

Pacific Company Splits Light Rates in Half

Makes Proposition to Council to Light City For One-Half Rate Offered by Hydro-Electric Company and Will Furnish Bond to Guarantee Service--Rate War Benefits City.

Competition for the street lighting contract for the city resulted in a proposition being made to the city council Monday night reducing the rates offered by the Hydro-Electric Company one-half. The proposition was made in writing, with the offer of a bond to guarantee the service and maintenance of rates.

Both the propositions were considered by the council. In the absence of any definite proposition from the Pacific Company, it was expected to sign up the contract with the Hydro Company, but the offer of such a big reduction resulted in the council deferring the matter, which will be taken up at the special meeting Wednesday night.

The contract offered the city by the Hydro Company in full is as follows:

Hood River, Or., Oct. 23, 1911.

To the Mayor and Common Council of the City of Hood River, Hood River County, Oregon:

The Hydro-Electric Company, of Hood River, Oregon, hereby offers to contract with said city to furnish all of the street lights said city may require for a period of ten years from February 1, 1912, at the following rates, lights to burn from dusk to dawn, said lights to be on brackets placed on light poles on or near every 130 feet:

For 40 watt lamp, 80c per month.
For 60 watt lamp, \$1.00 per month.
For 100 watt lamp, \$1.50 per month.
For 150 watt lamp, \$2.00 per month.

For 250 watt lamp, \$3.00 per month.
The company to furnish lamps; or, if the city furnishes all renewals of lamps, the company will furnish the electric energy to burn until dawn.

For 40 watt lamp, 50c per month.
For 60 watt lamp, 65c per month.
For 100 watt lamp, \$1.00 per month.
For 150 watt lamp, \$1.50 per month.
For 250 watt lamp, \$2.00 per month.

Except when the wires may be ordered placed under ground, the abutting property owners are to put up lamp posts for 3, 4 or 5 lamps, the company to connect wiring to lamp sockets and furnish electrical energy to burn them during night for 25 per cent over lamps placed on brackets or light poles as in the rest of the city. The location of street lamps are to be where the common council, through mayor or committee, shall designate; the same are to be on light poles except where the wires may be placed underground. Whenever the common council shall order five or more street lights put in, the company agrees to put the same in as soon as possible, and in no case to be longer than 60 days from date of written order.

HYDRO-ELECTRIC COMPANY,
By N. C. EVANS, President.

The offer of the Hood River Gas & Electric Company, which is soon to take over the system of the Pacific company, is as follows:

Hood River, Ore., Nov. 27, 1911.

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New Set of Candidates Named For City Offices

J. L. Hershner, Ed Mayes and C. A. Plath For Councilmen; Henry Howe For Recorder; Robertson on Both Tickets--Nominees Meet With Approval In All Sections of City.

With the filing of five additional petitions Monday, by candidates for city offices there are now seven candidates for councilmen, two for recorder and one for city treasurer.

The new candidates put in the field are J. L. Hershner, C. A. Plath, Ed Mayes and J. E. Robertson for councilmen and Henry Howe for recorder.

The other candidates, whose petitions have also been filed, are A. C. Staten, J. H. Gill, Jas. Stranahan and J. E. Robertson, who is on both tickets, for councilmen and Geo. Dimmick for recorder. For city treasurer Louis Henderson has no opposition.

In the selection of Mr. Hershner, Mr. Mayes and Mr. Plath with the addition of Mr. Robertson, whose election is conceded, it is thought that an intelligent and representative set of candidates has been selected and that, if elected, they will be governed by a desire to serve all sections of the city and its affairs honestly and fairly. Mr. Mayes and

Mr. Hershner were formerly on the council and gave the city efficient and faithful service. Mr. Plath is interested in the city's progress and is an avowed advocate of civic improvements.

Henry Howe, nominated for recorder, is exceptionally well fitted for this place, having been in touch with the city's affairs as councilman and possessing clerical ability of a high order.

Of the other candidates Mr. Gill is a retired business man residing on the heights. Mr. Staten is at present engaged in the mercantile business, and Mr. Stranahan is one of the proprietors of the Fashion Hivery stable. As has been stated Mr. Dimmick, candidate for recorder, was formerly deputy assessor. He is now engaged in the real estate business.

Thanksgiving Service
There will be a Thanksgiving service at the Alliance chapel Thursday, Nov. 30th, at 10:30 a. m.

