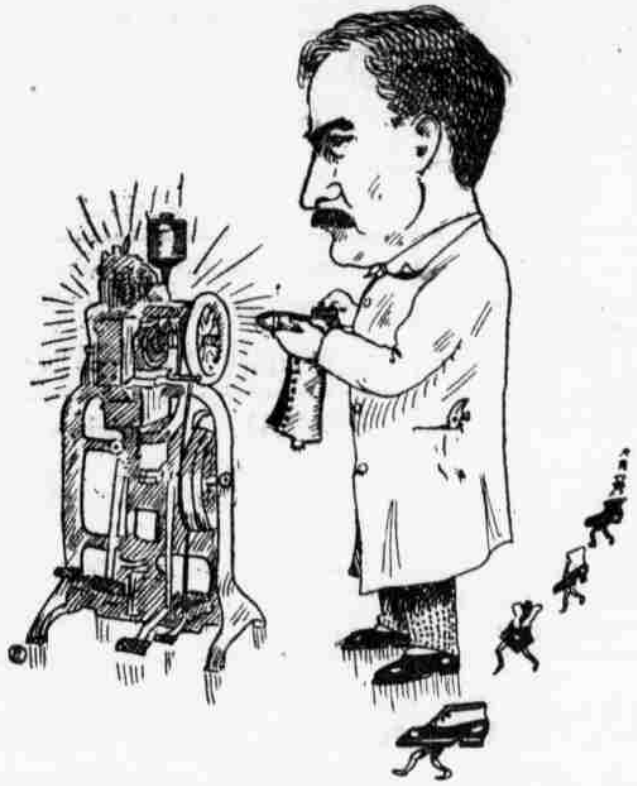


The Hood River Glacier.

VOL. XXII

HOOD RIVER, OREGON, DECEMBER 29, 1910

NO 31



Do you need Good Rubbers?
I SELL Ball Band Rubbers
The only Rubbers warranted to wear. NOT MADE BY A TRUST
J. C. Johnsen, The Shoe Man
Hood River, Oregon

The Heilbronner Building will be ready for occupancy after January 1, 1911.

The second floor offices are now open for inspection.

All outside rooms Steam Heat Modern.

P. HEILBONNER, Owner

WATER GRADE ROAD NEEDED

RANCH OWNERS PLAN TO ACT Meeting Called Tuesday to Take Steps to Build a Trunk Road Through Valley on Water Grade.

A number of ranch owners in the valley met Tuesday at the office of David Brock, on Oak street, and discussed the matter of building a trunk wagon road from the city with the idea of eliminating some of the heavy grades and hills which have to be traveled now in going in and out of town. It is the project which was started a year or more ago and which has never got beyond the promotion stage. It is proposed to begin at a point near Front street, running along the side of the bluff on the west side of Hood River for a distance, then crossing to the east side of the river. A grade could be maintained of from one to three per cent, which would be less than the grade of the street in the business district. On the East Side, this would eliminate the heavy grade and long hill between The Dalles road and the steel bridge. On the West Side it would eliminate the Davidson hill. It is proposed to run laterals from this main trunk road at intervals, making use of ravines or drainage slopes to connect with the main traveled road, so that the main trunk road could be located from either side of the river from two miles out. It would make a trotting grade going out of town, and would double the capacity of load hauling into town, which are now limited to the heavy grade up and Davidson hill on the west side and the Neal Creek and other grades on the East Side.

The advantage of such a road is apparent, and would increase the value of the ranches in a large area of the valley, both east and west. The undertaking is a big one, however, as the county has its hands full in improving the roads already laid out and traveled, and if the new road is dedicated and graded it will mean that considerable money must be raised by subscription and considerable time devoted to the project by those who can see the great benefits which must arise from its promotion. As the road would go through land for the most part of little value, the cost of right of way should be nominal, except where necessary to cross through good improved land, and but little land of that nature will be encountered.

A party will make the trip over the proposed line of road in a few days and report at a meeting to be called later, when steps will be taken to form a permanent organization and push the matter through to completion, so that work can be commenced early in the spring. Those attending the meeting Tuesday were: F. L. Davidson, P. S. Davidson, F. P. Friday, L. A. Herman, E. R. Manning, Marion MacIrae, A. W. Peters, W. E. Sherman, A. D. Moe, J. M. Schmeltzer and A. I. Mason.

