

Hood River Glacier

ARTHUR H. MOE, Publisher. Subscription, \$2.00 Per Year.

ADVERTISING RATES. Display advertising... Classified advertising...

When subscribers desire a change in address... Please send old address...

ELIMINATE THE TOLL CHARGE

It seems the general sentiment that the toll charge applied by the telephone company to all calls between the Hood River and Odell exchanges is unjust to the companies' patrons of Odell and an apparent discrimination against them.

No one, who has taken the time to gain a comprehensive understanding of the public utility's urgent need for additional revenue, has been heard to raise a complaint against an increase in rates, but the means of gaining additional funds by the toll charge is fairly universally condemned.

The toll charge is unfair to Odell patrons. The exchange established there was not primarily for their benefit but as a convenience to the company. Odell residents should not be placed on a toll basis when many of their neighbors of other orchard districts, whose service is through the city exchange, live further from the district's chief trading point than they.

It was argued, when the rate was applied, that the toll charge would tend to eliminate all but necessary calls and thus prevent an overloading of trunk lines between Hood River and Odell. But much of the conversation on the rural lines takes place among those on party lines and among the residents of the district themselves.

We would suggest, as a means not necessarily for limiting calls, but to limit the time consumed, that the five minute rule be put into effect. It is indeed rare that a telephone conversation cannot be ended in five minutes.

It is generally desired that the toll charge be eliminated. Let's see a conference between representatives of all classes of subscribers. Let this conference determine on some flat rate, equitable alike to the Odell subscribers and the company. Then let an appeal, one representative of all Hood River, go forward to the Public Service Commission. We believe that early action toward eliminating the toll charge will be taken.

Hood River should have a happy Christmas today, because the little city of the Apple Valley has many children. While the yuletide season, for 20 centuries has been a time for the renewal of the spirit of good will toward our fellows, it is more particularly a day devoted to making glad the hearts of little children.

Merry Christmas!

SIDEWALK LEGISLATION NEEDED

Hood River needs a criminal ordinance to enforce the cleaning of sidewalks. Too many of the residents wait for a Chinook wind to come along and blow its breath. We wonder that merchants have not petitioned the council to enforce rulings on clearing the sidewalks the past week.

A harbinger of spring, the Glacier has just received from Representative Sinnott a couple of mail pouches filled with flower and vegetable seeds. Mr. Sinnott had the arrival of the seeds timed just right. Ten days ago it looked as though planting time never would arrive. The seeds are for general distribution. Anyone may have packages of the seeds by calling at the Glacier office.

We approve the announcement of the Anti-Asiatic Association not to take a bill before the legislature, called for special session in January by Governor Olcott. The five measures designated are sufficient to keep the solons busy the entire extraordinary session.

If you know of any little shavers whose family is in poor circumstances, get busy yourself and pass the word around. Do not let Christmas pass with any unhappy little boy or girl in Hood River.

We wish the members of the Knights of Pythias had a Merry Christmas. We hope the blowers and drummers are continuing to learn, and that Hood River will soon be able to listen to their initial concert.

Cleopatra dissolved pearls in vinegar, when she wished to be real extravagant in her dining. In these days and times she could have set herself above the general herd by serving turkey.

Spokane barbers are striking for higher wages. Their demands, it is said, will mean higher priced shaves and hair cuts. Will the man operating on himself be a scab?

Too many of the citizens of Hood River have awaited the coming of a chinook to relieve sidewalks of their obstruction of slush. In plain English, our sidewalks have been a disgrace.

Following are the newly appointed chairmen of standing committees for

the State Federation. Consult each one if she can help you in your club work and give her messages to your club the attention they should have. Art. Mrs. Jennie L. Frazier, Eugene. Chautauque, Mrs. C. W. Evans, Oregon City.

Child Welfare, Mrs. Dora Schilke, La Grande. Civics, Miss Ella M. Hendrick, McMinnville. Conservation, Mrs. F. A. Elliott, Salem.

Civil Service, Mrs. C. B. Simmons, Portland. Education, Mrs. Sadie Orr Dunbar, Portland. Federation Extension, Mrs. L. W. Hyde, Hillsboro.

Home Economics, Miss Ava Milam, Corvallis. Industrial Relations, Mrs. J. G. Frankel, Portland. Legislative, Mrs. Alexander Thompson, Gresham.

Literature and Library, Mrs. C. J. Edwards, Tillamook. Motion Pictures, Mrs. Geo. T. Cochran, La Grande. Music, Mrs. Frank Taylor, Portland. Press, Mrs. Edith Knight Hill, Portland.

