

TO THE LOYAL MEN AND WOMEN OF HOOD RIVER COUNTY

We don't believe you want to cast your ballot to unjustly discredit your fellow citizens or your community. In the heat of a controversy such as is now in progress over the recall election, personal prejudice, misrepresentation and rumor are allowed to take the place of facts and to err judgment. Mole hills are magnified into mountains and before calm judgment arrives grave injustice can be done individuals and great harm result to the community at large. Therefore, before you vote to remove from office on trivial charges those whom you have regularly elected to positions of honor and trust, think well and think long. Above all think for the general welfare and away from a movement designed to engender hatred, disrupt the community and accomplish nothing in the way of public good.

With this in mind we call your attention to the charges brought against the county court, which we find unfair, unsustained and untrue.

We find that the charge of financial mismanagement is untrue because the present county court has freed the county of debt.

We find that charges of extravagant expenditure of road funds is untrue because only \$28,000 has been spent this year on the 240 miles of highways in the county including labor, material, bridges and surveys and that the roads of the county are in a better condition generally than at any time in its history. Also, that the road oiling was done economically and thoroughly.

We find that the charge that the Winan's bridge is unsafe, is unsustained because practical bridge men have declared it not only safe but an economical investment to the county.

The charge of unitemized accounts, etc., we consider too trivial to be made any part of a basis for a recall election. In order to correct some of the erroneous ideas that are being circulated we publish below some individual statements.

SAYS WINAN'S BRIDGE IS SAFE AND GOOD INVESTMENT

To the People of Hood River County:

I want to say a few words about the Winan's bridge in connection with the recall election. I am not a politician, neither have I any axes to grind with the county court, but it doesn't seem possible that in a county in which there are so many smart and presumably fairminded men that they would attempt to put the county court out of office on any such charge as a defect in a cheap bridge. Now, as a matter of fact, as I am building a saw mill above this bridge and will haul heavier loads over it than any one else I have inspected it carefully and believe it to be absolutely safe. If anyone can show me where this bridge isn't safe I will fix it for the county free of charge. I have one piece of machinery to haul over it weighing five and a half tons and it is therefore up to me to know and I feel perfectly safe in taking it across this structure. I have inspected and hauled as heavy loads over bridges in Hood River County for the last thirty years as any man in it and feel therefore, that I know what I am talking about. The Winans bridge is a good, stout, well built structure made of heavy round fir free of defects and if the contractors who built it want to build any more at the price, which I understand was \$1,780, I would like to hire them to build a bridge for me that I have got to put across the Hood River below the forks. As to the pier which there is so much fuss about, if it was knocked out entirely the bridge would still be safe. Looking at it another way if a very small part of the money that it will cost the county to hold this recall election was spent in making what repairs some think necessary the county would be ahead hundreds of dollars. To discredit and put out of office our county court on a flimsy pretext of this kind would be a disgrace to the county and the people that live in it.

Yours truly,
FRANK DAVENPORT, Sr.

MARSHALL NOT NOW EMPLOYED BY COUNTY COURT

The statement by the promoters of the recall that C. K. Marshall, formerly road master of Hood River County, is still in the employ of the present county court is absolutely untrue. The statement also being used as campaign material that if we are re-elected that he will be re-employed the first of the year is without foundation.

We wish to say further, however, that at the time we were asked to summarily dismiss Mr. Marshall we did not believe we would be doing justice to the county at large, ourselves or Mr. Marshall, to ask for his resignation while he was still responsible for uncompleted road work.

G. R. CASTNER, County Judge.
G. A. McCURDY,
J. R. PUTNAM, Commissioners.

COUNTY OUT OF DEBT

The following statement of the County's finances just issued by County Treasurer Bishop refutes the charges of mismanagement being circulated by the promoters of the recall and shows that the present county court has freed the county of debt.

The statement which covers the past two years is as follows:

November 1, 1911, there was a balance in the general fund of \$4,286.85, and a deficit in the road fund of \$1,134.10.

On November 1, 1912, the balance in the general fund was \$19,285.50. Of this amount there was paid to the state \$17,715, leaving a balance of \$1,570.50. The deficit in the road fund Nov. 1, 1912, was \$3,496.72.

On October 23, 1913, there was a balance in the general fund of \$13,576.03. Of this amount \$6,375.25 is due the state, leaving a balance in this fund of \$7,200.75, and a balance instead of a deficit in the road fund of \$9,630.03, making a total surplus in the county treasury of \$16,830.78. Therefore, for the first time in its history, the county is out of debt.

