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3:00 P.M. (Limited) 6:05 P.M. 8:10 P.M.

Coaches leaving at 8:15 A.M. and 3:05 P.M. make connections at Cascade Locks for Stevenson and North Bank Highway points.

THE DALLES
10:30 A.M. 12:50 Noon 2:50 P.M.
4:50 P.M. 6:50 P.M. 8:50 P.M.
12:40 Midnight (Sunday only)

Coaches leaving at 12:50 noon and 4:50 P.M. make connections at The Dalles for Moro, Wasco, Madras, Redmond, Prineville and Bend.

**SPOKANE, PASCO, YAKIMA
WALLA WALLA, BAKER, LA GRANDE**
10:30 A.M.

ARLINGTON, UMATILLA, PENDLETON
10:30 A.M. 2:50 P.M.

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APPLE TONNAGE IS SHORT THIS YEAR

Following the record tonnage of last year, when the orchards of the Hood River Valley produced close to 5,000 cars of apples and 501 cars of pears, the fruit crop of this season will be lighter for many years.

Estimates now place the 1922 apple tonnage at 2,000 cars, and growers and shippers say the pear crop will not exceed 40 per cent of a year ago. The late frosts and cold, cloudy weather at blossomtime prevented pollenization of pears.

Weather conditions in the Hood River district, however, have not been better in many years for the production of a fruit crop of large size and fine keeping quality. Abnormal warm spells, such as characterized the seasons of 1925 and 1926, more especially the latter year, have not prevailed this year. The spring was late, and the blooming season came later than usual. Mid-summer hot weather, when the warm days last long enough, tend to stop apples and pears from growing. They reach their best growth during a summer such as this, when the days are cool. While the apples are thin on trees, indications point to a crop this year marked by unusual and uniform size.

Because of the difficulties which arose last fall over the removal of spray residue, a tendency was apparent on the part of growers early this season to eliminate codling moth sprays. The tendency for a time gave rise to the fear that much worse damage would prevail this season. Orchardists, however, in view of profitable returns this fall, after they were given an assurance that plants would be put in operation for removal of spray residues by washing processes, renewed spray programs, and the apple crop will be ready for the harvest comparatively free from worm damage.

The Apple Growers Association and E. W. J. Hearty, Inc., are rushing to complete large plants, where most efficient cleaning apparatus will be installed. The Association, working with growers who have large packing plants, plans on installing cooperative cleaning plants at various valley centers. Federal authorities who have visited this section the past two weeks report that they have found growers and shippers fairly unanimous in plans for removal of spray residues and Hood River apples for the most part will be made ready to enter the markets of the world without suspicion.

While reports from abroad indicate that the export apple market may not be as good as that of last year, when record shipments were made to England and continental European points, the decrease in tonnage in every state of the union except Idaho, will stimulate demand on the domestic market this year. On former years apples of the size 175 and smaller have been forwarded to export. Apple sales organizations this season anticipate that all 175s will be utilized on domestic markets this season. The Hood River Valley Newtown tonnage, always an export staple, is expected to bring good returns on the foreign markets.

Pre-harvest apple selling, from indications will be negligible this year. Local sales folk think but little selling will be done at the International Apple Shippers Association convention, slated for early August in Louisville, Ky. The short crop in every state, however, and sellers to withhold opening quotations this year. The only offers so far received are on Gravenstems, buyers having set a price of \$2.25 per box on combination Extra Fancy-Fancy grade.

In the Mosier district, where 135 cars of apples were shipped last year, the tonnage of this season is estimated at 90 to 100 cars. Mosier trees are showing a vigorous growth this year and R. D. Chastfield, manager of the Mosier Fruit Growers Association, says he expects a yield of the best quality for a number of years. Mosier will have about 10 cars of d'Anjou pears.

The Mosier district will soon start the harvest of a 10-car grape crop. The Underwood White Salmon-Lyle, mid-Columbia Washington apple sections expect a yield of 40 per cent of last year, when 840 cars were shipped, according to R. Anthon, manager of the Underwood Fruit & Warehouse Co. The apples are in good condition and a clean crop is indicated. Plans are complete for cleaning the apples. The southern Washington districts will have a crop of fine quality pears. The Mount Adams Farm Co., the tract of which is located near Gilmer, expects 80 cars of d'Anjou.

MAN THOUGHT DEAD IS STILL LIVING

Roy D. Smith, Spanish-American War veteran, who served in the Philippines, is just back from a veteran's hospital at Boise, Ida., where he learned that H. B. Kerr, a Colorado veteran, whom he believed mortally wounded in one of the Island campaigns, is still living.