MASONIC INSTALLATIONS AND BANQUETS

Monday evening occurred the joint installation of Mt. Hood Council No. 8, Royal and Select Masters, and Hood River Commandery No. 12, Knights Templar, at Masonic Hall, with about 75 in attendance including ladies of the families of the members. A turkey dinner was served at six o'clock after which a few remarks were listened to from a number of those present. Thrice Illustrious Master Laraway acting as toast master. The ceremonies were public, the Council being installed first, as follows:

W. F. Laraway, T. I. M.; H. L. Dumble, E. I. D. M.; A. C. Staten, P. S. W.; C. K. Marshall, C. G.; G. R. Castner, C. C.; R. W. Pratt, Treas.; A. D. Moe, Rec.; H. H. Bailey, Stew.; G. A. Van Ande, Sen.

The Commandery was installed in full uniform, making an imposing appearance, and thirteen members of The Dalles Commandery were also present, together with visitors from other jurisdictions living here and Wm. F. Brock, of Brooklyn, N. Y., now living at The Dalles. Those in attendance from The Dalles were: F. C. Clausen, O. T. Shepard, V. Circle, Chas. Fraley, C. G. Walford, P. H. Davis, Alex McLeod, W. A. Wilkinson, S. Brown, D. Wolff, R. H. Weber, T. C. Hanford and Mrs. Hanford.

The Commandery officers installed were: C. K. Marshall, E. C.; R. W. Pratt, G.; G. R. Castner, C.; J. J. Otten, Treas.; P. S. Davidson, Rec.; H. H. Bailey, S. W.; A. D. Moe, J.; W. L. Clark, P.; D. McDonald, St. B.; H. L. Dumble, S. B.; T. Butler, W.; C. H. Jenkins, Capt. G.; G. A. Van Ande, S.

Tuesday evening occurred the joint installation of the Blue Lodge and Royal Arch Chapter, a banquet following the ceremonies.

Hood River Lodge No. 105, A. F. & A. M., installed the following: Geo. I. Slocom, W. M.; W. L. Clark, S. W.; C. E. Shaw, J. W.; H. T. DeWitt, S. D.; H. Hershner, J. D.; T. Butler, Treas.; D. McDonald, Sec.; A. C. Buck, E.

Hood River Chapter, No. 27, R. A. M., installed the following: A. D. Moe, H. P.; C. K. Marshall, K.; J. K. Carson, S.; E. O. Blanche, Treas.; V. C. Brock, Sec.; W. F. Laraway, P. S. W.; W. L. Clark, C. H.; Harry Bailey, R. A. C.; Geo. I. Slocom, M. 3d V.; C. H. Castner, M. 2d V.; C. H. Jenkins, M. 1st V.; A. Pearson, Sen.

Hood River Chapter No. 25, O. E. S., held their installation Wednesday evening and installed officers, conferred degrees and concluded with a banquet. The officers are as follows: Mrs. C. D. Thompson, W. M.; F. Chandler, W. P.; Mrs. A. D. Moe, A. M.; Mrs. A. W. Jayne, Cond.; Mrs. H. D. W. Pineau, A. Cond.; Miss Alta Poole, Sec.; Mrs. T. J. Kinnaird, Treas.; Mrs. Campbell, Ada; Mrs. Bishop, Ruth; Mrs. Schumaker, Esther; Mrs. McLaughlin, Martha; Mrs. Gould, Electa; Mrs. Bell, Warder; A. C. Buck, Sen.; Mrs. Williams, Chap.; Mrs. Davidson, Marshal; Mrs. Wilbur, Organist.

The Farmer's Short course. To all fruit-growers. In regard to the notice already published of the "Farmers' Short Course"

NEW COMPANY OFFERS PLANT

WILL SELL TO CITY FOR \$38,900 Council Refers Matter to City Attorney for Opinion as to Whether Title Can be Given.

At the adjourned meeting of the council Thursday the new owners of the Light and Power Co. submitted the following proposition:

Portland, Ore., Dec. 21, 1910, Honorable Mayor and City Council, Hood River, Ore. Gentlemen: We hereby submit to you the following propositions: We will sell to the city our water works, consisting of the following: Three franchises, two city and one county, for the operation of water works.

Three pieces of real estate, as follows: One piece of one-fourth acre and drainage rights to ten acres, with three springs located thereon, about one mile out of the city. One piece of two and two-tenths acres with springs located thereon in the city, with reservoir of 125,000 gallons capacity thereon. One piece of one-half acre with the upper part of this reservoir, with capacity of 300,000 gallons. Approximately 39,440 feet distributing system from two to eight inch pipe. One electrical driven pump. All pipe line from the springs to reservoir.