BROKE BRIDGE PIER WITH ROCKS, THEN TOOK PICTURES

Anton Flint, Road Supervisor in the Dee District, in which the Winans bridge is located, and who visited the structure shortly after the pictures now being used to discredit it were taken, says:

"I don't want to mix in this discussion except for what I believe is right. The facts are that after these pictures were taken I found that some one had taken a number of hard pebbles weighing four or five pounds, to be found near the bridge, and used them to hammer off the corners of the bridge pier. Also that the natural earth and root foundation near the pier had been dug away and left scattered around on the ground. These pebbles were big and hard enough to hammer off the corners of any kind of concrete structure ever made. Whoever did it, willfully destroyed the county property."

Will you vote to put out of office, through misrepresentation, men whose records are clean? We believe you will not.

-TAXPAYERS' ASSOCIATION COMMITTEE.

**Exterminating
The Barde and Levitt
BANKRUPT
STOCK**

It's An ill Wind That Doesn't Blow Somebody Some Good

This is the greatest sale, from point of values in the history of the State. A bargain barbecue without pier or parallel. Cleaning shelves and counters at any sacrifice, this is the order of The Federal Creditors Co., and what must and will be accomplished. We are cutting, slashing and annihilating prices.

Let the loss be what it may, cold type never before told a story of such wanton sacrifice, and such new, clean merchandise as this, and for the **Benefit of the busy public, we offer to keep this store open evenings until 9 P. M.**

In order to justify yourself come and see the bargains we offer.

The Federal Creditors Co.
Oak Street, between 1st and 2nd Sts.
Hood River, Oregon

**AS OTHERS SEE THE
ROAD PROBLEM**

(From the Oregon City Enterprise)
Hood River is added to the list of those cities that has awakened to the necessity for better roads. It has suffered long with chuck holes and mud puddles. For years it has paid the annual tax of transportation through mud and slush and has seen the loss that piles up on the farmer and lessens his profit for his goods.
Now, it has started a boom for better highways through the county and has undertaken to contribute toward the construction of the roadway along the Columbia river. Such a move is in accord with the progressive spirits of the time. "Because our fathers didn't have them" is no longer any reason why we should not have better roads. Because our fathers happened to come across the plains in ox carts is no reason why we shouldn't ride on the most luxurious sleepers that the transcontinental trains possess.
Just because the first settlers of the city did not have sidewalks is no valid reason why we should not have them. Because the first doctors knew little about surgery and modern methods of practice is not a valid excuse why we should turn down the advancements of science and the advantages now offered to us by the progress of medicine. So many things have been the stumbling block in the way of progress that we haven't had good roads before. So many of us have figured that because we never have had those things before, we never can have them. New ideas, new schemes, anything that shows originality and progress seem to be particularly offensive to some people. They can't get used to a new scheme just because they never heard of that scheme before. They can't understand anything that hasn't been worn in the rut of antiquity nor handed down from generations of the fathers.
Such an idea is a stone at the entrance to the way of progress. It stands in the way of everything that is planned for public betterment. It keeps the town, the city, the country in the same old rut year after year and decade after decade, just because some of the citizens are of the fossil variety that won't stand for anything in the way of progressive ideas. Hood River is having that trouble in the campaign for better highways. Jackson county has had that experience in its fight for a \$500,000 bond issue for better roads. Every county of the state has the same old trouble. The species seems to be a common garden variety.
But thanks to the spirit of education that is now prevailing in the country and state, the people are awakening to the necessity for better highways and have seen the tremendous cost that is annually taxed against the farmer for the mud holes and chuck holes that he now has to meet. The annual tax that the farmer pays to the county may be so high that he believes the board of commissioners are robbing him. He immediately comes before that board and tells it flatly that it is confiscating his property, that he is charged with taxes that he cannot bear and that there is no chance for the farmer in the west at all. All of these things have been heard by the county boards of equalization year after year in every

one of the counties of the state. But the same farmer will lie supinely on his back and rest content with the roads that nature gave him and that have scarcely been touched by the hand of man since the time that the first pioneer ox carts made their way across the county. In some parts of the country today the original Oregon trail stands just as it was when the teams and ox carts made their way across the plains in the early days. Not a bit of improvement has ever been made upon it, not a stone marks that greatest of all national highways.
But today, all over the country we hear of the campaigns for better roads. The people have seen the light. They have now begun to understand the mud tax that is assessed against them every year—not by county courts and state tax boards—but by the sink, mud hole, and rut in the highway that added to the cost, cuts down the profits, multiplies the load, and decreases the weight that can be carried to market.
Never will the farms of the west receive their greatest prosperity and the fullest measure of good times that the hand of nature has given them until the people fully awake to the necessity for better roads—and then build them.

