

The Hood River Glacier.

"IT'S A COLD DAY WHEN WE GET LEFT."

VOL. XVI.

HOOD RIVER, OREGON, THURSDAY, SEPTEMBER 15, 1904.

NO. 18.

HOOD RIVER GLACIER

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ARRIVAL AND DEPARTURE OF MAILS.

HOOD RIVER.
The postoffice is open daily between 8 a. m. and 7 p. m.; Sunday from 12 to 1 o'clock. Mails for the East close at 12:30 a. m. on 9 p. m. for the West at 7:10 a. m. and 1:10 p. m.
The carriers on R. F. D. routes No. 1 and No. 2 leave the postoffice at 8:30 daily. Mail leaves for Hood River, daily at 12:30 p. m.; arrives, 10:20 a. m.
For Clatsop, Wash., at 7:30 a. m. Tuesday, 7:30 a. m. and 1:30 p. m. arrives same days at 8 p. m.
For Underwood, Wash., at 7:30 a. m. Tuesday, Thursday and Saturday; arrives same days at 8 p. m.
For White Salmon, N. Wash., daily at 2:45 p. m.; arrives at 11 a. m.

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For Hood River daily at 9 a. m.; arrives at 4:40 p. m.
For Bluffton, Trout Lake and Guler, Wash., daily at 7:30 a. m.; arrives at 12 m.
For Pleasant, Guler and Fulda, Wash., daily at 7:30 a. m.; arrives at 12 m.
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REGISTRATION.

CLARK GROVE COUNCIL No. 142, ORDER OF PERKINS.—Meets the second and fourth Fridays of the month. Visitors cordially welcomed. F. U. HERRICK, Counselor. Miss Nellie Clark, secretary.

ORDER OF WASHINGTON.—Hood River Union No. 142 meets in Odd Fellows hall second and fourth Saturdays in each month, 7:30 o'clock. T. U. DUNN, President. C. U. DUNN, Secretary.

HOOD RIVER CAMP, No. 700, W. O. W.—Meets in K. of P. hall every Thursday evening. C. U. DUNN, Chief.

HOOD RIVER CAMP, No. 770, W. O. W.—Meets on first and third Tuesdays of each month in Odd Fellows hall. F. H. BLAGG, Chief.

WALLOA LODGE, No. 8, K. of P.—Meets in K. of P. hall every Thursday night. C. E. HERMAN, K. of R. & S.

HOOD RIVER CHAPTER, No. 25, O. E. S.—Meets second and fourth Tuesdays of each month. Visitors cordially welcomed. THERESA LAMPERT, W. G. U.

HOOD RIVER CHURCH, No. 224, W. M. S.—Meets at 10 o'clock in K. of P. hall on the first and third Fridays of each month. NELLIE HOLLOMBA, Clergy.

CANBY LODGE, No. 16, G. A. R.—Meets at 8 o'clock on U. S. hall second and fourth Saturdays of each month at 10 o'clock p. m. All G. A. R. members invited to attend. H. H. BALLEW, commander. T. J. CUNNING, Adjutant.

CANBY W. R. C. No. 16, W. M. S.—Meets second and fourth Saturdays of each month in A. O. U. W. hall at 8 p. m. Mrs. ALIDA SHUMAKER, President. Mrs. J. J. CUNNING, Secretary.

EDEN ENCAMPMENT, No. 48, I. O. O. F.—Regular meetings second and fourth Mondays of each month. A. J. WATKINS, C. P. BERT STRICKLAND, Scribe.

IDEWELL LODGE, No. 107, I. O. F. M.—Meets in Franklin hall every Thursday night. J. R. REED, N. G.

HOOD RIVER CHAPTER, No. 27, R. A. M.—Meets third Friday night of each month. D. McDONALD, Secretary. G. R. CARTER, H. P.

COUNTY HOOD RIVER, No. 42, Foresters of America.—Meets second and fourth Mondays in each month in K. of P. hall. F. C. BRONKUS, Financial Secretary.

LAUREL REBEKAH DEGREE LODGE, No. 27, I. O. O. F.—Meets first and third Fridays of each month. Mrs. FRANCES ROSS, N. G. THERESA LAMPERT, Secretary.

HOOD RIVER LODGE, No. 10, A. F. and A. M.—Meets in Saturday evening on or before each full moon. H. B. SAVAGE, Secretary.