The reservoir and distributing system, hydrants, valves, tools and everything connected therewith, including the springs and rights of way, for the sum of \$38,900; and to give the city absolute title thereto. Or Second, We will sell the water plant to the city and arbitrate the price. The city to appoint one appraiser and we to appoint one, and the two to appoint a third one, and the value so arrived at in their decision is to be the price paid by the city for the water plant to this company.

Respectfully submitted, Hood River Light and Power Co. A. Welch, Pres. The matter was referred to the city attorney for his opinion as to whether the company could give title. The following ordinance was passed: Ordinance No. 261.

An ordinance to protect the fire apparatus of the City of Hood River, Oregon and prohibiting the turning in of false fire alarms. The City of Hood River does ordain as follows: Section 1. No person or persons having control of any vehicle, automobile or other conveyance shall permit the same to obstruct the fire department of the City of Hood River in going to a fire.

Section 2. No person shall wilfully injure any engine, house, hose, horse, engine carriage, hose-cart or other apparatus of the fire department of the City of Hood River; nor shall any person drive any vehicle, automobile, truck or other conveyance over any hose belonging to the fire department of the City of Hood River when the same is laid for the purpose of extinguishing fires.

Section 3. No person shall turn in any false fire alarm or ring the fire bell of the City of Hood River, except there be a fire threatened or in progress; provided, however, that the ringing of curfew by the Marshal of the City of Hood River shall not come within the purview of this section. Any person violating any of the provisions of this ordinance shall upon conviction in the Recorder's Court of the City of Hood River, be fined not less than \$25 nor more than \$100 for each and every offense.

A petition was presented by J. F. Bateholder asking that the council consider the matter of opening a street along the railroad right of way from Third to Sixth street and the same was referred to the street committee. This road is urged by the vinegar fac and other manufacturing interests located in the vicinity of the freight depot.

The Apple Fair Association asked for permission to erect their temporary building for the balance of the winter. Marshal Lewis stated that he had ordered the building torn down, which had been partly done, and the request was refused.

The tax levy for the ensuing year was fixed at five and a half mills for general purposes, two mill for road purposes and one and a half mills for interest on bonded indebtedness. The recorder was instructed to notify the Farmers Irrigating Co. to put their irrigation pipes in the city under ground, as they agreed to do before the beginning of last season.

CONNECT NORTH BANK WITH HOOD RIVER Promoters of an electric road, to connect Hood River with the North Bank road, were looking over the station this week. The proposition, roughly outlined, is to run a track from Bingen to the Columbia river, crossing the river by ferry at the Koberg Rock, and then follow the county road into Hood River, connecting with the Hood River electric road, which is a "sure go" in the spring.

The object of this scheme, it is claimed, is to relieve Hood River from being at the mercy of only one railroad. Cars from the North Bank could then be run right into Hood River Valley, and the apples could be shipped by competing lines, which will be the only solution to overhauling a car stage like there was this season, and besides that, a shipment of fruit to some portions of the east would reach its destination from 12 to 24 hours earlier. The scheme is a feasible one. The Columbia River at the Koberg Rock is only 2200 feet wide, with good deep water on both sides of the river, and a steam ferry could transfer a train of 30 cars in less than an hour. The ferry now used for transferring cars from the North Bank to the Oregon bank at the mouth of the Deschutes, will probably be used for the purpose here after the bridge at Celilo is completed.—Observer.

Greeting:

We wish to take this opportunity of expressing our appreciation for the liberal patronage and many courtesies extended us during the past year by our friends and customers throughout the Valley.

Wishing you a happy and prosperous New Year for 1911.

Very sincerely yours,

DEVLIN & FIREBAUGH

No. 1 APPLE TREES

I have for sale a limited number of Newtown, Spitzenburg, Ortley, Arkantas Black and Jonathans. These trees were dug with spades and have all the roots it is possible to dig. Anyone wishing first class trees will do well to write or call at

The Odell Nursery

Rout 4 No. 2 Phone Odell 118 WILSON, PHOENIX Hood River, Ore. One Mile West and Half Mile South Odell corner

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is the place to visit. Orange groves in full bloom, tropical flowers, famous hotels, historic Old Missions, attractive watering places, delightful climate, making that favored section the Nation's most popular retreat. You can see it at its best via the

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Up-to-date trains, first-class in every respect, unexcelled dining-car service, quick time and direct connections to all points south.

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With corresponding low fares from all other sections of the Northwest. Liberal stop-overs in each direction and long limit. Interesting and attractive literature on the various resorts and attractions of California can be had on application to any S. P. or O. R. & N. Agent, or from

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A Happy Year New

F. H. Coolidge JEWELER