

The Hood River Glacier.

VOL. XX

HOOD RIVER, OREGON, SEPTEMBER 24 1908

NO. 19

SOCIETIES

HOOD RIVER COMMERCIAL CLUB—Meets every second Monday in each month at 8 p. m. in the club rooms over Jackson's store. F. S. DAVIDSON, Secretary.

HOOD RIVER LODGE NO. 105, A. F. & A. M.—Meets Saturday evening on or before each full moon. C. N. CLARK, W. M. D. McDONALD, Secretary.

HOOD RIVER CHAPTER NO. 27, R. A. M.—Meets first and third Friday nights of each month. G. R. CANNON, W. M. E. G. BLANCHARD, Secretary.

HOOD RIVER COMMANDERY NO. 12, K. T.—Meets every second Monday evening of each month. W. F. LARSEN, W. M. A. D. MOSE, Recorder.

HOOD RIVER CHAPTER NO. 20, E. S.—Meets second and fourth Tuesday evening of each month. Visitors cordially welcomed. MISS IDEL WOODWORTH, Secretary.

IDLEWILDE LODGE NO. 107, I. O. O. F.—Meets in Fraternal hall every Thursday night. M. J. MASKEE, N. G. G. THOMSON, Secretary.

ELEN ENCAPMENT NO. 48, I. O. O. F.—Regular meeting second and fourth Mondays of each month. G. E. THOMSON, C. P. H. C. SMITH, Sec.

KEMP LODGE NO. 181, I. O. O. F.—Meets in Oddfellows hall every Thursday night. J. R. CROSBY, N. G. R. G. MASKEE, Sec.

LAUREL REBERAH DEGREE LODGE NO. 21, I. O. O. F.—Meets first and third Fridays of each month. MRS. E. S. MAYES, N. G. ELLA MAY DAVIDSON, Secretary.

W. O. W. meets the 2d and 4th Saturdays each month at I. O. O. F. hall. Visitors cordially invited. MRS. E. S. MAYES, N. G. J. E. NICHOLS, K. of R. and S.

WAUCOMA LODGE NO. 30, K. of P.—Meets in K. of P. hall every Tuesday night. J. E. NICHOLS, K. of R. and S.

HOOD RIVER CAMP NO. 132, M. W. A.—Meets in I. O. O. F. hall every Wednesday night. C. U. DAKIN, Clerk.

HOOD RIVER CIRCLE NO. 52, WOMEN OF WOODEN—Meets at I. O. O. F. hall on the first and third Saturdays of each month. J. W. McKEYSOLDS, G. N. F. W. McKEYSOLDS, Clerk.

RIVERSIDE LODGE NO. 58, A. O. U. W.—Meets first and third Saturdays of each month. G. N. F. W. McKEYSOLDS, M. W. G. N. F. W. McKEYSOLDS, Recorder.

OLETA ASSEMBLY NO. 103, UNITED ARTISANS—Meets the first and third Wednesdays of each month at 2 o'clock p. m. All G. A. R. members invited to meet with us. S. F. BLYTHE, A. G. and M.

CANBY W. R. C. NO. 16—MEETS SECOND and fourth Saturdays of each month at I. O. O. F. hall at 2 p. m. KATHRYN GILL, President. LUDIA SUMNER, Secretary.

MOUNTAIN HOME CAMP NO. 300, R. N. A.—Meets at I. O. O. F. hall on the first and fourth Fridays of each month. MRS. H. FREELER, O. MRS. E. E. BROUSIE, Sec.

PAYNTER LODGE NO. 210, M. E. A.—Meets first and third Fridays of each month at K. of P. hall. G. N. F. W. McKEYSOLDS, Pres. AUG. GURDAN, Sec.

MT. HOOD LODGE NO. 300, I. O. O. F.—Meets every Wednesday evening in Oddfellows hall. G. N. F. W. McKEYSOLDS, C. H. SHAW, N. G. G. W. DUMBLE, Sec.

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HOOD RIVER, OREGON

HOOD RIVER OUT FOR GOOD ROADS

FORMS ASSOCIATION TO GET THEM

After Local Enthusiasts Listen to Emminent Advocates Who Address Two Big Meetings Here.

