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MT. HOOD MOTOR COMPANY
HOOD RIVER, OREGON

QUALITY AT LOW COST

C 23

APPLES HAVE BEEN EATEN LONG PERIOD

The apple eating habit which began in the Garden of Eden with disastrous results to humanity is now one of its greatest boons. The apple which brought suffering into the world is now one of its greatest alleviators and aids to health. The old saw, "An apple a day keeps the dctor away" has much more truth than poetry in it.

People of the United States heard a great deal about apples the first week in November, national apple week, now a settled function, approved by the powers that be and supported by civic and commercial organizations the country over. The National Apple Week association is a corporation which has for its sole mission the promotion of apple week in particular and apple eating in general. It wants to make apple eating as common a habit as cigarette smoking, believing that no more sane and healthful habit can be developed.

The apple is a pill containing all that is necessary in the way of chemicals to make life vigorous. It is better to take an apple after or before each meal than a pill. It will do much more good. And apple eating is only one phase of an "Eat More Fruit Campaign" which is being carried on for the good of the human body as well as for the encouragement of growing and marketing superior quality and greater quantity of fruit.

Here is the prescription for the pill you take when you eat an apple: "Lime to nourish and feed the bones; phosphorus, the greatest of all nerve tonics; iron, magnesia and sulphur to purify the blood, stimulate the bowels, clean the skin and improve the complexion." What more could you ask of the greatest doctor in the world if you wanted him to build you up?

The apple is the poor man's home doctor. Call him often.

Besides these substances, all essential for the welfare and health of the human body, apples contain other vitalizing salts and medicinal properties which are necessary for good health. According to the United States Department of Agriculture, apples, because of their carbohydrates contain more nourishment and energy than any other fruit.

RADIO NEWS

Important changes in the entire schedule of evening broadcasts from KGO during Internationad Radio Week, from January 24 to 30, inclusive, are announced by General Electric officials.

During the week KGO will remain silent between 8 and 9 p. m., excepting Friday and Saturday evenings. Friday evening, January 29, between 8.45 and 9 p. m., and Saturday night, January 30, between 8.30 and 8.45 p. m., special programs will be broadcast for distant listeners in compliance with the arrangements of the International Radio Week committee.

A nightly schedule of broadcasting from KGO during International Radio week is given in brief as follows: Sunday night, silent; Monday night, silent between 8 and 9 o'clock, educational program after 9 p. m.; Tuesday night, silent between 8 and 9 p. m., musical program between 9 and 10 p. m., auction bridge, 10 to 10.30, dance music 10.30 to 11.30 p. m.; Wednesday night, silent; Thursday night, silent between 8 and 9 p. m., drama from 9 to 11 o'clock, dance music from 11 to 12 o'clock; Friday night, silent between 8 and 8.45 p. m., special 15-minute program for distant listeners from 8.45 to 9 o'clock. Saturday night, silent between 8 and 8.30 p. m., 15-minute program for distant listeners between 8.30 and 8.45 o'clock, silent between 8.45 and 9 o'clock, program by KGO Little Symphony orchestra until 10, then dance music until midnight.

No changes in KGO's schedule of daylight broadcasting will take place during International Radio week it was stated in the announcement.

Radio listeners on the Pacific coast will be offered, over KGW, a series of concerts by the Chevrolet Little Symphony orchestra Sunday evenings. The Chevrolet Motor company of California has arranged with the KGW station manager one of the most elaborate weekly studio programs ever attempted over a Pacific northwest station. During the winter months there is great need for Sunday night radio entertainment during the hour following church services.

The Little Symphony orchestra was organized by W. J. Richmond, zone manager for the Chevrolet Motor company, in Portland. Eight of the 11 artists selected are members of the Portland Symphony orchestra. The automobile company's musicians will be managed by C. Ashley Cook, personnel manager and first trumpet of the Portland Symphony orchestra.

