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HOOD RIVER THE HOME OF THE APPLE

(Continued from first page.)

\$60 an acre for the land, has spent \$100 an acre clearing 35 acres. His place is not for sale, but such orchards, in the heart of the orchard belt, sell for from \$300 to \$1,000 per acre. He will take off 3,000 boxes this year. Mr. Hill has one of the very best apple orchards in the Hood River country. He is a careful, conservative business man, came from Waterloo, Iowa, and he likes the Oregon country and climate very well.

L. E. Clarke, Hood River, is out five miles; has 125 acres of land, 30 acres in orchard, 8 acres bearing. He turned off this year 3,000 to 4,000 boxes. He has about 40 acres in pasture, prunes and alfalfa. He lived in Washington awhile, then came to Oregon. He says that state has no region that compares with this for fruit growing.

J. P. Carroll & Sons, Mosier, have 55 acres in apples; had 11 varieties, and have converted rough land into profitable production, turning off 4,000 boxes worth \$1.50 a box. They employ no irrigation. There were 18 Mosier growers at the fair. The newer plantings are going into Yellow Newtown and Spitzenburgs. Their lands are not irrigated. According to location and improvement, lands sell at \$15 to \$300. It is hill land.

There were some beautiful apples from the Grant's Pass Fruit Growers' Union. The next irrigation congress will be held there and the

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Rogue River Fruit fair also. Chas. Meserve, formerly of Oregon City, represented the union at Hood River and gathered information for the Grant's Pass union. They have about 2,000 acres in apples in Josephine county, besides 1,000 acres of peaches, 300 acres of pears, and 150 to 200 acres going into grapes.

G. N. Sargent, Hood River, handles 25 acres, trees having been ten to twenty years bearing. Last year there were almost none but wormy apples, turning off nothing but mill product. This year 3,000 boxes of perfect apples have been produced, at \$2.00 to \$3.00 per box. Difference 900 pounds, arsenate of lead, spraying about five times for the moth and a winter spray for fungus. L. B. Lamson is his partner. They paid \$12,500 for 80 acres, 65 in cultivation. The orchard will be held at \$500 an acre when in full culture. They were offered \$24,000 in one year for their property. Their land is out five miles from the town of Hood River. They estimate that there was not this year a box of wormy apples on their place. Mr. Sargent had 21 boxes on display. Several growers promised to send us sample boxes of apples and if they come in we shall put them on display.

At the Hood River fair were quite a number of Marion county men. I noticed C. F. Lansing of the Quaker Nurseries, who was honored with judging the apples, Wm. Egan, Alex. LaFollette, Clyde LaFollette, and Messrs. Aspinwall and Townsend. We went up on the Biggs local, the fine new train lately put on by the O. R. & N. Co., which gives excellent service. There are several other trains per day each way, and a daily train on the Mt. Hood railway. From Hood River to The Dalles is a fine ride. We went up in the evening on the Spencer, a large independent boat. At The Dalles we stopped at the Umatilla House, a fine old hotel that was considered quite palatial in its day. We had two rooms, as rooms with two beds were all taken. The room my wife and little girl were in had for part of its furniture a marble-topped pulpit desk. I told her she might look for the minister during the night, but he did not come.

At The Dalles there are signs of life and progress that mark this city for the metropolis of eastern Oregon. At the end of lower Columbia navigation, and at the beginning of the transportation routes leading into the upper river regions of Idaho and Washington, The Dalles is gaining in importance. With six to eight thousand population, and an immense wool and grain trade, this city has a substantial basis of business. A street is being opened that is blasted through solid rock and a rock crusher is preparing the material for paving the streets. There is a large element of German population. The O. R. & N. company has plans all completed for erection of a \$40,000 hotel at the end of the high trestle that leads out of the city west. The low ground will be filled in, and trains will stop as the do now at the Umatilla house, but also at the railroad company's own hotel. The new railroad depot will be at the site of the new hotel.

We were going back to the steamer Joe Kellogg of the opposition company, in the morning, but it did not get 'n until after we were in bed. At The Dalles we met C. D. Gabrielson, of Salem, and called on Archie Crosby, who was initiated in the mysteries of the drug business by that past master in the profession

of pharmacy, D. J. Fry, of Salem. Also met Postmaster Hostetter, formerly of Salem. Went up to the club room with Representative Newell and Prof. Cordley, of the State Agricultural College. Played the two at billiards and beat them, and then Newell beat Cordley. The only other visitor to the club, which is a large and elegant place, was young Haines, who clerked for Oscar Johnson. He is salesman here in a clothing house, is very gentlemanly in appearance, and I was pleased to see that he tickled the reading room instead of the card tables. We pulled out of The Dalles the next morning at seven, the two opposition boats casting off together. The Kellogg was loaded light and got the right of way in close to the north bank, passing us with tooting of whistles and cheering of crew. But the Spencer soon overtook them and when we were through breakfast was the little girl said three blocks behind. Before we reached Hood River we took on a bunch of fat cattle and the Kellogg passed us again. It was a beautiful race most of the way down, the Spencer being the faster boat, but carrying 700 tons of wheat taken on at the big eddy above The Dalles.

For the first time I saw young women drink whisky straight at the bar. The alcoholic young women in a public place was a new one to me. As a rule in the west vice and dissipation are confined to the most ignorant, and these girls looked as though they had several bunches of education coming to them. They were from some sound city and had not enjoyed many advantages. There were harvesters on board returning to Portland from eastern Washington, where they went in July and got \$2.50 to \$5 per day. These men get this wage and board, the highest price being paid to derrick forkers and sack sewers. These men are bronzed and brawny and a satisfaction to behold. Most of them go home with a sack of money. Many laborers were on board with mules and other equipments to work on the North Bank railroad. The Hill road has a force of men every mile, with boarding houses, engines and steam drilling plants at the rock cuts. I counted four tunnels in a quarter of a mile. At Lyle there is a tunnel a mile long. There are no trestles and all fills have a solid rock coping to the water.