"For 28 years I have been carrying in my mind the picture of a dying man," said Mr. Smith. "A comrade, David M. Gibbons and I picked up a badly wounded man. We did not even learn his name. We knew that he was the orderly of General Hale and was a member of a Colorado regiment. We carried the blood-drenched body to a dressing station."

"While I was in Idaho United States Senator Mennis, of Colorado, was a visitor there, and I had an opportunity of talking with him. I told him of the incident in the Philippines and it was he who gave the name of the man and told me that he had not been killed but was still living in Los Angeles. I wrote to Mr. Kerr and was interested in receiving a letter from him. He is in the automobile business there. Mr. Kerr told me in his letter that some years ago a maniac shot him, the bullet passing through his lungs, making a wound much like that received when we found him and took him to the army field hospital."

Mr. Smith, who was a patient at the Boise hospital for treatment for asthma, has returned home much improved in health.

Modern Mayflower

Many of the writings that appear on the rear end of Ford automobiles are not funny enough to produce a laugh. The following inscription which passed through here last week on a car, provoked much mirth, however:

"Mayflower. Many a puritan has rode in this old boat."

Use RICHFIELD—the Gasoline of Power. For sale by Bert Head, Hood River; L. H. White, Hood River; Ralph Sherrieb, Rockford; F. S. Gunning, The Dalles.

HOOD RIVER HAS DANCE CELEBRITIES

(By Lewis Hart)

Will some considerate soul kindly page Mr. Ziegfeld? Tell him to bid himself out Hood River way and get an eyeful of real interpretive dancing. We have two stars among us who would make this Pavlova woman head for a back seat in the back section of the rear-most balcony, and Mr. Ziegfeld is not doing the right thing by his public when he neglects to lead these classic experts from the shades of obscurity to the footlight kingdom for which their merits fit them.

Who are these local lights?

None other than our own Harry Gross and Charles Carson. Give Charlie a dress, a wig and a coat of paint and he makes an excellent lady, although a trifle muscular, it is true. Apply a few touches of grease paint, fit a black beard and rake up a derby for Harry and you have the typical Jewish character that the movie magnates lose sleep longing for. Put the two together, play some soft music, and they start to dance. Increase the tempo of the music as the dancers 'warm up' and soon they will be in full swing. The name of the dance has not, as far as is known at the present time, been decided upon. That is left more to the personal taste. It seems to be a rather intricate combination of Charleston and black bottom with a touch of a jig and a slight exposure to a Jewish classic dance. Their technique is perfect and their team work shows a high degree of attainment.

The couple have not given out any statements concerning their future bookings, but will wait until the right offer arrives before committing themselves to the press.

The Carson-Gross duet staged their first public exhibition Friday evening prior to the street dance given by the Knights of Pythias band. They wish to announce that they will not be available for future engagements until they have had sufficient time to recuperate from the strenuous effort of their last appearance.

AUSTRALIAN PAYS VISIT TO VALLEY

R. E. Boardman, A. F. I. A. and F. A. I. S., editor of publications at Melbourne, Australia, devoted to horticulture and nursery interests, arrived here last week to study orchard conditions of the Hood River Valley. Mr. Boardman interviewed sales organization officials and growers. He joined participants Saturday in the annual Mount Hood Climb of the American Legion Post, in order to gain experience in how the Pacific northwest fruit growers spend their time playing.

Mr. Boardman while here inspected machinery that has been devised for removal of spray residues. The Australian apple grower, he said, has many problems in common with the orchardist of America. Growers there he declared, are trying to make some practical solution of the spray problem. It is necessary, he said, to make heavy applications of arsenical sprays, in order to control codling moth.

Yakima Road Work Started

A crew of Yakima men are making permanent improvements on the Mt. Adams highway, north of Glenwood, according to H. L. Clatterton who was in Glenwood Tuesday. Mr. Clatterton got his information from H. M. Lynch, Glenwood merchant, who told him that four or five miles of the right of way has already been slashed 60 feet wide and a road grade built 28 feet wide. This work is permanent and curves are being built wide. The crew is expected to keep on working through the summer. The character of the work shows that Mt. Adams road is to be a real highway with easy grades. — White Salmon Enterprise.

Logging Crew Hurt

John Emmet, H. A. Smith, W. H. Beardsley and J. Grebler, employees of the Oregon Lumber Co., were brought to the Hood River hospital Wednesday night of last week suffering from painful bruises and cuts, suffered when the pushcar, on which they were coasting down a grade of a logging road south of Dee, was struck by a gasoline speeder. Several companions, less seriously hurt, were given first aid.

None of the men was seriously hurt and all will soon be able to return to work.

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