Good Roads had its first meeting at Hood River Saturday when J. H. Scott, president of the State Good Roads Association, L. R. Webster, county judge of Multnomah county, and J. H. Albert, treasurer of the State Association, came here and started the ball rolling. Two meetings were held and resulted in effecting a county good roads association.

The good roads party arrived on No. 2 and were met by a committee consisting of Leslie Butler, E. O. Blanchard, W. L. Clark, P. S. Davidson, Charles T. Early, and A. J. Derby. In the party, besides Judge Webster and Judge Albert, were J. H. Scott, J. H. Albert, president of the First National Bank of Salem, and Mrs. Albert, Mr. and Mrs. R. Watson, of Tillamook, and H. B. Chapman, of Portland. The visitors were escorted to the Mt. Hood hotel, where they had lunch.

The first meeting was held at two o'clock in the Opera House and was well attended. Music by the band for half an hour before the meeting took place enlivened the occasion.

County Judge Derby called the meeting to order, introducing as the first speaker Judge Scott. Mr. Scott, who has had practical experience in road building in Marion county, gave a good practical talk. He opened his remarks on the good roads question by saying that he believed the greatest good could be accomplished by the organization of good roads associations in every county in the state.

That the state association had adopted this plan and that it was making a campaign throughout the state with this end in view. It had already been successful in forming associations in two counties and he felt sure that before the campaign was over strong working associations would be organized in all the counties in Oregon.

It was up to Oregon, Mr. Scott said, to take up the matter of good roads at once. California and Washington had appropriated large sums to improve their public highways and were building a system of permanent roads that were developing their resources and improving their social and economic conditions. Oregon, he stated, could not afford to remain behind in the march of progress in this respect.

He cited the case of Los Angeles county, Cal., which he said had bonded for \$3,000,000 to build permanent roads. In addition to this the state was planning to spend many millions in constructing permanent highways, one of which is to be a road that will reach from the southern to the northern boundary of the state. Washington had a similar state road project and he wanted to see Oregon build a highway that would connect with these roads so that the state at large would receive the benefit of the great tourist travel and other traffic that would undoubtedly traverse it.

If a road of this kind could be built it would form the trunk with which the state could intersect and make possible a big network of public roads that would develop every section of the state more rapidly than any means that could be employed.

Judge Scott stated that he did not at this time intend to go into the details of how a good road should be built, but as he had been asked to give some idea of what had been done in this line in Marion county, he explained with the aid of a rough drawing which he had made on a blackboard the necessity of securing a solid foundation and backing it down so that it was impervious to water. This was done by the use of a very heavy roller which was run over the dirt roadbed until it was packed down solid. Afterward whatever material it was decided to employ was put on it and rolled down with the use of water until it became so closely knitted together that the water no longer soaked into it but stayed on top or ran off the side, showing that it was water proof. He had observed, he said, that Hood River had a most excellent road making material on every hand and knew that if "road building" was taken up here under competent direction and the correct system employed it would be but a comparatively short time before Hood River would have public highways of which she and the state would be proud.

Mr. Scott was followed by Mr. Albert, who told of the strong committee that was appointed by the good roads conference in Portland to take the movement throughout the state and of the necessity of securing legislation to make good roads possible. Good roads, Mr. Albert said, should not be considered by the taxpayer as an expense, but as an investment which benefited everybody in a community alike and meant a better price for every product that was hauled over them.

The concluding address in the afternoon was made by Judge Webster. He stated in his opening remarks that he came from the oldest and richest county in the state to the youngest and most progressive to get assistance in getting good roads for Oregon, and that he knew he was going to get it. He had started from Portland, he said, with the idea that the ordinary dirt and rock road which other districts wanted would suffice for Hood River, but after reading of the apple sale which took place here Friday, involving the small amount of \$60,000 for only part of the crop, he expected to see Hood River put down asphalt.

Hood River and Hood River apples, he stated, had done more to make the state of Oregon known in all quarters of the civilized globe than any district in its boundaries. He wanted the same spirit to prevail here in the matter of good roads and he brought a message from the residents of Multnomah county to those of Hood River asking for help of its progressive citizens in this important issue and he felt that they would give it.