OLITA ASSEMBLY, No. 109, United Artisans.—Meets first and third Wednesdays, work: regular meetings second and fourth Wednesdays. D. McDONALD, W. M. A. E. M. MCCARTY, Secretary.

RESIDUE LODGE, No. 68, A. O. U. W.—Meets first and third Saturdays of each month. E. N. BRADLEY, Financial Secretary. W. B. SHUTE, W. M. J. O. WATKINS, Recorder.

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HOOD RIVER OREGON

WEEK'S DOINGS

Newsy Items Gathered from All Parts of the World.

OF INTEREST TO OUR READERS

General Review of Important Happenings Presented in a Brief and Condensed Form.

The main Japanese army is within 21 miles of Mukden.

Russia fears that China will occupy the territory conquered by Japan.

The continued silence of Kurapatka greatly irritates the Russian public.

Germany is reported to have made an secret treaty to give Russia indirect aid.

The Russian Baltic fleet has again delayed its departure for the Far East.

The British ship Ditton, from Newcastle, has gone aground off San Francisco bay.

St. Petersburg officials profess ignorance at the arrival of the Lena at San Francisco.

The flood of the Rio Grande river is doing great damage to property in Texas and it is feared many lives will be lost.

The first shipment of the Lewis and Clark souvenir gold dollars have arrived in Portland. Arrangements for placing them on sale are not complete. They will bring \$2 each and to the purchaser of five an additional one will be given. They are a little smaller than a dime. The first shipment contained 25,000.

The Japanese are expected to enter Mukden soon.

Republicans elected the governor of Maine by a plurality of 33,000.

Robbers held up a train at Letta, Ia., but found the safe contained no money.

Military critics at Liao Yang say that Kurapatka did not believe he could be defeated.

The reason for the Russian abandonment of Mo Tine pass remains as much of a mystery as ever.

A Knight Templar train was wrecked near Reno, Nev., and two people killed and 25 others injured.

Japan has entered a protest against the Russian transport Lena remaining in San Francisco harbor. The ship may dismantle and stay in the harbor until the war is ended.

The Japanese are reported to have routed the rear guard of the Russian army at Hun River. General Zaslavitch and 3,000 of his 5,000 men have been taken prisoners.

The cruiser Milwaukee has been launched at San Francisco.

Kuropatka must continue his retreat and await reinforcements.

An interparliamentary congress will ask the powers to stop the war in the Far East.

The Japanese army is expected to push on as soon as they are refreshed. Both armies are resting.

German iron dealers, it is reported, have been requested to furnish prices on 1,800 tons of cast iron for American delivery.

Many bids have been put in for the Oregon building at St. Louis. It will be sold to the highest bidder and turned over at the close of the fair.

Disease is a new horror reared at Mukden. The continued heavy rains and the hardships endured during the 10 days' fighting are sure to increase the sickness.

The navy department has appointed a board to inspect the merchant marine and ascertain the cost of changing each ship into a man of war and the length of time required should their services be needed in case of war.

Britain and Tibet have formally concluded a treaty.

A Russian force of 12,000 near Mukden is in a perilous position.

The new Russian minister of the interior will be liberal in his policy.

The spoils of war falling to the Japanese at Liao Yang were of little value.

Few of the Alaska salmon canneries will have as great an output as last year.

Russian papers claim that Viceroy Alexieff is directly responsible for the disaster at Liao Yang and want him put out.

Fire raged an entire day in Progresso, Mexico, before it could be checked. The loss is estimated at \$1,000,000.

The losses of both sides at the Liao Yang battle are estimated at 50,000, of which the Russians lost 20,000 and the Japanese 30,000.

The deported Colorado miner who confessed to having a part in the Independence outrage says the others implicated with him are all officers and members of the United Mineworkers.

The Japanese are on two sides of Kurapatka.

Rockefeller interests are said to be behind a new railroad to the Pacific coast.

J. J. Hill is reported to have sold his two new mammoth steamers to Russia.

A deported Colorado miner in Kansas has given the names of the strikers who planned the Independence outrage.

The Russian drydock at Daitny has been repaired and is being used by the Japanese.

SEEKS FOR PREY.

Russian Vessel Puts Into San Francisco for Repairs.

San Francisco, Sept. 14.—The Russian transport Lena, Captain Berinsky, put into this port today for repairs. The Lena is 31 days from Vladivostok via Bayaniva, Sakhalin islands.