The steamer Chas. F. Spencer was built by Capt. E. W. Spencer, of Portland, for his son who is first officer. This is the fourth year of this independent boat, that first did a towing business. Jacob Kamm, the Regulator line and the O. R. & N. boats, united to drive it off the river. But Spencer was in the steamboat business from the time he began as a cabin boy on the Ohio river at the age of eleven and was not to be run off the river without a fight. He cut his towboat in two, lengthened her out forty feet, put in faster machinery and oil burners, and went after the passenger business. Passenger fares went down to 25 cents, and livestock to \$5 a carload. The first year the Spencer lost \$500, next year \$7000, but the last two years she has made money rapidly. Fares to The Dalles are \$1.50 and a carload of cattle pays \$25 to \$30. Meals are 50 cents and the service is excellent. The O. R. & N. tracks are being straightened fills take place of trestles, and steel bridges in place of wood and iron. These water level railroads are the greatest freight roads in the world. We saw one O. R. & N. engine snaking 71 cars, mostly loaded. The limit is 72 and as the long train dragged beside the water's edge it was a literal boa-constrictor of commerce.

The scenery on the Columbia gives the constant impression of floating on the glassy surface of a dark blue lake, with a run of mountains enclosing the water and mirrored in its shining glassy bosom. At almost any place there are several islands dotting the river like little floating castles. Some of them have summer cottages. Memorial island with its monument to Vic. Trivett, the friend of the Indians, Blalock's island, celebrated for its rabbit hunts, Mt. Hood with the snowpeak of that name towering behind the city, are objects of great interest to the traveler. On almost every steamer are tourists from all parts of the country. The scenery of the Columbia is becoming world-famed and will in time become one of the greatest assets of the transportation companies. To go one way by rail and the other way by boat is a popular combination with tourists. In summer the steamer Spencer makes the round trip every day. A party of 'Frisco society people on board were very gay, the ladies thinking nothing of taking their drinks and smoking with the men, as it seemed to be their custom and nothing thought of

it. Deckhands get \$40 a month and board on these boats. On the river above the portage they get \$45. On the Spencer eight men handled 1100 sacks of wheat in about 90 minutes, six trucking and two roustabouts piling inside. Coming down was a Salem German, John Muehl, who owns 480 acres of land near Davenport. He was bringing along two horses. In the Big Bend country both hay and grain were very short this year, shortest crops ever known but enough to keep people and stock from starving. Still there must have been good crops up there somewhere by the number of harvest hands returning.

There is a striking contrast between the landscape on the north and south banks of the Columbia. On the south shore the walls of the canyon are almost a solid mass of dark green. On the north shore are many bare rocky mountains. The lower hills are timbered. Evergreens dot the great rock slides, forming parks that almost stand on edge. The crags and walls are silvery gray, the slopes are mottled with yellow and red by clusters of maples and ash. The shaded rock-walls have dark green lichens, and the willows on the bottoms are a silvery olive green. On the south banks are great spaces of brown, while over all canyons and on receding mountains hang delicate veils of azure mist, deepening into blues most fairylike and translucent. The river is too big, the canyon too grand, and the mountains too high to ever have its beauty marred by smoke of factories or burning oil. It is the opinion of the fishermen that I talked with that oil escaping on the water from steamers, brick and tile factories and creosoting works was driving the fish out of the river. I saw many traces of oil on the water, wherever it comes from. Fishermen on the Columbia mostly say that traps, wheels and seining should be forbidden by law. If gill-netting alone were allowed under a stiff license the salmon would never be killed off. Fishermen all say the runs of fish are steadily declining. It is a fact that any other system of taking fish for commercial purposes is destructive to small fish on a large scale. In the traps the big fish thresh thousands of small salmon to death. The seines kill thousands. The wheels do the same. I have heard no practical fishermen say this of the gill-net.

Lyle, Wash., is where the railroad runs up to Goldendale. The Hill road has bought this branch and the townsite and will put on the market soon. There is a big lot of fruit land here. Rough land can be bought for \$10 an acre. It can be cleared for \$50 an acre, and will grow strawberries, peaches and grapes, besides all the fruit that Hood River will grow. The Holmes Canning company, Thos. Balfour, and L. D. Oakes are putting out fruit orchards. T. R. Coon has 160 acres. Robert Whitcomb is a big grower. This side of the river will grow grapes and peaches and highly-colored fruit. Just as his hills and mountains are more highly colored, its foliage more brilliant, so there is a different class of fruits possible to be grown. I am told that the finest kind of Tokay grapes, bunches that weigh pounds are grown here. I know that each valley of the Columbia is different. All know that at The Dalles tons and tons of the finest muskmelons are grown. No other place can produce them. So I figure that Lyle and other places on the Columbia will become famous for some specialty.

Mr. and Mrs. W. D. McGee, of Madras, Crook county, came down with us and Mrs. McGee, who was Mrs. Gilmore of Salem, went to Portland to visit her two daughters. One of them was Myrtle Gilmore, a Journal office employe, now Mrs. Lewis and mother of a four-weeks old boy. Mr. McGee has a beautiful homestead in sight of many snow-capped peaks, and is handling a good deal of timberland for investment.

Senator Milt Miller of Linn county probably feels he could with greater safety trust the American Book Company to manage the school book business of Oregon than he could trust the people of Oregon to elect a United States senator.

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