

"The Lure of 'Oregon Historical Society,'" a story of the most alluring character in fiction, is proving popular

THE HOOD RIVER NEWS

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"News" Arouses Ire Of Pine Grove Grange

Organization Condemns Editor for Upholding Right to Hold Assemblies—Says He is Mouthpiece of Bosses and Liquorites

The editor of the News is not popular with the members of Pine Grove Grange. He is not only not popular with a few members, but unanimously, en masse, altogether and in a bunch. The cause of his decayed popularity is in the fact that he last week wrote an article upholding the right of any and all political parties to hold assemblies for the purpose of recommending candidates which could be elected or rejected.

With the energy for which this progressive organization is noted, it took up this matter for discussion at its first meeting after the article was published and unanimously instructed a committee to reply.

It is evident that the committee lost no time in getting to work and did not lack for vigorous language as it sets forth the heresies of the editor from its point of view as follows:

Pine Grove Grange, Dec. 18, 1909.
Editor News:—By unanimous vote of Pine Grove Grange we were instructed to reply to your issue of the 15th inst., which criticizes the action of some of our grangers who have rightly condemned the attempt of some of our politicians in trying to over-ride and destroy both the intent and the spirit of our laws giving us direct nomination and direct legislation. We grangers are law abiding citizens and do not propose to sit idly by and permit these privileges to be misconstrued and destroyed through such false statements and methods as now are attempted to be used by the assemblyites—those self-constituted guardians of the people. You assert that the large part of our grange work is devoted to politics. Had you said political economy or the science of good government, you would have told the truth. While our order is composed of members who belong to all political parties, yet we do not falter when it comes to defending such grand principles as direct nomination and direct legislation. You try to leave the impression that we are doing the very same thing in our order that we deny assemblies the right to do. How ignorant you are of grange work. We have long since stopped discussing men and parties, but devote our efforts to principles and results. My dear sir, in our order we many times vote our choice without

even a nomination and we never delegate our franchise to anyone. Some of our grangers have not forgotten many of the disgraceful scenes recorded in Oregon's political history that were the direct result of nominating our public officers through the old convention system, and your assembly scheme is but a repetition of the old conventions. Do we want an army of deputy sheriffs on one side of the street, with an army of police on the other, each representing different factions of the same political party at a state convention, while just inside the convention hall one faction is pulling a United States senator off the stage by his gray whiskers? Do we want some of the prime promoters of this assembly scheme to stand on the street corner or just outside the convention or assembly hall and buy votes, as they have in the past? No, Mr. Editor! We grangers, whom you say are not doing the right thing in fighting this assembly scheme, do not want re-enacted such disgraceful scenes as these, and many more of which we are all conversant. You say we have not informed ourselves, from an unbiased standpoint, about the calling of these assemblies. Bosh! Do you desire to say in the language of Puck "What fools these mortals be." If you would say so we would think better of you. Now, Mr. Editor, perhaps you need to be informed just a little.

Section 11 of our primary law says "every such political party shall nominate all its candidates for public office under the provisions of this law and not in any other manner." But you say you favor the primary law. Why not admit the truth, that you are opposed to it, and that the assembly scheme is the first step toward its destruction. This you and the other supporters of this scheme would do. But you fear the wrath of the people. To an unbiased mind it is plain that you and your kind are the mouthpieces of the three following selfish forces: the political boss with his ward heeler, the liquor element and their allies and the designing corporations which are ever ready to control our state and national legislation. If you desire to hold assemblies to consider principles instead of men; if you desire to consider any progressive reform in order to enlighten us grangers or the general public, or if you can show to us that your assembly scheme will select candidates free from the control of the corrupt political boss or corporation influence, then you will have gone a long way toward disabusing our minds of the opinion that the assembly is a malicious attempt on the part of a few to over-ride and destroy the will of the people.

