Richey, Boring, Ore., heart trouble.

Louis S. Strelber, 326 E. Buchanan, Portland, Ore., adenoids and tonsils.

Remember above date, that consultation on this trip will be free and that his treatment is different.

Married women must be accompanied by their husbands.

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HOOD RIVER FOLK GREETED IN SOUTH

(By A. D. Moe)
Los Angeles, March 18.

We have been spending a few days visiting relatives and friends and experiencing very fine weather. It has been typical sunny California weather, not even very cold nights, and while not nearly as perfect as Honolulu, yet very pleasant.

Mr. and Mrs. A. M. Kelsey are living here at present, the former under treatment with a physician following an operation nearly a year ago, and recovering very slowly. His daughter, Mrs. J. G. Hall, and husband are also residents of the city. Mr. Hall is manager of a branch of the Helman Bank.

R. W. Pratt is doing a large and increasing insurance business and his office is one of the headquarters for Hood River visitors. It is always a pleasure to meet "Bob" Pratt and talk over old times.

A. C. Lender, for several years with the Hood River News, is manager of the large printing plant of Barker Bros. I found him looking well and well pleased with his position and with Los Angeles.

We spent a very pleasant evening in Hollywood with Mr. and Mrs. W. P. Harmon, old friends of our youth. Visited Long Beach one day, but the only man from home I saw was J. R. Nunemaker, as we had but a few hours there and no time to look up others. As it was I had to pull Jim away from a pinhole game for a few minutes.

A visit with Mr. Hooker and his secretary, Miss Seabrook, at the wholesale terminal, was a pleasure and as usual Mr. Hooker had a fund of information on the apple situation.

"Los Angeles has just about half the amount of apples in storage now as compared with a year ago," said Mr. Hooker. "The market has been good all the season, except for a time last fall, and prices have been on the up grade. Have been unable to get all the Spitzburgs I could sell and prices have ranged from \$1.75 to \$2.50 for extra fancy, f. o. b. Hood River."

This is a red apple market, the trade having a decided preference for red apples. It is a reasonable market, however, and our Spitzburg season is at its best from December to February.

I predict the Hood River Spitzburg will soon top the list as the favorite, even in price, over the Delicious, as the former is decreasing in volume of production and the latter is on the increase. Even this year there was a falling off in price of the Delicious at retail, although brokers paid high prices early and did not make any money. If continued heavy plantings of Delicious materially increase the supply they will sell at a level with other common grades.

"Yucalpa had almost a total failure last year, due to the dry season, and other districts in this section were short and the fruit small."

"It has been a very difficult matter to establish the Hood River Newtown on this market. Of course, Watsonville is our strongest competitor, although they put up a very poor pack and send a good many inferior apples to this market. But we have had a great deal of trouble with scold on the Hood River Newtown, especially late in the season. For that reason many of the buyers refuse to take them. Something should be done at Hood River to remedy this trouble. Either they are not kept in proper storage at home before shipping, or they are left out in the orchards exposed to the sun before packing."

"In regard to the future for pears, I do not fear overproduction for some time to come, especially the d'Anjou and Bosc for winter varieties."

"The constant advertising of apples should be continued, and the value of the radio should not be overlooked. It is becoming increasingly popular, and is being used with great success in the city by many lines of business. Even the department stores are using it by putting on concerts and frequently broadcasting the name of the store throughout the program. I also believe that large exhibitions or displays of apples in the large cities, showing not only the strictly show apples, but all the commercial grades, is a big boost in increasing sales and consumption of apples. I think the apple shows should be put on at the consuming centers rather than where they are grown, to get returns."

Business is rather quiet in Los Angeles this year. Perhaps influenced by the quarantines of last year against the foot and mouth disease and the plague in the Mexican quarter, many tourists have spent the winter elsewhere and there are many apartments and rooming houses with vacancies. Also, the building of new apartments has been overdone. Los Angeles continues to grow, however, and has by no means come to a stand still.

Yuba City, Cal., March 23.
We spent several days in Pomona the guests of Mr. and Mrs. F. H. Millard and thoroughly enjoyed our stay in that pleasant home city of California. Friday we took a drive to Yucalpa by way of San Bernardino and Redlands, stopping in an eucalyptus grove beside a rushing mountain stream for lunch. The weather was warm and it was indeed a real summer outing. Coming into the apple district off the Bear Valley road we continued to Oak Glen, where the first orchards were planted in that section up to an elevation of 5,000 feet. That was the only section that had a good crop last year. Even now, at that elevation, peaches and cherries are starting to bloom, and the apples are showing the tips of the first leaves. The Yucalpa orchards are looking well and many improvements are noted since we visited there last. New buildings and homes have been put up, and the orchards generally are in good condition.