She made the run from Bayaniva in 19 days, which is considered fast time, showing that the Lena possesses speed qualities. The Lena has a crew of 497 men and officers, and carries 23 guns. She has three funnels and three masts. Captain Berinsky, who officially declares the Lena to be a transport, states that her engines and boiler are in need of repairs. After passing quarantine the Lena anchored off the Union Iron works, where she now lies.

According to Brassey's Navy Annual, the Lena was formerly the Kheron, of the Russian volunteer fleet. Brassey refers to her as a "volunteer cruiser" and also as a "transport vessel." The Lena has a speed of 19 1/2 knots. Her hull is of steel, and her displacement is 10,225 tons. She is 493 feet long, 54 feet 3 inches wide, and has a draught of 24 feet. She has two propellers. Her indicated horsepower is 12,500. She was built at Hebburn, England, in 1895. According to Brassey, the Lena carries three 4-inch quick firing guns and 20 of smaller calibre.

The arrival of the Lena has been reported to Washington. Instructions are expected from the Washington authorities tomorrow as to the length of time the Lena may remain in port.

OREGON IRRIGATION CONVENTION.

Association Will Hold Meet in Ontario September 19, 20 and 21.

The convention of the Oregon Irrigation association, to be held at Ontario, Oregon, September 19, 20 and 21, promises to be of the greatest interest of any yet held in the state. What irrigation can do for a country will be there given a practical demonstration when worthless sage brush land will be shown side by side with land worth \$300 per acre.

Senator Mitchell, Congressman Williamson and Herrmann, Governor Chamberlain, of Oregon, and Governor Morrison, of Idaho; Hon. D. W. Rose, United States geological survey; Mayor Gleason, of Ogden; Dr. Withycombe, of the Oregon Agricultural college, and numerous other speakers prominent in irrigation work from different parts of the country will be in attendance. Besides this, there will be over \$1,000 given away as premiums for fruit displays. One of these premiums is a \$100 silver loving cup to be presented by the city of Ontario to the Oregon county making the best fruit exhibit.

The O. R. & N. and Oregon Short Line have made a rate of full fare going and one-third fare returning. The city of Ontario is well prepared for the accommodation of all who attend the convention and the association promises that all will be more than paid for the trouble and expense they may be put to.

CANADIAN TRAIN HELD UP.

Six Masked Men Make a Haul of About \$7,000.

Vancouver, B. C., Sept. 14.—The transcontinental express, due here at 7:45 last night, was held up 35 miles from Vancouver by six masked men and \$7,000 taken. The train was flagged for some of the men got on the train for and with rifles. At the point of guns the engineer and fireman were compelled to take the baggage and express cars two miles away, where they were riddled. The train arrived at 12 o'clock. A special train with a large posse of policemen immediately left for the scene. This is the first holdup in Canada.

It is supposed that the train robbers expected to intercept the clean-up from the Consolidated Carbon mines, amounting to \$60,000, and which was expected to be sent here about this time. It is said a cipher telegraph message was sent to the express messenger telling him to have his safe open, to be searched by an inspector, and that therefore he was off his guard. The authorities are now investigating this rumor.

Shop Was Blown Up.

New York, Sept. 14.—The barber shop of Joseph Stravelli, on Third avenue, was wrecked by an explosion just before 1 o'clock this morning, and 20 families living in the house were thrown into a panic, in which six tenants were hurt. Six weeks ago Stravelli received a letter crudely drawn by a "Black Hand," in which he was ordered to deposit \$500 between two stones at First avenue and Thirty-eighth street. The letter closed by saying: "If you do not leave the money you take care of yourself."

Jews' Shops Pillaged.

St. Petersburg, Sept. 14.—Anti-Semitic rioting took place at Rovno, in the government of Colynia, September 4, during which many persons were injured and shops pillaged. A similar outbreak occurred at Smela, in the government of Kiev, where the troops were called. Ninety-eight houses and 14 shops were pillaged, and several persons were seriously injured by the troops. Many of the rioters were arrested. The affair lasted for

Protest of Great Britain.

Maidid, Sept. 14.—The Herald says that Great Britain has protested against Spain for having acceded to the request of France to permit the Russian Baltic fleet to coal and remain at Orenna for a longer period than that permitted by international law.

OREGON NEWS OF INTEREST

TO BUILD IN GRAND RONDE. IMMENSE TIMBER FORESTS.