J. M. TAYLOR, W. M.
J. H. MOHR, W. Sec.

HOOD RIVER MAY GET NEW DEPOT

Announcement is made, says the Portland Telegram, that the O. R. & N. w. c. build a new passenger depot for Hood River during the coming year to cost in the neighborhood of \$20,000. The improvement has been contemplated for some time, but the definite news that an appropriation for the new station was included in the \$2,000,000 of improvements planned by the O. R. & N. for 1910 has caused much rejoicing here. The new depot will be a brick and stone structure, of fireproof construction, erected on the present site. The design of the building will be a typical Harriman line structure, similar to ones now being built in Baker City and Pendleton. The building is to have steam heat, tile or cement floors and slate roof. Construction will be started early in the Spring, as the Baker City depot is nearing completion.

After an extended absence in the east J. H. Fredrick, O. R. & N. agent here, is again dispatching the work of Hood River's busy passenger and freight stations. While away Mr. Fredrick visited many of the large cities of the east and middle west, including Pittsburg, Pa., his former home.

A Hood River Winter In Pioneer Days of '62

The heavy snowfall in December, with the prospect of more, has caused many residents of Hood River to believe that weather conditions here are unprecedented, but Captain H. C. Coe, one of the oldest living pioneers in this section of the Columbia river basin, says "no."

Captain Coe has been in the Hood River country since '54. With his brother, Eugene Coe, he formerly owned the townsite of Hood River and still has large property interests here. He was one of the pioneer steamboat men on both the upper and lower Columbia river, and took an active part in the Indian wars of the 70's.

"The way the present winter started," said Captain Coe to the News man, "reminds me very much of the winter of '61-'62, the most severe in my experience. In the long and glorious summers we enjoy many people are apt to forget the cold and deep snowfalls of some of our winters. There is no use, however, in dwelling on other winters as compared to '61-'62."

"What has happened in the past may happen again. One of Hood River never knows what kind of a winter they are going to have, until it is past, and my advice is to always prepare for and expect the worst, and be glad if you are disappointed. There was a legend that the Indians were very fond of repeating to us by

tions came down the river, over the Oregon City falls intact and on down past Portland to the Columbia river. The entire flat on the East Portland side of the river up to what is now known as Union avenue was covered with wreckage and drift many feet deep. Some eighteen inches of snow fell during the month. In December we had ten days of rain and three of snow, nineteen inches of snow during the month. On the 19th the mercury went down to 22 degrees and never got above the freezing point but once until February 15th. On January 16th the thermometer registered 24 degrees below zero, and the general mean was only 10.45 degrees for the month. Seven feet of snow fell and there was four feet two inches on the level at one time. The river closed January 1st and navigation was not resumed until the 12th day of March. This was the year of mining excitement in the Boise and Northern Idaho countries, and the casualties were many. Some six or eight persons were frozen to death between John Day's river and The Dalles, among them L. E. Jagger, a son-in-law of R. R. Thompson of Portland. Several people lost their lives between The Dalles and Portland, and report had it that every house between these points had from one to two more or less badly frozen. But the craze was on. Miners had made their way up from California,

Red Cross Christmas Stamps

There is nothing that is more indicative of the true Christmas spirit than the Red Cross Christmas stamp and the American people as a whole are taking an interest in it this year never before approached. Its message is reaching around the world and no letter or Christmas package is looked upon as complete without this little harbinger of peace, good will and relief to the suffering, nestling on it.

The Woman's Club which is conducting the sale of the stamps here announces that it is disposing of hundreds of them and that Hood River residents are responding generously and nobly to aid them in providing funds to fight the inroads of tuberculosis among the needy. Saturday a table for their sale presided over by members of the club was placed in the postoffice where Christmas packages were labeled for out of town friends by the score and a lively business was done in disposing of them at many other places.

The ladies are making a last appeal for the use of the stamp by all in the days of the Christmas rush this week and ask that everybody remember the little red and green stamp that costs so little, but means so much to the needy sufferer.

way of consolation, of a winter many years previous to '62, when so much snow fell that it did not melt off the ensuing summer. Their horses died, and many of the Indians also, and had it not been for a very plentiful run of salmon in the spring all would have perished for want of food.