BINGEN PROTESTS AGAINST NEW FERRY

The editor of the Bingen Observer snorts at the idea of another ferry to White Salmon, claiming that if there is any idea of establishing additional communication between Hood River and White Salmon, that Bingen is the proper place for a landing on the Washington side of the river. After printing the story, which recently appeared in the Oregon Journal and other papers, the Bingen newspaperman says:

"The dispatch to the Oregon Journal, to those who are acquainted with the situation here, makes very amusing reading. If Mr. Datson has any reputation as an engineer, he takes great chances of injuring it by such a recommendation as the above. Mr. Datson should surely know that it would take thousands of dollars to convert that dock road into a reasonable grade and safe highway for vehicles of any description, and the owners of passenger autos take no further chances, but invariably come through Bingen and take the bottom road to the dock.

"Mr. Datson's scheme seems to be a very peculiar one. Its only object, apparently, is to aid White Salmon to cut loose from the S. P. & S., which has treated it royally, and turn its trade over to the O.-W. or the boats.

"If it is Mr. Datson's desire to establish a competing ferry, as an engineer, why does he not recommend a feasible and easy route? By coming up the river a short distance from Hood River and crossing to Bingen, he would find more than one excellent location for a wharf, and a road to White Salmon up which he could motor a ten-ton truck. Why ask the White Salmon people or the county to invest thousands of dollars to make a road up a precipice when it is absolutely unnecessary? If a good wharf is built in front of Bingen the boats could abandon the old White Salmon dock, the landing to which is the worst on the river, without the slightest detriment whatever to White Salmon. A ferry would accommodate 200 more people than the one now running, and he would avoid being mixed up in a law suit. The supreme court of Oregon decided some months ago that O. C. Dean did not own the Columbia river, if he was successful in running a bluff. Mr. Datson had better reconsider his plans and take a trip over to Bingen, examine into the route, if he has not already done so, and learn something that will be to his advantage."

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COUNTY'S ASSESSED VALUE \$12,104,020

The assessment roll just completed by County Assessor J. Wickham gives the total valuation of the assessable property in Hood River county at \$12,104,020. The total value of all property in the county outside of railroads and other public service corporations, is the round sum of \$9,914,820, an increase over that of 1910 of \$963,620. The extent of all kinds of assessable property and its valuation is as follows:

Number of acres of tillable land	58,875
Value of same	\$ 6,693,808
Number of acres of non-tillable land	60,073
Value of same	\$ 503,595
Value of improvements on deeded land	406,205
Value of all town lots	784,400
Improvements on town lot	552,950
Improvements on land not deeded	32,450
Value of manufacturing machinery	192,065
Value of merchandise	262,040
Value of farming implements and automobiles	76,530
Cash	54,500
Notes and accounts	2,950
Number of shares of stock	1,750
Value of shares of stock	107,220
Value of household furniture	116,445
Number of horses	1,458
Value of horses	92,310
Number of cattle	684
Value of cattle	16,530
Number of sheep and goats	67
Value of same	85
Number of swine 131, and value of same	760
Value of property of public service corporations	\$ 2,189,089
Total valuation	\$12,104,020

HIGH SCHOOL CLASS GIVES JOLLY PARTY

Odd Fellows hall was the scene last Friday evening of a large and enjoyable party given by the graduating class of the high school. Not in many years has there been such a large party of Hood River young folks together, and it is safe to say that at none of the social affairs held here this season has there been so much enjoyment. The party was an invitation affair and was given by the young people to obtain funds for the expenses of the class at graduation time.

The hall was tastefully decorated with pennants, flowers and banners, while Hood River apples and cider and home-made doughnuts and cakes, the latter made by the girl members of the class, furnished refreshment. Games and dancing occupied the evening, and the affair was jolly and informal. Prof. McLaughlin and several of the other instructors were present. The music was furnished by the students, the programs were also made by their deft hands, and the affair led to the belief that it is possibly the best form of entertainment that can be provided for giving these young lads and lassies an opportunity to participate in a form of recreation exhilarating but harmless. As a matter of fact, why would it not be the thing to provide some approved form of social life for these budding young men and women who are barred from the social affairs of their elders?

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TO EXHIBIT APPLES IN 17 BIG CITIES

The Great Northern Railway will conduct seventeen individual apple shows in as many different cities throughout the east during the month of December. Develop land—create a market, the slogan for Great Northern exploitation of Montana, Washington and Oregon fruit district.

