

"The Lure of the Hood River," a story of the most alluring character in fiction, is proving popular

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Hall Brothers Secure Control Home Phone

Are Elected Directors at Annual Stockholder's Meeting, After Getting Fifty-one Per Cent of Stock--May Raise Rates

The annual meeting of the stockholders of the Home Telephone Company which was postponed last week through an error in calling the meeting was held Monday with 382 of the 455 shares of stock represented.

In the election of directors, as had been expected the Hall brothers were voted into the control of the company's affairs, they having recently secured 51 per cent of the stock. The new board consists of Chas. Hall, E. O. Hall, J. E. Hall, C. E. Copley and E. C. Smith. It is stated by Chas. Hall that the reason he and his brothers acquired the additional stock in the company was because they were already heavily interested and considered the purchase necessary to protect their interests.

The meeting was called to order by President E. L. Smith. After the reading of the minutes and some discussion the reports of the secretary

and treasurer were read. The former shows that the net earnings of the company during the period of its operation are about \$12,000. With the exception of capital enough to operate the plant, this amount has been utilized in making extensions and improvements. It was stated by Manager Hardinger that the net earnings of the company for the past two years would not much more than cover the depreciation in the plant.

It is figured by experts, he said, that telephone plants had to be entirely replaced about every twelve years. The plant now had more than twice as many telephones as it had when it was started, 1,125 being in use the first of January and subscribers were now getting service to twice the number of phones they did when the present rate was made. Mr. Hardinger also recommended the expenditure of a considerable sum in further improvements and extensions which he said were absolutely necessary.

J. W. Koberg said that the stock had never paid anything on the investment and thought the new board of directors should do something to make a return to the stockholders in the shape of dividends, even if it was necessary to raise the rates.

H. J. Hibbard gave it as his opinion that this would have to be done very carefully and the financial condition of the company's affairs making a raise necessary satisfactorily explained to the subscribers.

A resolution was then introduced by E. C. Smith in the form of a recommendation to the directors, asking them to investigate the financial status of the company with the end in view of putting it on a paying basis to the stockholders with the possibility of raising the rates. On motion of E. O. Blanchard seconded by J. W. Koberg the resolution was unanimously carried.

At a meeting of the directors held Tuesday the new officers of the company elected are: Chas. Hall, president and manager; E. C. Smith, vice president; E. O. Hall, secretary; E. O. Blanchard, treasurer.

GRAND JURY AND COURT IN SESSION

The January term of the circuit court opened here Monday the grand jury meeting in connection with it. The business of the court was taken up Monday with arguments in a number of civil cases of minor importance.

The most important case brought to the attention of the grand jury was that of W. H. Thompson who the coroner's jury recently charged with being responsible for the wreck at Cascade Locks.

In addition to the examination of the grand jury in the charges against Thompson, the state railroad commission conducted an independent investigation, with a view, it is stated by commissioner Altheison, of securing better protection for railroad trainmen and patrons.

Testimony in the Commissioner's hearing was taken from Conductor, Bilberry, brakeman George Brown, A. H. McKeen, signal engineer, and J. C. Shay, traveling engineer, who was on the engine with Thompson, at the time of the accident.

According to Shay, Thompson did not apply the emergency brakes as soon as he should have done. His testimony was also to the effect that Brown, who was flagging the rear end of the freight was only two car lengths back of the caboose, and that there were no other signals to warn Thompson that his engine was so near the danger mark.

McKeen testified that when engineers were running close to the expiration of the time allowed them to work by law, they sometimes ran by the block in order to gain time.

The grand jury Tuesday brought in a report dismissing the charges against Thompson.

Three indictments were returned by the grand jury against H. S. Davis for passing fraudulent checks.

Japanese Consul Wants Countrymen To Be Good

Sends Word to Them Through Representative to Drive Undesirable Japanese Out of Hood River Valley--Mass Meeting Held

Determined if possible to have the natives of Japan who reside in Oregon be good citizens J. Takahashi came here Sunday as the representative of the Japanese Association of Oregon and Y. Numano, the Japanese consul at Portland to investigate the case of Yashinari, who was arrested for selling whiskey and keeping a gambling place.

Mr. Takahashi, in order to have a full discussion of the matter among the many Japanese at Hood River, called a public meeting which took place in the opera house Sunday and at which 90 were present. Mr. Takahashi presided and explained to his countrymen that Mr. Numano and other prominent Japanese in Portland looked with disfavor upon the misbehavior of Yashinari. They wanted, he said, that all Japanese obey the laws of their adopted country and to formulate a plan that

would eliminate the undesirable Japanese element from Hood River and the state at large.

The best element of the Japanese residents of the state, said Mr. Takahashi, would not tolerate gambling and illegal whiskey selling, and he wanted the help of those who resided here in driving such Japanese away and keeping them away. Hood River, he said, had the largest Japanese community in the state with the exception of Portland and they wanted to make it the best.

At the conclusion of his talk the meeting was addressed by many of the Japanese in attendance, who expressed a desire to work along the lines suggested by Mr. Takahashi. The result was the appointment of a committee of ten who will endeavor to be responsible for the conduct of the Japanese population at Hood River in future.