"Our first winter in Hood River (1854) then known as Dog River, was a delightful one; a little snow and freezing weather in December. Early in February we made garden, and not a frost after that to do any damage. The year 1858 was the record breaker for deep snows, five feet and one inch on the level, and not drifted. Our record for that winter is missing. However, it was chiefly notable for the quantity of snow on the ground at one time, rather than for its cold or duration, for by the middle of February the ground was bare. But '62 was a record smasher of note. Snow fell on the 19th day of November '61, and from that time until the 22nd day of April the ground was never entirely clear of snow. November was a month of disaster. Fifteen days of rain and three of snow is the record. From the fourth until the tenth, five days, the rain came down in torrents. Hood river was full from bank to bank, four or five feet higher than it has ever been since. The Willamette valley above Oregon City was transformed into a great lake. Steamboats navigated the country roads, miles away from the main channel, rescuing farmers who had taken refuge on house-tops and barns. Buildings of all descrip-

and were not to be deterred by a snow storm and a little cold weather. Men but ill prepared to withstand the rigors of an ordinary winter, some without money and but a single pair of blankets, rushed headlong into the awful gorge of the Columbia, without a vestige of a road or even a trail to guide them, facing the fierce gales that drove the blinding snow in clouds into their faces. It was my fortune, or misfortune to have to make a trip to Portland at the very commencement of winter. The steamer Idaho went down to the Cascades on New Year's day, her last trip; the lower river was closed, so Wells Fargo's messenger, Jones, and myself took a small boat at the Cascades and made our way through the drift ice to the mouth of the Sandy river and then went on foot to Portland, reaching that place about 8 o'clock that night. On the sixth I was ready to return, and in company with Lew Day, a well known express manager, noted for his pluck and endurance, left Portland in a two-horse hack for the Sandy river, to which point there was a fair wagon road. We drove across the Willamette on the ice, and reached Joe Latourette's in good season. On our way to Sandy we met Geo. H. Knaggs, a well known middle river steamboatman, and several others, on their way to Portland. They were badly used up and tried to dissuade us from attempting the trip. But we were not built that way, so continued on our trip. At Latourette we found 28 miners on

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City Council Fixes 1910 Tax Levy at 7 1-2 Mills

Five Mills for General Purposes, Two for Streets, and One-half to Be Donated to County for Use On Highways Near City

At the meeting of the Common Council Monday evening the city tax levy for the coming year was fixed at 7 1/2 mills. The amount of tax to be levied was arrived at after a good deal of discussion and several motions in connection with it had been voted down.

The cause of the division was due to Councilman Brosius' desire to have 1 of the 2 mill road tax which the charter limits the city to, segregated and turned over to the county for use on the highways leading to the city. Councilman Brosius said his idea in asking the council to appropriate this amount was to establish a friendly feeling between the country and city residents in regard to the road question and to show them that the city was willing to meet them half way.

Councilman Hall stated that the idea was a good one but that the city needed all the money it could reasonably ask this year to take care of its affairs properly. In addition to the fact that a considerable expenditure would have to be made from the road fund on the East Side grade. For this reason, he said, the donation should be postponed until next year.

On being put the motion to give the county half of the road tax fund

was lost. An amendment was offered by Brosius to make the tax levy 8 mills which was also voted down. Not yet satisfied that the county should not receive a donation Councilman Brosius moved to levy a tax of 2 1/2 mills for road purposes one half to go to the county and 5 mills for general purposes. This was announced by the Mayor to be unconstitutional according to the city "statute."

Councilman Slocum called for the original motion of 7 mills, but Councilman Brosius happened to be on his feet and moved another amendment to the effect that the levy be made two mills for road purposes 5 1/2 for general, the half to go to the county for the use stated. This passed and the levy was fixed at 7 1/2 mills. The tax will raise about \$12,000.

Other matters that came before the council was canvassing the vote cast at the city election and hearing a report from Councilman Hall as chairman of the finance committee who stated that the indebtedness of the city December 1st was about \$3,600 having been reduced from \$7,000 since January 1st. Before adjourning the council voted to meet again this year on Monday December 27.