Assurance Given That Railroad Will Be Constructed.

Pendleton—W. E. Davidson, secretary of the Eastern Oregon Development company, and member of the firm of W. E. Davidson & Co., mining brokers of Pendleton, says that the electric belt line to be built in Grand Ronde valley is an assured success. His father, T. W. Davidson, is in the East now interesting capital in behalf of the project, and at the present time the outlook is most encouraging.

Ground for a terminal and depot have been donated by the residents of Cove. The Amalgamated Sugar company has agreed to raise 800 acres of beets along the line, where heretofore the price of hauling has made their culture prohibitive. The right of way has been secured, and had it not been for Chief Engineer A. B. Brown being called to Canyon City as a witness in a suit at law the survey would have been completed at this time.

The power proposition on the Minam river has not been looked into except to ascertain that at least 20,000 horsepower could be developed.

Survey of Eugene-Corvallis Line.

Eugene—The Willamette Valley Electric railway company announces that its corps of surveyors will probably begin surveying for its Eugene-Corvallis line this week. T. W. Archer, a civil engineer, who will have charge of the work, has arrived from California. He will also select a site for a power station. It has been practically settled that the station will be located on the Mackenzie river near Seavey's place, six miles from Eugene. H. C. Diers, chief engineer of the company, has arrived at Cove bay, and will at once start a crew of surveyors from there north up the coast by way of Gardiner and Florence to Eugene.

Cove Fruit for the Fair.

La Grande—The management of the horticultural exhibit at the St. Louis fair has written to Stackland Bros., of Cove, who are among the leading fruit-growers in the Grand Ronde, for more of the fruit from this valley, and in a telegram asks: "Can Cove ship now, car prunes, plums, pears and apples? We pay freight. Sell at least half and return proceeds. Wire collect." To which they replied that a car would be shipped in two weeks' time, as some of the fruits are hardly ripe just now.

Drill for \$500 a Side.

Sumpter—As a result of the drilling contest at Bourne on Labor day, in which M. D. McLeod came off victorious, there is promise of a much more interesting contest. McLeod, holding the championship for Oregon, has been challenged by William Maddox, for a match at \$500 a side. The preliminaries have been arranged, and the town offering the most tempting prize will get the contest. There is some talk of making the side bet \$1,500, so confident is each man of beating the other.

Lawton Townsite Sold.

Sumpter—The townsite of Lawton, which over four years ago gave such promise of greatness, has been sold for \$3,000. This was the amount of a judgment held by Lina Sturgis against the townsite company. Many buildings were erected during the boom, and Lawton was put down in the brain of the fanciful promoter as the terminus of an important railway line that would come creeping up the mountains from a junction with the O. R. & N. This dream faded away and with it Lawton's claim to distinction.

Plan Long Wagon Road.

Portland—The plan to build a wagon road from Portland to the California line has been discussed favorably by the county court. Multnomah county already has a road which reaches to Clarkamas county and it can be made a first class road with not much expense. Other counties have roads extending from one county to the other in some instances, but to make one continuous road the whole distance might require state aid.

Washington County Shipments.

Hillsboro—Agent Hinshaw, of the Southern Pacific, states that notwithstanding the short hay and grain crop this year, the shipments out of Washington county exceed that of any fall season for years. A part of the heavy shipments is due to the condensed milk company, which sends out from two to three cars each week.

What Mysteriously Burned.

Pendleton—Fire destroyed 1,500 bushels of wheat on the farm of E. J. Somerville, seven miles west of this city. The crop was raised by John Ludeman, his share being two-thirds. The origin of the fire is a mystery. The wheat was partly insured.

Northwest Wharf Markets.

Portland—Walla Walla, 78c; bluestem, 85c; valley, 84c. Tacoma—Bluestem, 84c; club, 79c. Albany—78c. Salem—80c. Colfax—Club, 70c; bluestem, 75c. Pendleton—Club, 70c; bluestem, 75c. La Grande—Club, 66c; bluestem, 70c.

Patients Increase at the Asylum.

Salem—The monthly report of the superintendent of the state insane asylum shows that the number of patients has increased from 1,371 to 1,375 during the month.

BRIGANDS VERY CRUEL.

Banker Lived on What He Could Pick for Days After Escaping.