Mrs. Beaumont Again Heads Organization

Portland, Ore., October 24, 1913.
To the Editor: On Wednesday, Oct. 22, a meeting was held of members of the Multnomah and Willamette Chapters, Daughters of the American Revolution, at the home of the state regent, Mrs. John F. Beaumont, 481 E. 50th street, north, Portland, to organize "The Oregon State Conference, Daughters of the American Revolution."
The by-laws were presented by a committee, voted upon and accepted, the annual meetings to be held in March. A nominating committee submitted the following state officers, and all were unanimously elected:
State Regent—Mrs. John F. Beaumont.
Vice Regent—Mrs. James N. Davis.
Rec. Sec.—Mrs. William D. Scott.
Cor. Sec.—Mrs. R. S. Stearns.
Treas.—Miss Eleanor E. Gile.
Chaplain—Miss Martha Little.
Historian—Mrs. W. C. Witzel.
Auditor—Mrs. E. G. Titus.
Assisting Registrar—Mrs. W. E. Newsome.
Retiring State Regent—Mrs. Wallace McCamant.
The executive board consists of the state officers, chairman of state committees, the regent of each chapter or her representative, and a vice president general, when a resident of Oregon.
Before the March meeting, the state regent expects to organize chapters in Albany and Eugene. May Hood River have a chapter, in the near future.
Carrie R. Beaumont,
State Regent of Oregon.

A Marvelous Escape

"My little boy had a marvelous escape," writes P. F. Bastians, of Prince Albert, Cape of Good Hope. "It occurred in the middle of the night. He got a very severe attack of troup. As luck would have it, I had a large bottle of Chamberlain's Cough Remedy in the house. After following directions for an hour and twenty minutes he was through all danger." Sold by all dealers.
Job printing at the Glacier office.

**OLD LETTER GIVES
MT. ADAMS DATA**

E. L. Smith, in going over a number of old papers last week, discovered a letter received by him almost a half century ago from Prof. Edgar McClure, of the University of Oregon, and containing measurements of the topography of the Mount Adams region, which will be of interest to the people of the Mad-Columbia district. Prof. McClure later lost his life while climbing Mount Rainier.
The letter is given in full below:
"Eugene, Ore, July 30, 1895.
"Hon. E. L. Smith, Hood River, Ore.
"Dear Sir: Agreeable to a promise made to you at Trout Lake early in the present month, I send you my figures on the elevation of Mount Adams.
"I have made nine estimates by each of two methods—first by a translation of Plantamour's tables and second by Guyot's tables. I used as a base Portland, Seattle and Eugene separately.
"The elevations averaged given by Plantamour's tables 12,446.6 feet as the height of the summit of Mount Adams above sea level—by Guyot's tables, 12,401.9 feet above sea level. A mean of these two is 12424.2, which is certainly very close to the true figure.
"Elevation of camp at Trout Lake, 1854 feet; elevation at camp foot of mountain, 5714.2 feet. The figures given by the hydrographic office at Portland are 11,906. This, I believe, is due to the fact that it is difficult to determine the true summit from the base of the mountain where triangulation is done. Very truly yours,
Edgar McClure."

**PIANO CONTEST
CREATES INTEREST**

A great interest is being created by the Bragg Mercantile Co. in the contest they are conducting for their patrons, as prizes to the winners of which they will give away a \$400 Claxton piano and innumerable other handsome presents, including two handsome ladies' gold watches and a number of articles of silverware.
One vote is given for each cent's worth of purchases. The votes are counted each Wednesday and are placed in the show window of the store each Friday. The names of the many misses who are participating are not being made public, each one being assigned a number.
On Wednesdays special voting privileges are given when one purchases certain articles. The contest will probably be very close and will cause a widespread campaign for the leading candidates.

Neuralgia of the face, shoulder, hands or feet requires a powerful remedy that will penetrate the flesh. Ballard's Snow Liniment possesses that power. Rubbed in where the pain is felt it is all that is necessary to relieve suffering and to restore normal conditions. Price 25c, 50c and \$1.00 per bottle. Sold by Chas. N. Clarke.
Rubber Stamp Inks and Pads at this office, also stamps made to order.