NEW YORK CITY'S FRUIT

Where It Comes From And What It Costs :

\$225,000,000 Would Not Cover Orchard Products And That Means Only a Portion of the Quantity of Fruit Used.

From the New York Times.

Pineapples come mostly from Cuba, but the best are from Florida. To anyone traveling through that state there seems a pinkish haze all over the landscape which the natives explain as pineapples growing in the sand. It looks as if Florida had pineapples enough to deck every table northward to Maine, but such is apparently not the case. "Them Florida pines ain't a drop in the bucket," declared a dealer emphatically. In fact, the Florida pineapples go largely to the high grade dealers, while the rest get along with Cuban products. It was rather a shock to hear as a reason for the unpopularity of Porto Rico pineapples that they are too sweet. It seems that sweet pineapples do not keep for export and dealers fight shy of them. So if you really want a good pineapple it is still necessary to go to the West Indies in person. However, the Porto Ricans are coming along and may produce something satisfactorily acid some day. It is darkly hinted that brotherly love has not followed the flag on that favored isle, but enterprising business methods have, so it doesn't matter. As for Hawaii, the pine apple trade there is simply jumping. Before annexation they exported 4,000 cases of the fruit, but that trade has grown to 350,000 now.

Oranges come from California at the height of the season at the rate of 220 cars a week. Each car has 320 boxes and each box contains on an average nearly 200 oranges. So there you have fourteen million oranges poured into New York weekly at the height of the season. This gives an idea of the extent of the orange trade. Florida, of course, sends a great many, though not as many as California, and there the seasons do not conflict to any appreciable extent. The Florida crop this year is of 6,000,000 boxes, which, at \$5 or \$6 a box, brings the money spent for Florida oranges alone up to a tidy sum. California takes in far more than that, getting half a million dollars, more or less, from New York alone at the height of the season.

But of course all this takes a second place beside the figures for the apple trade. There is more money invested in wheat and cotton, but apart from these apples form the most important crop in the country. This is a bad year, yet the crop involves \$150,000,000. The American Pomological Society will tell you that there are 296 kinds of apples, but for commercial purposes the Baldwin and the Greening are far and away the best. Speaking by and large, the Baldwin is the nice red apple, "two for five," you buy from pushcarts. It gets more aristocratic at times, but it is the good old apple of childhood just the same.

New York can point with pride to

its apple orchards. It takes four to five years for a tree to bear fruit, but when it begins it can be depended upon for a hundred years. They say New York is the only state in which this statement is true, though it would seem to a mind not too strongly biased by local pride that the West has not had a fair chance to demonstrate on the century proposition. Anyway, even a century is a conservative estimate for an apple tree in this state. There are apple trees up the state twice that age, still bearing fruit that is eminently eatable.

The first apple tree planted in this country was brought from Holland by Gov. Stuyvesant in 1647 and put where Third Avenue and Thirtieth Street now intersect. It stood there until 1886 when a dray backed into it and knocked it down, no patriot having thought of putting a rail around it. So New York started the apple business in this country. Unhappily the state is not keeping at the head. Apples, complain the dealers, are less and less planted. The spirit of the age is against waiting fourteen years for a crop, even if it is a good crop when it comes and lasts for a hundred years. America is very little interested in the year 2000. By that time we may be importing apples from China or some other place where an immediate result does not seem that which is predominantly to be desired in life.

All this has been about deciduous and citrus fruits. Deciduous means that it has a kernel and a thin skin. If it has a rind it immediately becomes citrus, whether it has a kernel or not. Grapes are deciduous, too, though why they call the seeds kernels is hard for the layman to understand. What isn't deciduous or citrus is "berries." Mention the berry trade to a fruit dealer and he will express contempt. If you try feebly to point out that berries have virtues of their own, highly considered by many respectable citizens, you will get nothing in reply except that berries are unorganized, and anyway they don't amount to so very much. It is said that this social prejudice should obtain against the harmless, necessary huckleberry, to say nothing of the strawberry, but the melancholy truth is that there seem to be no facts or figures as to the traffic in small fruits. One thing is certain, you can't speculate in strawberries to any extent. It is risky enough in fruit that keeps tolerably well, but with strawberries it would be out of question, and the big dealers take only a mild interest in so uncommercial a fruit.

The unorganized berry, now held up to the scorn, is only in the condition common to all fruit as late as even ten years ago. This whole gi-

Something Stirring In Auto Road to Portland

Petition Signed By Property Holders Representing \$80,000,000 Presented to Multnomah County Court Asking for Highway

Active work by William Wemme, president of the Portland Automobile club makes it look very much as if the long talked of wagon road between this city and Portland will become a reality in the near future. Some of the most prominent and wealthiest residents of Portland have petitioned the Multnomah county court for the road and it is being considered favorably. The fact that it will open up the eastern Oregon country by wagon road is a strong factor in its favor. J. P. O'Brien, general manager of the O. R. & N. is said to be heartily in favor of the road and promised the committee that the company would stand by its agreement to restore any part of the original wagon road that had been destroyed or preempted by the railroad. In an interview in the Oregonian Lewis Russell of Portland, one of its strongest supporters, remarks:

"The men whose signatures appear on the petition represent in the aggregate \$80,000,000 of taxable property in the county."