Fort Worth, Tex., Sept. 13.—A dispatch to the Record from Roswell, N. M., says:

Banker Elland has returned to his home at Portales, N. M., and verified the story that he had been held by brigands in the state of Sonora, Mexico. He has lost 50 pounds in flesh. He is known as a conservative business man, and the story that he had fallen into the hands of brigands, who demanded ransom from his wife at Portales, N. M., was not doubted. He was forced by the bandits to write to his wife and to sign the name of George Reese. He said:

"I was captured August 6 by four men, and they robbed me of everything I had. I think it was in the state of Sonora, Mexico. They immediately carried me to the mountains and I was made to walk every day and was fed very little. At night I was tied with ropes. On pain of instant death the bandits made me write the letter to my wife demanding the ransom, compelled me to sign the name of George Reese and made me misspell the name. The letter was mailed from the town of Opata. They changed positions every day and marched me through the mountains until the night of August 30, when I made my escape. I secured a sharp rock and cut the ropes that bound me and left while they slept. "For four days I wandered through the mountains in search of a road, living on berries, rabbits and young birds, and finally reached a railroad at a distance of 60 miles from where I started.

"I beat my way on a lumber train to Douglas, Ariz., and then went to El Paso, Tex., where I borrowed money on which to come to Portales."

CONCILIATION BOARD MEETS.

Arguments of Iron and Steel Men Regarding New Scale Heard.

Chicago, Sept. 13.—A board of conciliation selected by the Republic Iron & Steel company and 20,000 of its employees has met here to fix a scale of wages for the coming year. Today arguments of employers were heard.

The dispute which the board is to settle arose over the desire of the company to reduce the wages of its skilled "merchant" ironworkers from 5 to 15 per cent. As provided in the working agreement which has been in force since 1901, conference committees from the company and the unions having failed to agree on an adjustment of wages, the matter was left to a board of conciliation.

The arguments of the company tended to show that reduction in business combined with large outlays in the erection of new plants, did not justify the continuation of last year's wage scale. These claims were met by the steel workers' representative with the contention that the number of employes has been reduced in several plants, thus comparatively lightening the expenses.

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YUKON TRAFFIC ENDED.

River Steamers Have Made Last Trip for the Season.

Seattle, Sept. 13.—A special dispatch to the Post-Intelligencer from Dawson, Y. T., warns persons at coast points not to attempt to enter Alaska this fall expecting to catch steamers at Dawson for the new Tanana district and Fairbanks. Five hundred people are now at Dawson anxious to go down the river to the new camp, with no steamers available.

The steamer Light left Dawson yesterday for Fairbanks with a 500 ton cargo, which yielded \$25,000 in freight charges. The Northern Commercial company yesterday refused to send the steamer Sarah with a cargo yielding \$25,000 charges and passengers down the river, fearing the ice would close before she could get back.

Hundreds are going out in small boats from Dawson to Circle, intending to walk 250 miles from there to Fairbanks.

Capture Only Question of Hours.

New York, Sept. 13.—Three of the six men bandits who held up the paymaster of the O'Rourke Engineering & Construction company for \$5,000 August 24 on a lonely highway in New Jersey, are reported to have been traced to the Italian quarter of Patterson, and their capture is believed to be only a question of hours. Two hundred men have searched constantly for the highwaymen, but, although they got so close to the gang that firearms and articles of clothing were found, they managed to reach town.

Important Witness Missing.

Chicago, Sept. 13.—William F. McMullin, who was operator of the "spot light" at the Iroquois theater at the time of the disaster December 30, has disappeared. Assistant State's Attorney Barnes at the opening of the September term of court began the preliminary arrangements to put Will J. Davis, manager of the theater; Thomas J. Noon, assistant manager, and Edward Cummings, the stage carpenter, on trial.

Battleship Ohio Transferred.

San Francisco, Sept. 13.—The battleship Ohio was finally transferred from her builders to the United States navy, the government being represented in the ceremony by Captain Leavitt C. Logan, who is her commanding officer. The Ohio will be for a time on the Pacific station, but her ultimate destination is thought to be China.

Only Half of Men Taken Back.

Chicago, Sept. 14.—It is estimated that about 10,000 men applied for work at the stockyards today. About 4,800 of the applicants were taken back by the packers. Many of the nonunion men failed to report for work, but a number appeared on the Lake Shore & Michigan Southern and other railroads, giving rise to much dissatisfaction among the union men.