In securing good roads for all sections of the state Mr. Webster said the most important issue was in securing legislation that would permit residents on this important issue to build them. What was needed was legislation that would require a

special law for this county or that, but sweeping measures that would apply to all sections of the state alike.

With these in force and the proper machinery, highways could be built under the direction of a state highway commissioner that would be permanent and an actual asset in the county in which they were constructed.

In order to obtain the proper laws for road building it was necessary that the people of the state should show a unanimous demand for them and concentrate their efforts on a few measures that would strictly apply to the needs of the situation. In this way the committee having the matter in charge could go before the legislature knowing exactly what the people wanted and be reasonably certain of getting it for them.

Having made a study of the question he had come to the conclusion that the most effective way to further the good roads movement and get legislation was by organizing an association in each county and in order to have a working basis he had prepared a synopsis of the several measures which he thought would fill the requirements and which were as follows:

First—A law appropriating \$10,000 per year for two consecutive years to each county upon consideration of the county shall appropriate an equal amount, and that this \$20,000 be used in the construction of permanent roads. This may be expended under the direction of a state commissioner of highways which shall be created and provided for by this law.

Second—A law providing for the working of all the prisoners serving sentence in the city, town and county jails, upon the county roads, under the direction of the county courts of the several counties, and providing that any county not desiring to employ such persons may send them to any other county, which shall so employ them.

Third—A law providing for the employment of persons confined in the state penitentiary in the preparation of material for the construction of macadamized roads.

Fourth—A law providing for the organization of local and improvement districts for the construction of permanent roads, a part of the expense of which shall be paid by the owners of the property adjacent to such roads and the remainder by the state and county.

Fifth—An amendment to the constitution empowering the several counties, upon vote of the people, to bond the county for the money to be used in the construction of permanent roads, which shall be constructed under the direction of the state commissioner of highways.

We, whose names are hereto signed, hereby voluntarily associate ourselves together under the name of the Hood River Good Roads Association.

The purpose of the association is to encourage and assist in the construction and maintenance of permanent public roads in this county and throughout the state, and we each personally pledge ourselves to do everything in our power to further the good roads movement and secure such legislation as may be necessary to inaugurate and carry on the construction of a system of permanent public highways throughout the state.

The officers of the association shall consist of a president, vice president and a secretary and treasurer, who shall be elected by the members.

The bonding proposition evidently struck a responsive chord in the minds of the audience, as its mention met with hearty applause.

Judge Webster went into details at some length in explaining the idea of working city, county and state prisoners on the roads. He saw no reason, he said, why these men who had broken the laws of any community should be allowed to burden the taxpayers when they could be made use of, and knew that they could be successfully used in this capacity, as Multnomah county had been employing them for this purpose for some time. In fact, the county prisoners had built about all the macadam road in the county.

Before closing he made a strong plea for those present to get into communication with the representatives and state senator from this district and urge upon them the fact that they were interested in the good roads movement and of the importance of taking favorable action on it at the next session of the legislature.

At the close of the meeting many names were subscribed to the organization papers and a meeting will be called later to elect officers for the association.

The evening meeting, which was well attended, was presided over by A. A. JAYNE, president of the Commercial Club. Judge Scott, Mr. Albert and Judge Webster again talked interestingly, the former laying special stress on the good that could be accomplished in the cause of good roads by interesting the wives of the members of the association in the movement. He said he hoped their help would be enlisted at Hood River and knew that if it was it would mean a good deal to the success of the movement.

Mr. Albert talked on good roads from an economic point of view, showing how they were a money saver and a value increaser to the farmer, and stated that the farmer's freight rate commenced at the his front gate and not at the railroad depot.

Judge Webster presented the building of good roads from an ethical standpoint, in which he inveighed against a selfish individualism that precluded the idea of helping many instead of one or a few. Better roads meant easier communication and an uplifting of social conditions and was conducive to a higher plane of thought and civilization. The discussion was along broad lines, profound in its analysis of the subject and was much enjoyed by the audience. Interjected into his address was the statement by Mr. Webster that when Hood River got ready to build good roads Multnomah county would lend it the services of Mr. Chapman, who had built the permanent roads for the latter, so that it could get started right, and would charge nothing for his services.