LOCAL COMMANDERY VISITS THE DALLES

Columbia Commandery, No. 13, Knight Templars, was constituted yesterday, says The Dalles Chronicle, it being the occasion of the presentation of the charter to the Commandery in this city by the Grand Commandery. The following officers were installed for the ensuing year: Eminent commander, Thomas C. Hanford; Generalissimo, R. H. Weber; Captain general, Glenn S. Brown; Prelate, Owen T. Shepard; Senior warden, W. A. Wilkinson; Junior warden, Levi Chrisman; Sword bearer, Vincent Clele; Standard bearer, J. C. Egbert; Sentinel, Dietrich Wolff.

The following Grand Commandery officials were present: W. A. Cleland, G. S. W.; J. F. Robinson, G. R.; J. Taylor Pendleton, E. G. C.; E. E. Kiddle, G. W.

Columbia Commandery was also host at a magnificent banquet last evening at the Shepard hotel. The Knights had as their guests the visiting members of the Grand Commandery, members of the Hood River Commandery, the Blue Lodge and the Ladies of the Eastern Star. About 200 were seated in the banquet hall, which was elegantly decorated in honor of the occasion. Eminent Commander Thomas C. Hanford was the toastmaster and presided in this capacity in a most pleasing

manner. All of the representatives of the Grand Commandery present responded to toasts. Mrs. A. E. Crosby, worthy matron of the Eastern Star, responded on behalf of the organization. Dr. O. D. Doane responded for the Blue Lodge and Eminent Commander Hasbrouck of Hood River responded for Hood River No. 12. Sir Knight Wilkinson of Columbia Commandery No. 13 responded on behalf of "The Frying Pan Club."

The number 13 played rather a conspicuous part in the ceremonies last evening. Columbia Commandery was instituted on the thirteenth day of the month, being number thirteen, the charter members were 13 in number, the lodge was constituted on December 13, there were 13 seated at the head table, Hood River Commandery was represented by 13 knights and there were 13 lines upon the menu card.

The out of town guests present were Truman Butler, R. W. Pratt, C. K. Marshall, W. E. Sherman, W. J. Baker, H. L. Hasbrouck, Mr. and Mrs. O. C. Dean, W. F. McCormick, Mr. and Mrs. G. R. Castner, W. C. Gilmore, E. P. Michell, all of Hood River; Mr. and Mrs. J. K. McGregor, Mosier; W. A. Cleland, Portland; J. F. Robinson, J. Taylor Pendleton, Pendleton; Ed E. Kiddle, Island City; W. S. Ferguson, Pendleton; G. W. Ingram, Pendleton; Mr. and Mrs. Bert Eddings, Captain Sherman, Portland; Rev. and Mrs. J. J. McAllister, Walla Walla.

Car Dumas Apples Broke Record for Low Prices

A car of Newton pippins from the J. L. Dumas orchards at Dayton, Wash, says the Produce Bulletin in this week's issue, was sold here at auction during the week, and the result was a smashing of all previous records for low prices for this variety. There was nothing unusual in the market. It was not disturbed by anything and it is therefore obvious that there was something wrong with the fruit. Good apples, of the same variety, sold at the time for \$3.00 and \$3.50 per box, but this Dumas lot averaged only about \$1.25.

The car was a shipment of a part of the contract with Steinhardt & Kelly, made early in the season. The sizes of the apples ran from 180s to 200s, but in everything else they were evidently far below standard and absolutely disappointing. Experts and buyers let them go at the price, though the demand in New York for anything that will class as good is notoriously strong. It was recalled, in connection with the sale, that in previous years New York dealers have had considerable trouble with Dumas shipments. J. L. Dumas, the shipper, is presi-

dent of the State Horticultural Society of Washington, and it is a puzzling part of the trade to understand just how a shipment of this kind can be made to square with the prominent position he holds in the apple growing world.

"MASCOT" PLEASES HOOD RIVERITES

The first number of the Mascot, which was issued last week has received many compliments from the business men and subscribers. The editorial and business management which is in charge of Sherman Buck and Weyth Allen and the others associated in the work are being congratulated on their ability and enterprise in publishing this bright attractive school magazine.

Among the other features the Mascot gives the students a medium for developing latent literary talent and brings school matters more closely to the attention of parents and others who are interested. Editorially and typographically the Mascot compares most favorably with publications of a like description in the state and it is of much higher standard than many issued from communities many times larger than Hood River.