Eastern Motor Party Coming

Eastern motorists have turned their attention westward in outlining their touring programs, according to announcements reaching the Oregon State Motor association from the A. A. A. at Washington, D. C. Arrangements have been completed for the organizing of a caravan of from 75 to 100 automobiles which will leave Battle Creek, Mich., August 3, 1926, and will proceed westward under te guidance of J. H. Brown, of the Michigan Automobile Tours. It is estimated that each car will carry four persons and that other motorists will join the caravan as it proceeds westward.

Naturally in such a public spirited enterprise which will mean much to all cities and districts along the pathway of such a caravan, the A. A. A. with its affiliated branches along the way will cooperate in doing everything possible to make the venture a success. Mr. Brown has had much experience in the leading and directing of such caravans, but this is the first time so extended a trip has been made to the Pacific Coast districts.

According to the itinerary outlined, the caravan will visit Portland, Eugene and Grants Pass in Oregon. Ninety days have been allowed for the trip with 60 days consumed in actual travel, leaving 30 days for stopovers and side trips of interest.

Land Settlement Being Discussed

Plans for the 1926 land settlement program of the Portland Chamber of Commerce, affiliated with the Oregon State Chamber of Commerce is being discussed throughout the state with the various county chambers of commerce in an effort to concentrate the work in a state wide cooperative organization.

Arthur Foster, manager of the Portland land settlement department, last week started on an itinerary which will take in a personal visit to the local chambers for preliminary organization. Later, members of the land settlement committee will cement the program with joint meetings of assistance and encouragement.

The outlook for the migration of new settlers to Oregon during 1926 is very bright. Mr. Foster states that his records show that hundreds of families are contemplating coming here this year. State Treasurer Kay is in sympathy with the settlement of vacant lands and the vast acreages of logged-off lands, which on account of locality are particularly attractive to settlers of moderate means at this time.

Oldtime Ford dance, Pine Grove Grange, Friday, January 22, Gravensteins.

Play Cards

on one of our good Card Tables
Specially Priced for Next
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Felt Top $3.10

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9x12 Size, Assorted Patterns
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TRAIN BLOCKADE OF WINTER OF 1884

(By Capt. H. C. Coe)

H. L. Howe's story of the train blockade during the winter of 1884, gave the outlines only of the worst tie-up of traffic ever experienced in Oregon. As I was strictly in this snow trouble, I will add some particulars of the relief of the marooned passenger train at Viento. If my memory serves me right, it was the 15th of December that snow began falling and by the 19th had reached a depth of fully four feet and along the railroad had drifted badly. Trains, however, had kept pretty nearly on schedule—that is, passenger trains, freights having all been annulled. The morning of the 19th the overland passenger, Conductor Lyons, passed through Hood River on its way to Portland. It was a heavy Pullman and had some 70 passengers, many of them being women and children. They passed Viento on time, though it was a hard fight. When half a mile beyond the Viento station the jar of the heavy train started a snowslide that almost buried the locomotive from sight, and brought it to a standstill. Before they could extricate themselves another slide came down behind them and they were blocked for keeps.

There was a telegraph station at Viento at that time and word was immediately sent to Superintendent Rowe, who happened to be at The Dalles at that time, of the trouble, and further, that they had nothing to eat as the diner had not stocked up at The Dalles. They had expected to reach Portland for the next meal. I do not remember for certain, but I think E. C. Mooney was the station agent at that time and he was told to do all he could to help out. Mr. Rowe also telegraphed to me to take charge of the provisioning of the rain, and to pick up a crew at once and send something to the train.

Of course, it was too late to start out that day, but early next morning I had a team of 10 men on the road with an ordinary hand sled and what food they could haul, about 150 pounds, and that was too much of a load. The men walked in pairs, eight ahead pulling and two behind to keep the sled from going over the bank. The grade was drifted even full, sloping from the top of the bank, in some places 10 to 20 feet in depth. It was a strength-testing trip. The two leaders were simply trail breakers and often the team would have to stop and help the leaders out of the snow to their feet again, as at times one or the other would drop to his shoulders. When exhausted they would drop back as wheelers and the next pair took the lead. Night came on and they had only reached the old Perham cabin just around Mitchells Point, and being completely worn out they made camp in the old shack, keeping as warm as they could with what little wood could be found for fire. They tramped around the house when the wood gave out. They reached the train the next day and returned home early in the afternoon. I do not remember the personnel of the team, but they were mostly young men picked up around town. I did not accompany them, remaining to construct a toboggan sled that would stay on the snow and haul a load.