Judge Lake, of The Dalles, who was present at the evening meeting, also said a few words to help the good roads cause along and invited the residents of Hood River to attend a good roads meeting which would soon be held in his home city.

UNION SELLS 80 CARS OF APPLES

GO TO NEW YORK AT GOOD PRICES

Terms Are F. O. B. Net at Hood River and Sale is the First Big One in the Northwest This Year.

An apple sale involving in the neighborhood of \$30,000 took place here Friday when J. H. Steinhardt, of the firm of Steinhardt & Kelley, of New York City, contracted for 80 cars of winter varieties with the Hood River Applegrowers' Union.

The sale is said by Mr. Steinhardt and officers of the union to be the biggest and most important sale that has taken place on the Coast this year and also to be the first outright sale of winter fruit that has been made in the Northwest for 1908. Some of the few sales have been made on the consignment basis, and the shipments have been small ones.

The terms of the Hood River union's sale are: 1. A net at Hood River and includes all the Newtown Pippins, Arkansas Blacks, Northern Spies, 4 1/2 tier Baldwins, five cars of 4 tier Baldwins two cars of Jonathans and the 1 1/2 tier Spitzengrues.

Contrary to the procedure by which the union has sold its apples for the past three years, when they were disposed of by the sealed bid system, a plan which originated with the Hood River organization, the apples have not been advertised for sale this year.

After sizing up the situation the officers of the union stated that they found the crop was getting too big to be disposed of to one firm and that changing conditions also required a different plan of marketing. For these reasons they were erecting a big cold storage plant at Hood River and a big receiving warehouse in the valley to provide against having to dispose of the fruit as soon as it was packed. In this way it was expected if necessary to keep it until late in the winter when the apples from other districts were practically off the market.

The sale made Friday, however, indicates that the fruit will move early, and while no prices will as yet be given out by the managers of the union, they state that they are highly satisfactory. They give as a reason for not giving out the prices that they have many more cars of apples to market and that until they are disposed of they do not consider it good business policy to make actual prices received for each variety public.

News of the sale to the Steinhardt & Kelley company comes somewhat as a surprise, for although this firm has been handling Hood River apples for several years they have heretofore bought them from the firms who purchased the whole crop. Mr. Steinhardt said, however, that his firm decided this year that they would buy their Hood River apples direct and that he made a special trip here to get them. In regard to the sale he stated:

"I am very much pleased at the success of my efforts in obtaining this large purchase of Hood River apples. Our firm has been handling your fancy apples for several years and they have created a market that cannot be filled by the fruit from any other apple district. Hood River is the pivotal point around which buyers revolve for the finest grade of apples that is put on the market anywhere in the world, and we and other firms know it. There is no section where the apple crop and prices for it are so carefully watched as Hood River."

"It seems surprising that such a comparatively small crop of apples as are grown here out such a big figure in the apple world, but it is accounted for by the fact that dealers everywhere recognize that Hood River apples are the absolute standard of excellence in quality and price as long as Hood River continues to ship the fine quality of apples for which she is noted, there will always be a good market for them at high prices."

"No," concluded Mr. Steinhardt, "I can't tell you the prices we paid for the apples, but I don't mind saying that it was a good figure, highly satisfactory to both the union and our firm."

In round numbers the purchase of Steinhardt & Kelley will amount to about 50,000 boxes of apples, and now that the ice is broken, it is expected that other sales will soon follow. In addition to the sale made to this firm the union will have 150,000 boxes of apples to dispose of. This will constitute the biggest shipment ever handled by the union and although arrangements have been made to take care of it, the announcement of the big sale always considerable uneasiness as to the status of Western apples in Eastern markets this year was caused to some extent by the fact that, imitating Hood River's procedure in the past, several apple growing districts on the coast have attempted to sell their apples by the bid system this year and have been unsuccessful in doing so.

The announcement of the sale at Hood River is expected to stimulate apple buying throughout the coast and to be the signal for the trade to close up their contracts for fancy box fruit.

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