While in Pomona we drove generally through the 60 miles of citrus groves mostly oranges with a few lemons and grapefruit. The severe cold weather this winter compelled smudging two nights in December and eight in January. A number of orchardists did not use the smudge pots and in limited areas lost heavily, both in fruit and trees, but on the whole the groves look well and very little damage to trees is apparent. The navelas are about all picked, but the valencias are still on the trees and the fruit looking fine. There was considerable small fruit this year and prices are high for large sizes. The roadside stands which peddle the culls are asking higher prices than usual.

The district around Pomona is a beautiful country. Good sized cities are scattered every few miles, most

of them home towns; the residents contented with the country, mostly owning their homes and taking pride in making their surroundings attractive. Most of the roads are paved in all directions, and it is always a pleasure to drive through the country. Just now the orange trees are beginning to bloom heavily, filling the air with fragrance.

We left for Oregon with regret at leaving our hosts and their pleasant home, passing through Pasadena and heading for the Ridge route. A fog was hovering over the country, with a hint of rain; but by the time we reached the Tehachapi mountains it had disappeared and the sun shone brightly from the Ridge route. We crossed the ridge with its 40 miles of curves and grades and dropped down to the edge of the Mojave desert, 32 miles from Bakersfield. From here the road runs north to the city in a straight line, except for a slight bend, and is but an hour's run.

North of Bakersfield there is considerable waste land, owing to a scarcity of water. Just out of the city are several acres of storage tanks from the oil fields, where a forest of derricks can be seen from the road. Twenty-five to 50 miles north considerable cotton is being raised, the good prices of the last few years causing a large increase in planting this year. We saw several trucks loaded with cotton bales going to San Pedro for the ships.

Around Fresno is the heart of the raisin grape culture and the vineyards are showing the new green leaves. In this neighborhood is also a young fig orchard of 12,000 acres. From Stockton to Sacramento the low lands are devoted more to dairying, with sections devoted to peaches, cherries and apricots, while a large section around Turlock grows melons. The northern part of the state looks green and the fields of grain and hay show the effects of good rains, while farther south it is still very dry.

Hastfield, the rain maker, is busy now trying to induce Jupiter to move south, but the only results so far are a few rumbles of thunder and a few flashes of lightning Monday night.

We passed through Sacramento Tuesday afternoon and noticed considerable building in that city. We were informed that the city is making quite a growth. Starting north over the east side highway we took the Garden Highway, which has been paved to Yuba City, and as it was a new route to us we enjoyed it. It passes on the top of the dike built along the Feather river to keep the flood waters from the rich garden lands which extend for 50 miles from Sacramento to Yuba City.

A good many young orchards of peaches, pears, cherries and apricots have been set out along the highway, but the farms are devoted mostly to dairying and look very prosperous. There is but one small town, consisting of a garage, store, lunch room and postoffice, on the route of 51 miles. This road is four miles shorter than the old east side highway, and we met very little traffic, so made good time while enjoying the new road.

While enjoying the new road, getting quite a little shade from the trees along the river. This was appreciated as the sun beat down with a real summer heat.

This country is also putting in over 400 acres of cotton.

Our first stop the next morning was at Chico, where we called at the home of Mr. and Mrs. Leo Doyle to see the young daughter, whose grandmother Mrs. E. H. H. of Hood River. We found the family all well and the baby a very pretty and healthy youngster.

The country is in the bloom of the springtime and the road from Chico to Red Bluff runs through some of the best farming and fruit land in northern California. The rice acreage is considerable along the Sacramento river and a few fields can be seen from the highway. Mrs. Doyle is an extensive rice farmer and this year has added a band of sheep to his holdings.

At Redding we were informed that a 10-mile section of the highway between that city and Dunsmuir was under construction and was closed from 6:30 p. m. till 10:30 a. m., the men working two shifts at night and allowing eight hours in the daytime for traffic to go through. There is no detour this year around the road under construction, and when we went through there were but a few rough places where we had to go carefully around a steam shovel.

Last year 10 miles on the old highway were rebuilt and it is now a 24-foot road of wide curves and easy grades. Also about 10 miles of new paving were laid north of Redding. We measured the dirt road still unpaved in northern California and made it 101 miles. There are about 35 miles of road south of Dunsmuir, including the 10 miles now under construction, to be rebuilt, and engineers were making surveys and were named through. Whether it will all be done this year we were unable to learn. Many of the hairpin turns are being eliminated and the road widened to 24 feet, so that when done it will be a very fine road. The paved road is very crooked, narrow and has to be traveled with care at a slow speed to be safe.