It continued to snow though not gaining much depth, it being too cold, but the wind from the east blew a gale most of the time and an hour after the trail was opened it would drift smoothly over, but the footing was better. December 24 all the men passengers of the train, under the leadership of Conductor Lyons, started on foot for Portland. As there were many children on the train I went to the city stores to get a supply of "goodies" for their Christmas, but the stores were practically bare of anything of the kind wanted and, in fact, of many things needed in every day life. The storm had tied up the freight trains with the holiday supplies. But I found some plain candy and store cookies, and also a five gallon can of pork and beans they had asked for as a treat. All was pleasing to the snowbound people but the pork and beans, which had been put into an unwashed coal oil can and were unfit to eat. The food supply had so far been furnished by Ben Walling, of the Mount Hood hotel, and was nothing extra at best. After this incident the train cooks had the food sent uncooked and went to the section house to do their cooking, as the galley on the train had no coal to use and wood could not be burned.

I think that it was December 26, about noon, a great whistling and puffing of locomotives was heard in the direction of The Dalles and soon a long train of locomotives pulled into the station. There were eight of them, seven hitched tandom and one with a baggage car as a tender. They had Superintendent H. S. Rowe in charge. The first engine was equipped with, or rather as, a snow plow, and the "modus-operani" was to back up a half mile or so and take a running shoot at the snow bank. The first two or three locomotives would be buried out of sight and the others nearly so and practically helpless. Then the tender would come into play, hitching to the rear engine which was uncoupled from the one ahead. It would be pulled out and then the two would hitch to the next one and so on until all were ready to make another run.

Mr. Rowe asked me about the snow ahead and expected to make the Cascades that night. I replied he would do well if he reached Viento. Ready to resume their trip they backed across the bridge into the Button field and came past the station fast as they could go, reaching Icehouse point. Well, they did not reach Viento that night as one of the engins went into the ditch, and not one of them got beyond Lindsey creek, all but the tender locomotive being out of commission. They helped the road as far as they went for my human supply train for a few days, but the continued snow storm and wind soon covered the track as bad as ever.

I do not remember the date, but one morning as I was standing at the station a new whistle sounded across the Hood river bridge and soon four powerful Northern Pacific engines came quietly up to the station, the front engine with great steel plows attached to its cowcatcher. There was a passenger coach, also, and Superintendent J. S. Buckley alighted and shook hands with me. I had worked under him on construction. He said in his bluff hearty way, "Well, Captain, you have some winter down here," and inquired about the track and location of the wrecked engines ahead.

"You will have a tough time Mr. Buckley, there is a lot of snow ahead," I said.

"We are used to snow and there is nothing ahead that will stop me," he declared, and there was not.

With a steady push his massive engines went through the drifts and his only trouble was in getting by the wrecked Short Line engines. He reached Portland without incident. The winter king now gave up the fight and the weather moderated and the track was kept open. I and my human team reluctantly resigned our jobs, as we had been drawing down our $10 per diem each and had surely earned it.

Perhaps a word of explanation about the N. P. R. R. will not be out of place. At that time their line across the mountains had not been completed and they had run a line across Snake river at its mouth and connected with the O. R. & N. at Wallula junction, whence the Short Line trains would bring them on to Portland. It was not considered safe to have the heavy N. P. locomotives run regularly over the river line.