Not a fruit-growing district worthy of the name in the territory tributary to the Great Northern Railway but what has been, within the past two months, the face of a Great Northern Railway Industrial and Immigration agent sent out by L. W. Hill to procure the choicest apples for display in the seventeen different individual land shows that the company is going to hold on the principal business streets of the largest cities in the east. The architect's plans have been drawn up for installing exhibits in the following cities:

Boston, 264 Washington street.
New York, 1184 Broadway, Centurian Building.
Philadelphia, 836 Chestnut Street, Buffalo, 299 Main Street.
Chicago, 210 South Clark Street.
St. Louis, 217 North Eighth Street.
Des Moines, 315 Seventh Street.
Milwaukee, Palast Building.
St. Paul, 332 Robert Street, Corner 4th. 64 East Fifth Street.
Minneapolis, 313 Nicollet Avenue, 25 South Fifth Street.
Duluth, 432 West Superior Street, Superior, Corner Broadway and Tower Avenue.
Winnipeg, 226 Portage Avenue.
 Fargo, 55 Broadway.
 Sioux City, 510 Fourth Street.
According to the 1910 census, the city of Boston had a population of 670,585; New York 4,676,883; Philadelphia, 1,549,908; Buffalo, 423,715; Chicago, 2,185,281; St. Louis, 687,029; Des Moines, 86,368; Milwaukee, 373,857; St. Paul, 214,744; Minneapolis, 301,408; Duluth, 78,466; Superior, 40,384; Winnipeg, 135,430; Fargo, 14,331; and Sioux City 47,828, a total of 11,585,319 people. Each one of the inhabitants of these cities will be given an opportunity of seeing the quality of fruit that is produced on the irrigated and unirrigated orchard lands of Montana, Washington and Oregon. The result of this campaign should be a wide-spread interest in the opportunities for home making in the fruit-growing districts of the Northwest, and also create a demand for the big red apple which has already made Great Northern territory famous as the finest apple region in the world.

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Lewis Talks to Growers On Low Grade Apples

Horticulturist Expert Tells Members of Fellowship Association How to Dispose of Culls and Discusses Other Matters of Interest--A. I. Mason to Fight Lafean Apple Box Bill.

To a large gathering of members of the Hood River Apple Growers' Fellowship W. H. Lawrence and C. I. Lewis delivered addresses of interest last Saturday at the Commercial Club rooms. The topic of Prof. Lewis, chief of the division of horticulture of the Oregon Agricultural College, was "What Shall Be Done With the Lower Grades." This is a topic that interests every fruit grower and was listened to attentively. Mr. Lewis said in part:

As fruit growers you are naturally anxious for high prices. The higher the price per box, of course, the greater your profits, yet if fruit industry is to truly prosper we must have increased consumption. The consuming of the fruit is just as important an item as the selling of the fruit. There is absolutely no doubt at the present time but what the consumption of certain fruit, like apples, for example, is entirely too low and probably the increase in the consumption of citrus fruit is greater than that of many of our deciduous fruits.

One of the problems for you to solve is to be able to sell your fruit at a sufficient profit to pay you well for your investment and at the same time put that fruit in the market at such a price that it can be consumed. It is relatively easy to get high prices for high class fruit. It is harder to get satisfactory prices for the lower grades of fruit. The com-

petition for lower grades of fruit is much keener than that of the fancy grades. The prices for fancy apples packed in boxes is much greater than that ever received in such packages as barrels. On the other hand a perusal of many of our market reports shows that the lower grades when boxed often do not average a bit higher than same grade of fruit in barrels, and yet the cost in putting up in boxes is probably considerably higher. It certainly pays to spend money on first class fruit. There is a possibility, however, that we may be making mistakes when we expend much capital on the lower grades. It costs just as much to ship them and in many cases costs just as much to handle them in our orchards and packing houses. Should we suggest a lower freight rate for the lower grade of fruits to our railroads; at first thought this would seem to be a remedy out of the difficulty. The railroads, however, probably would not gladly welcome the opening of such a question and perhaps it would be unwise on our part since it might make it necessary to charge an even higher rate than at present for the better grades in order that the railroads could handle the lower grades at a profit. The question would immediately arise also as to the limitation of the grades for the different freight rates and the determination of such grades. Un-

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