By the time we reached Dunsmuir the snow on all the higher peaks, together with the heavy fog and a cold wind blowing from the north brought a touch of winter with it to remind us that we were leaving the land of summer to see anew the budding of the springtime in Oregon. A stiff frost followed us nearly to Halem. When we left Ashland we noticed a heavy black cloud hanging over the Rogue river valley and when we got to Medford found that smudging had been going on for three nights, until the air was filled with smoke and soot was collecting on everything. We called on Wm. Budge, who has a 100-acre place, 60 acres being in pears. Mr. Budge is an old Grand Fork acquaintance of the writer. We also had the pleasure of meeting Mr. Budge and his wife in Honolulu, they being there on a visit to their son who is connected with Castle & Cook, large sugar and steamship operators. They returned on the same boat with us. Mr. Budge drove us out through the country and we found the pears in full bloom, with evidence of a good crop. Many of the orchardists are pulling out their apple trees and there are but a few left. Mr. Budge has just pulled 40 acres of Newtowns. He said he was tired of raising apples at a loss, while pears were a profitable crop.

We found pears, cherries, peaches, apricots and peaches in bloom in the Umpqua valley also, but no smudging. In fact, the frost did not seem as heavy in that valley. There was more or less bloom, also, in the Willamette valley, and as we got farther north a cloudy sky and later

a rain eliminated frost damage. At Oakland we stopped a few minutes to see J. A. McDonald, who was recently promoted from the 20th Century store here to manager of the branch store at Oakland. After stopping in Salem over Sunday to visit our daughter and her family we arrived home Monday morning after one of the most enjoyable winter outings we have ever had.

Notice to Creditors

Notice is hereby given that the undersigned has been appointed executor of the estate of M. E. Welch, deceased, by the County Court of the State of Oregon for Hood River County, and has qualified. All persons having claims against said estate are hereby notified to present the same, duly verified as by law required, to the undersigned, at the office of J. H. Haslett, Pythian Building, in the City of Hood River, in the said Hood River County, Oregon, within six months from the date hereof.

Dated and first published April 2, 1925.
A. K. Stranahan,
Executor.

Notice to Contractors

Market Road Highway Construction, Hood River, Oregon.

Sealed bids will be received by the County Court of Hood River County, Oregon, at the office of the County Clerk in the City of Hood River, Hood River County, Oregon, at 1:30 p. m. on the 11th day of April, 1925, for the construction of a section of market road, beginning at Winans and running northerly for about 17,000 feet.

The work involves approximately 17,700 cubic yards of grading. No bid will be considered unless accompanied by cash, bidder's bond or certified check for an amount equal to at least five per cent of the total amount of the bid.

A corporate surety bond will be required for the faithful performance of the contract in a sum equal to one half of the total amount of the bid.

Plans, specification, form of contract, proposal blanks (same as used by state) and full information for bidders may be obtained at the office of the County Engineer, Hood River, Oregon, upon the deposit of \$5.

The right is reserved to reject any and all proposals or to accept the proposal or proposals deemed best for the County.

By order of the County Court,
Kent Shoemaker,
County Clerk.

Notice to Contractors

Market Road Highway Construction, Hood River, Oregon.

Sealed bids will be received by the County Court of Hood River County, Oregon, at the office of the County Clerk in the City of Hood River, Hood River County, Oregon, at 1:30 p. m. on the 11th day of April, 1925, for the grading of a section of the Odell Market road, commencing at the south end of pavement and running easterly for 4000 feet.

The work involves approximately 1600 cubic yards of road grading. No bid will be considered unless accompanied by cash, bidder's bond or certified check for an amount equal to at least five per cent of the total amount of the bid.

A corporate surety bond will be required for the faithful performance of the contract in a sum equal to one half of the total amount of the bid.

Plans, specification, form of contract, proposal blanks (same as used by state) and full information for bidders may be obtained at the office of the County Engineer, Hood River, Oregon, upon the deposit of \$5.

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By order of the County Court,
Kent Shoemaker,
County Clerk.

SHAW JUBILEE COLORED SINGERS

Presented by
HOOD RIVER W. C. T. U.

at

Hood River High School Auditorium

Friday, April 17

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Student Tickets, 25 Cents.

Adults, General Admission, 50 Cents.

Reserved Seats, 75 Cents each.

Get your reservations at Kresse's.

MRS. JESSIE COLE GRAY
Contralto

The personnel of this internationally known company of singers is as follows: Miss Frieda Shaw, dramatic soprano; Mrs. Jesse Cole Gray, contralto; J. McArthur, basso; Hugh A. Bell, tenor; and Miss Jesse Edwards, pianist. Miss Edwards is a graduate of the Northwestern Conservatory of Music at Chicago.

These singers have been presented by such nationally known bookers as the White Lyceum of Boston, the Antrim Lyceum course of Philadelphia. They have appeared in the West Indies, South America and before the royal household in England.

Their repertoire will include negro spirituals, classical selections and popular melodies.

It will be one of the greatest musical treats ever offered Hood River.

Announcement to Growers



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We cordially invite correspondence or personal visits from Growers to ascertain our policy for next season, before signing their tonnage elsewhere.

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