The petition asks that the county construct the road from Bridal Veil to Cascade Locks, the dividing line between Multnomah and Hood River counties. The distance is 17 miles and the estimate of cost, according to an estimate prepared by Frank T. Walsh, of the engineering firm of Gosset and Walsh, is approximately \$41,000.

This road, when completed, will

THE DALLES MAY HAVE GAS PLANT

At its mid-monthly meeting, January 18, the city council will be asked to grant a franchise to J. D. Wilcox, of Portland, who represents capitalists who desire to erect a gas plant in this city.

In an interview with Mr. Wilcox yesterday the Chronicle was informed that nothing will be asked of the city except a franchise which will make it possible for the Portland men to build a \$50,000 plant in The Dalles for the purpose of selling gas to local people, both for cooking and lighting purposes. A city is sometimes asked for a bonus when it is planned to build an institution of this kind in a municipality but Mr. Wilcox says that the thing he wants is the permit to lay mains and pipes along the streets of the city.

The Dalles has long needed gas facilities and the news that the same may be acquired will be welcomed by the citizens, housewives in particular, who will be glad to have gas for cooking purposes during the hot summer months. Two rival lighting concerns will have a tendency to lower the cost of lights in the city.

giant business has been revolutionized since the West began to compete with the East and found that in order to bring the fruit over the continent in good condition there had to be improved methods in picking and packing. Without the greatest care and the most complete system the fruit was ruined before it reached the market. One thing has led to another. Fruit has been graded differently and a higher standard set throughout the country. Eastern men are going west to study the methods in use out there that can bring in a revenue of \$1,000 an acre. There is no doubt that Eastern fruit is as good as, or better than that which comes from the Pacific Coast, but it is less skillfully grown and less carefully marketed. Apple sections up the Hudson can produce apples as fine as those that come from the Hood River Valley, in Oregon, and sell at 25 cents apiece, only—it isn't done. And of course, no amount of organization and improved methods of transportation can alter the fact that fruit is sweeter if it is eaten fresh.

Out West they are always on the lookout for new ideas, and they cooperate. The growers of the Hood River Valley only five years ago got 84 cents for a box of apples. Now, by improved methods, they get from \$1.75

give Portland a highway into eastern Oregon. It will start along the Base Line road, crossing the Sandy river above Troutdale and continuing up the Columbia river. In Hood River county arrangements already have been completed for building the road to the county boundary and the road to The Dalles is completed.

If this road is built it will be the most picturesque highway in the world, not excepting roads along the Hudson in New York or the Rhine in Germany. It has been projected many months. An additional feature is that it will provide an automobile highway to Mount Hood by way of Hood River.

WILL DOUBLE TRACK TO HUNTINGTON

What is understood to be the first step in the double tracking of the O. R. & N. line between Portland and Huntington was taken Thursday, when authority was given for double tracking the road between The Dalles and Deschutes, a distance of 17 miles.

Recently the O. R. & N. let the contract for straightening the line between the two points and it is presumed that the decision having been reached to double track to Huntington, both the line change and the additional track laying could be accomplished at a saving of expense over construction of the two improvements separately. The line change and double tracking will cost considerable more than \$1,000,000.

A part of the double track system also will be the St. John-Troutdale line, authority for the construction of which has also been given. Work on this line will begin as soon as the weather conditions will permit. When completed practically 20 more miles of the route will have been double tracked at a cost of \$7,000,000. The new Troutdale line is not to be double tracked in itself, but will offer a second track entrance to Portland.

The distance between Portland and Umatilla is 400 miles and while estimates of the cost are not obtainable it is probable that a sum represented by eight figures will be expended before the work is completed.

The greatest congestion of traffic on the O. R. & N. lines is between Portland and Umatilla. At the latter point the lines of the Washington division diverge and the wheat of the Palouse country, Camas Prairie and all the Spokane and Idaho traffic reach the main line. In addition from this stretch of the system, the Condon, Heppner and Shaniko branches diverge, all serving big wheat producing areas, while the new Deschutes line will also deliver its traffic to the main line between Portland and Umatilla.

Five passenger trains daily pass over the line each way in addition to one fast mail train each way daily and the regular and special freights. It is understood that the stretch of road is carrying practically the limit of traffic in the operation of trains on schedule time, while there exists a certainty of increase as the country continues its progress in development.

It is also hinted that mail contracts are at stake in a contest now waging between the Great Northern and the Harriman Northwest system. The Great Northern is said to be asking the government for the Portland mail, intending to divert it from its fast mail train now in operation at Spokane and via the North Bank to Portland.

The Great Northern, according to reports, has declared that the Puget Sound mail tonnage alone is not sufficient to warrant the continuation of the fast mail train. The Harriman line is also operating a fast mail train, but it is recognized that improvements are necessary to keep pace with the strenuous competition that Hill is now giving on mail carrying and other service.

The double tracking of the O. R. & N. is also understood, will be carried on in conjunction with other line changes, which will eliminate many curves and grades and shorten the line.

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