Public Health, Mrs. H. S. Pernot, Corvallis. Thrift, Mrs. F. W. Settlemeier, Woodburn. Transportation, Mrs. Geo. McMath, Portland.

Scholarship Loan Fund, Mrs. F. Egbert, Mallory Hotel, Portland. The remainder of the committee chairmen will be announced in the next issue, and the personnel of each committee in the year book, which will be issued soon.

Great interest is being manifested in this year's sale of these little messengers of health and the sale in nearly every county in the state is being carried on by the Federated clubs. This is most gratifying as it puts Oregon on a par with many other states where this splendid work is sponsored by the Federation of Women's Clubs.

Red Cross Christmas Seals

The Tuesday Afternoon Club of Portland, which is strictly a study club, will celebrate its twentieth anniversary the week of November 18, 1919. The past year's record is one in which sacrifice and strained effort play their part; but the recital of the club's activities gives an inadequate suggestion of the varied directions in which the energies of the individual members were otherwise expended during the busy months.

In October, 1918, at its first meeting of the year, the club purchased a Liberty Bond, which was soon afterward sold at its face value and the money thus received divided equally between the Armenian relief and the Tuberculosis fund. The club at this time also resolved itself into a Red Cross unit.

So through the year the members met at 10 a. m. each Tuesday for Red Cross work, but devoted the hours between 2 and 4 p. m. to the regular calendar work, by this plan and by intensified effort satisfactorily completing, despite the influenza ban of five weeks, the regular study which had been outlined for the year.

Under the leadership of Mrs. E. J. Haight, who will take office on October 8, 1919, we will take up the study of our own country, seeking to discover for ourselves in the records of our men of thought and of action the significance of that thing which is called the Spirit of America.

The Civic Improvement Club of Newberg at the close of war activities took up their civic work by giving a benefit picture show for our newly organized band, then a reception and social evening for our Boy Scouts.

In conjunction with the Wednesday club a social was given for the benefit of the Scholarship Loan fund. Our club has donated to the Woman's Building at Eugene.

A reception was given in honor of Edith Knight Hill, our club being ably assisted by the Wednesday club and vice versa.

During the Motor Boat Regatta we served hot meals for the benefit of our own treasury. We have a committee working with a Commercial club committee for the purchase of a new park site and reports are most favorable.

Club Reports

College suffered very few fatalities. In cooperation with others our members prepared proper food and hot meals for the sick, often supplying whole families.

Committees collected clothing for the Belgians and more recently for the Armenians. We are now assisting in raising funds for the Fireproof Nursery. We have undertaken the purchase of suitable lots to be presented to our city for a public library site.

So many and varied have been our duties that typical club study has been neglected. We are now organizing sections for study and will cover a wide range of subjects during the coming winter.

Respectfully submitted, Mrs. Robert W. Douglas, President.

Respectfully submitted, Mary T. Skellern, President.

Respectfully submitted, Jennie A. Marshall, President.

Respectfully submitted, Jennie D. Miller, President.

Respectfully submitted, Mrs. E. T. Wade, President.

Respectfully submitted, Mrs. E. T. Wade, President.



The railways of the United States are more than one-third, nearly one-half of all the railways of the world. They carry a yearly traffic so much greater than that of any other country that there is really no basis for comparison. Indeed, the traffic of any nation may be compared, and still it does not approach the commerce of America borne upon American railways.

Ask Any Doughboy Who Was "Over There"

and he will tell you that American railroads are the best in the world. He saw the foreign roads — in England and France, the best in Europe — and in other Continental countries — and he knows.

The part railroads have played in the development of the United States is beyond measure. American railroads have achieved high standards of public service by far-sighted and courageous investment of capital, and by the constant striving of managers and men for rewards for work well done.

We have the best railroads in the world — we must continue to have the best. But they must grow. To the \$20,000,000,000 now invested in our railroads, there will have to be added in the next few years, to keep pace with the nation's business, billions more for additional tracks, stations and terminals, cars and engines, electric power houses and trains, automatic signals, safety devices, the elimination of grade crossings — and for reconstruction and engineering economies that will reduce the cost of transportation.

To attract to the railroads in the future the investment funds of many thrifty citizens, the directing genius of the most capable builders and managers, and the skill and loyalty of the best workmen — in competition with other industries bidding for capital, managers and men — the railroad industry must hold out fair rewards to capital, to managers and to the men.

American railroads will continue to set world standards and adequately serve the Nation's needs if they continue to be built and operated on the American principle of rewards for work well done.

This advertisement is published by the Association of Railway Executives

Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York.

Butler Banking Company advertisement with logo and contact information.

Societies section listing various clubs and their meeting schedules.

Wanted section listing various job openings and services.

For Sale and For Rent section listing property and services.