LOCAL JERSEY COWS JOIN SELECT CLASS

The following notes were received this week from the American Jersey Cattle club, of New York city:

Sophie's St. Mawes Susy 474795, a junior four-year-old Jersey cow, owned by H. Hollenbeck, has completed an official 365-day test in which she produced 585.25 pounds of fat and 10,551 pounds of milk. Her milk averaged 5.55 per cent butterfat for the test. With this record she qualifies for the register of merit of the American Jersey Cattle club. Sophie's St. Mawes Susy 474795 was tested once previously and at that time she produced 306.67 pounds of fat as a junior two-year-old.

St. Mawes Nehalem 567510, a senior yearling Jersey cow, owned by T. H. Acree, has completed an official 365-day test in which she produced 525.78 pounds of fat and 8,943 pounds of milk. Her milk averaged 5.88 per cent butterfat for the test. With this record she qualifies for the register of merit of the American Jersey Cattle club.

St. Mawes Felicia of Valhalla 574293, a senior yearling Jersey cow, owned by T. H. Acree, has completed an official 365-day test in which she produced 467.26 pounds of fat and 7,942 pounds of milk. She carried her calf for 196 days of this time, and her milk averaged 5.88 per cent butterfat for the test. With this record she qualifies for the register of merit of the American Jersey Cattle club.

APPLE VENDING APPARATUS IS READY

A group of mid-Columbia fruit growers, who last fall incorporated the Apple Vending Machine Co., plan on giving a trial to the system of mechanically distributing apples in Portland the coming week. The machines will be filled with apples, placed on spiral containers. The fruit will be tastefully exhibited, it was stated, and will present an appeal to the individual to drop a nickel or a dime in the slot and be presented with an apple.

Promoters of the new vending system express the belief that it will cause a general stimulus to apple consumption. They plan later on granting rights to servicing concerns by states. Those taking over the rights to use the machines will be required, it was declared, to sign an agreement to service the vending mechanism only with highest class box apples.

Among those interested in the vending machine are A. W. Peters, E. R. Pooley, W. E. Sherman, J. R. Nunamaker, W. H. McGuire, Floyd Nunamaker, Don Nunamaker, Neal Nunamaker, T. J. and O. M. Downing, Harry Farrell, E. B. Dorsey and J. V. Fike.

CHURCHES

Seventh Day Adventist Church

Sabbath school Saturday 10 a. m. Preaching service 11 15 a. m. Prayer meeting, Wednesday 7.45 p. m. All are welcome.

St. Mary's Catholic Church

First Mass, 8 a. m. and second Mass at 10.30 each Sunday morning. Tel. 3132. Father Joe Smith, Pastor.

English Lutheran Church

Usual services at 11 a. m. The sermon topic will be: "Faith in Christ is One of the Greatest Miracles of God on Earth Today." The Sunday school meets at 10.30 a. m. The Y. P. S. meets Thursday at 8 p. m.
Rev. P. Hilgendorf, Pastor.

First Church of Christ, Scientist

Services in church building Sunday, 11 a. m. Sunday school the same hour. The reading room is maintained in the Davidson building. Room 8 is open week days from 9 to 5, with an attendant in charge from 3 to 5. Wednesday evening service at 8 o'clock. Lesson subject, "Truth."

St. Mark's Church

Church school at 9.45 a. m. Morning prayer and sermon at 11 a. m. Special musical service by the choir at 8 p. m. The offering will be for the Hood River hospital building fund. Ballard's 91st Psalm will be sung by the choir and Mr. Nuremberg will give two violin selections. L. H. Miller.

Alliance Tabernacle

We are expecting to continue our revival campaign for two weeks longer. The services will continue each evening at 7.30 except Monday, which is rest night. Rev. Webber is not announcing his topics but we are sure they will be interesting. The Sunday services will be as follows: Sunday school at 9.45. Preaching by Dr. Webber at 11. Divine healing service at 2.30. Young People's Alliance at 6.30. Evangelistic sermon on "The Prodigal Son" at 7.30. Come and bring your friends and enjoy the music and hear a clear message from the Word of God. Arthur E. Hall, Pastor.

Asbury Methodist Church

An Epworth League institute will be held in the church for Hood River and outlying points Friday, Saturday and Sunday. A social hour and enrollment at 6.30 p. m. and speaking at 7.30. Saturday, beginning at 9 a. m. to 12 m., classes in Bible study, missions, stewardship and methods; also classes in the afternoon. Dr. Hisey, district superintendent, will preach Saturday evening at 7.30. Regular service Sunday morning. Study classes in the afternoon. Dr. Hisey will preach Sunday evening at 7.30. Prof. Satka will have classes in stewardship and methods Saturday and Sunday afternoons. S. Hasmick, Pastor.

The Baptist Church

Sunday school at 10 a. m. Morning worship at 11. Subject of sermon, "Jesus Meeting a Lot of Hypocrites." Special music by men's choir. Evening worship at 7.30. By special request the pastor will preach on "Is There Present Day Divine Healing? If Not, Why Not?" Special music by the young peoples' choir. Junior B.Y. P. U. at 4 p. m. "What About the Tower at Babel?" Senior B. Y. P. U. at 6.30. The members 17 and 18 years old will be responsible for the leading of the meeting. Prayer meeting Wednesday at 7.30. Prayer changes things, cures and help change things for the better. Pray for the world wide revival. C. R. Deleping, Pastor.

GOLDEN WEDDING ANNIVERSARY HELD

On Christmas day just passed Mr. and Mrs. A. E. Kincaid celebrated their golden wedding anniversary at the home of their daughter, Mrs. W. C. Sievers, 757 Clackamas street, Portland.

Mr. and Mrs. Kincaid were married in Michigan, soon moving to Iowa, where Mr. Kincaid took up the trade of tinsmith. He operated his tinshop and a hardware store at Walnut, Ia., for approximately 25 years. In 1905 he sold the business and moved to Portland and purchased a wheat ranch near Spokane. Mr. Kincaid was postmaster at Walnut for eight years.

Mr. and Mrs. Kincaid are the parents of three sons and three daughters. No death has ever occurred in the family. Two daughters, Mrs. Sievers and Mrs. D. B. Ellsworth, and their families, both of Portland, attended the jubilee event. E. A. Kincaid, a son, and family were present from this city. Other children are: Hobart C. Kincaid, of Orlando, Fla.; Marvin B. Kincaid, of Des Moines, Ia., and Mrs. Lillian K. Collins, of Kenosha, Wis.

Younger members of the family at the golden wedding celebration danced the Charleston, but Mrs. Kincaid, just to show them that 50 years are not many, danced a schottische. Mr. Kincaid declined to dance anything but a polka or a hoedown.

Mr. and Mrs. Kincaid received numerous nice gifts, among them a cabinet of complete silver service and table linen from their daughter in Kenosha. Mr. and Mrs. Otto Ronna, old friends of the family at Walnut, Ia., were present for the jubilee event.

Hens Lay Purple Eggs

Two brilliantly colored hens, which lay purple eggs, and an equally colorful rooster were brought to New York aboard the Pan American S. S. Southern Cross from Buenos Aires recently. A dozen eggs were brought along with the chickens. The chickens were obtained through the courtesy of Dr. Adolfo Dago Holmberg, director of the Buenos Aires Zoological Gardens, for exhibition at the annual Purdue Egg show held at the Purdue University, Lafayette Ind. The rooster and two hens are known as "Araucama." They are natives of Argentina. Homer G. Pease, chairman of the Purdue Egg show, arranged for the loan when he found they could not be bought at any price in the market. They were returned to Buenos Aires after the Purdue show.

Vegetable Ice Cream

Scientists recently sent to Ecuador by the U. S. Department of Commerce in search of new fruits have reported the discovery of a fruit which they have named vegetable ice cream. The natives call it cherimoya, but because of its white flesh, and the fact that it has the combined flavors of pineapple, strawberry and banana, "vegetable ice cream" was thought more pertinent. Here is a treat, scientists say, awaiting the jaded palates of epicures, which will be available some time in the near future.

Will the Goblins Get Him?

(From Skamania County Pioneer)

Owing to the arrival o a god of legal notices that simply had to be pudlished this week the names of the new officers of the Rebekah, Odd Fellows, and the Eagles and also the auxiliary of the Eagles recently organized, was forced to be admitted from the Pioneer this issue. If our lodge friends will pardon us this time we will appreciate it. The stories will be published next week sure pop unless the gobblins get us.

Boy-Dad Banquet at 6 o'Clock

The Father-Son banquet of the Riverside church will be held tomorrow evening at 6 o'clock instead of 6.30, as originally announced.

MAJ. DABNEY TO BE BURIED IN SOUTH

The following clipping taken from a Los Angeles paper and forwarded here by his brother, Walter Dabney, of Hollywood, announces that the body of Major Harold Dabney, who recently died from pneumonia in China, will be brought to Los Angeles for burial:

Word was received in Los Angeles of the death in China from pneumonia of Maj. H. H. Dabney, son of Mrs. Inda H. Dabney, of 4827 Elmwood avenue. Maj. Dabney, who was a graduate of West Point in the class of 1915, was 35 years of age and had established an enviable reputation for military ability among the younger officers of the United States Army.

Shortly before his death Maj. Dabney received strong personal letters from Brig.-Gen. Connor and other high officers, commending him for his splendid work in China during the civil war difficulties of 1924.

Prior to being transferred to foreign service Maj. Dabney was stationed at the Presidio in San Francisco. He also was an instructor at Vancouver Barracks and Camp Lewis during the World war.

Maj. Dabney's widow and daughter, seven years of age, will bring his body to Los Angeles for burial.

TACOMA MAN DIES IN AUTOMOBILE

M. Moran, Tacoma, Wash., traveling salesman, died near Oneonta Gorge last Thursday while motoring from here to Portland. His identity was established by S. E. Bartmess, who was motoring home from Portland with Mrs. Bartmess. Mr. Moran stopped his car near where a highway worker was engaged. The man observed that the motorist, who had stepped from his machine, was ill. As the workman approached he was asked to summon a physician. Mr. Moran then re-entered the car and fell forward, his arms resting on the wheel, dying.

Mr. Bartmess took the license number, issued by Washington last year, and secured Mr. Moran's identity through the sheriff's office here. He later ascertained that Mr. Moran, who represented the American Wood Pipe Co. at Tacoma, had visited Kelly Bros. Thursday morning. The Seattle manufacturers were advised by wire of the man's death, and the Multnomah county coroner's office was summned to take charge of the body.

San Francisco Minister Coming

Rev. Schuyler Pratt, who has been pastor of All Saints church in San Francisco, will reach here in time to hold services in St. Mark's church Ash Wednesday, February 17. Bishop Remington will be here from Pendleton to introduce him to the parish.

Rev. Pratt will take up the educational work that has been conducted in the diocese by Rev. Miller.

Insect Census Planned

A national census of insects resident and visiting in the United States has been undertaken by the department of agriculture. It is to include the careers, habits and conditions of life of foreign born, naturalized and indigenous species in the hope that accurate forecasts may be made of what experts term entomological cycles.

Apple Cargoes Go Forth

Heavy apple cargoes continue to leave Portland for the United Kingdom and continental Europe. Yesterday the Roman Star, of the Blue Star line, loaded 45,000 boxes of apples. The Trojan Star will call for a cargo of apples later in the season.

The Holland-America line motorship Dinteldyk loaded apples for Europe last week.

Odell-Mosier Games

The Odell high school boys' and girls' basketball teams visited Mosier Saturday evening. The girls' team tied the neighboring apple city girls' tossers, score 25 to 25. The Odell boys' team defeated Mosier 19 to 3.

About 50 Odell rooters accompanied the team in a caravan of automobiles.

BARTON'S BEAUTY SHOP

STOP THAT HAIR FROM FALLING OUT!
GET RID OF THAT HORRID DANDRUFF!

TRY MISS ELLIOTT'S SCALP TREATMENTS

GUARANTEED SATISFACTION

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