

The Hood River Glacier.

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No. 35

A VALUABLE ALLY

The business man who enlists the cooperation of an alert, dependable bank provides himself with a strong weapon against adversity.

Our patrons soon discover that this is not merely an institution exercising the functions of deposit, discount and loans, but a very human organization sincerely interested in their welfare and advancement.

Our Officers are available for consultation during banking hours.

THE FIRST NATIONAL BANK

HOOD RIVER, OREGON

For Small Orchards

FRIEND SPRAYERS

with 3 1/2 h. p. engine and 200 gallon tank.

For Large Orchards

FRIEND SPRAYERS

4 h.p. with 250 gal. tank, or 10 h.p. with 300 gal. tank

BEST IN DESIGN.

Absolutely Reliable in Operation.

Remember Expert Mechanical Service by L. E. FOUST Whenever Needed

FRIEND Users are FRIEND Boosters.

Hood River Spray Company

State Distributors
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EVERYTHING FOR SPRAYING

We would again call attention to the people of Hood River that in so far as is possible the products offered at our market are prepared at home. Cattle are purchased in Portland and brought here for packing.

It is our endeavor to serve Hood River folk with the best—

FRESH AND CURED MEATS FISH AND POULTRY

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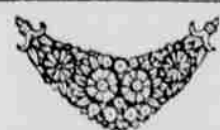
Extra Fancy Newtowns, large sizes
selling \$1.75 to \$2.25 the box
Quality and Grade make the Price.

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126 Front Street, PORTLAND, ORE.
Reference: Federal Savings Bank. PHONE: MAIN 3307.
Get marking stencil at this office free.

FOR SATURDAY
JANUARY 31 ONLY

100 lb. Bags
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BEET SUGAR
for
\$12.50
Cash



PINE GROVE STORE

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SATURDAY SPECIAL

HARMONY ROSE GLYCERINE SOAP Regular Price 15c
HARMONY VIOLET GLYCERINE SOAP

Saturday Special
10c per Cake

Not more than Five Cakes to a customer.

These Soaps are nicely scented and of high quality.
Each Cake packed in a neat carton.
This offer is for Saturdays, January 31, only.

Kresse Drug Company

The Rexall Store

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1900

1920

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If for any reason it is necessary for a subscriber to call the operator back after giving a number, do not shake the switch hook up and down a number of times. Pulling down and releasing the switch hook once will cause the signal to operate showing the operator that you are calling. By moving the switch hook a number of times you are very likely to disconnect yourself, or the operator thinking that it is a line in trouble will release the call altogether.

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Another FEDERAL MOTOR TRUCK

1 to 5 Tons

A Size
For
Every
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Every
Owner

A "good name" is built by years of making good. The strength of the name of FEDERAL as applied to Motor Trucks lies in the good will of Federal owners through a decade. FEDERAL means more than just a Motor Truck—it is a guarantee of Haulage Service. You get value received from every FEDERAL.

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THE HEIGHTS GARAGE

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PHELAN GETS LOCAL SUPPORT

SECRETARY SCOTT SENDS MESSAGES

Oregon Senators Asked to Support Constitutional Amendment Against Japanese Citizenship

R. E. Scott wired Senators Chamberlain and McNary Friday, asking their support of the Phelan resolution which calls for a constitutional amendment denying citizenship to all Japanese born on American soil. Mr. Scott's telegrams were:

"Senator Phelan's proposed constitutional amendment denying citizenship to American born Japanese has unqualified support of Hood River citizens. The problem here is fast becoming what Senator Phelan describes it in California. We will appreciate your help."

The Anti Asiatic Association has called for a special meeting tonight, when committees will be appointed for considering the proposed local gentleman's agreement with the Hood River Japanese Farmers' Association. The Japanese, who assert that they are feeling a prejudicial effect from the activities of the Anti-Asiatic Association, offer to prevent further immigration or purchase of land by Japanese if the organization will temper its work. While the proposed agreement is receiving the serious consideration of some of the association members, officials do not believe in any compromise, and it is thought the offer will fail.

Under Senator Phelan's amendment only persons "whose parents were Africans, American Indians or their descendants and all persons naturalized in the United States and subject to the jurisdiction thereof" would be eligible for citizenship.

"In a short time," said Senator Phelan, "the Japanese will own all the best lands in California unless restrained. It is necessary, therefore, to deny citizenship to Japanese born on our soil and discourage their presence, thus preventing race conflicts and the saving of the white population from deterioration."

"This gentlemen's agreement proposition," declares Geo. R. Wilbur, "is really unfortunate. It may lead our citizens to think that the existing Japanese population and the whites here are at sword's point. This is not the case at all. We are not concerned about the Japanese now here, but we do want to prevent a further influx of Japanese, not only to Hood River but to any other American community. We are living very peacefully with our existing Japanese population, and we have nothing against them as individuals, but we feel that we must stop our agitation for an amendment to the national constitution that will withhold citizenship to Japanese babies born in this country. The question is a national one, and one that we must consider in the abstract. The proposed local agreement is absurd."

Leroy Childs holds a similar opinion. He points out that a charge of selfishness has been made against orchardists forming the Anti-Asiatic Association here, in that it was alleged that their activities were born of a fear of the competition of Japanese farmers. He points out that the charge might certainly be sustained if the orchardists, thinking they might end their own problems, entered a local gentlemen's agreement, permitting the rest of the country to take care of itself.

R. E. Scott, who wired Senators McNary and Chamberlain asking their support of the Phelan resolution, received a reply from the former Friday. Senator McNary telegraphed: "Am in sympathy with Senator Phelan's resolution denying citizenship to American born Japanese."

LETTER ON FROST DAMAGE CHEERING

M. B. Waite, pathologist in charge of the bureau of plant industry at the Washington office of the United States Department of Agriculture, in reply to W. C. Keek, who asked his aid in caring for orchards that may have been damaged by the December cold weather, states that D. F. Fisher, a plant pathologist of his office, located at Wenatchee, will be asked to give aid. Mr. Fisher, the letter states, will make observations at different points in Washington and Oregon, to get data and records concerning the freeze and to render all possible assistance. Mr. Waite, who discusses the frost damage exhaustively, writes:

"In answer to your question about apple orchards being killed by freezing, it may surprise you to learn that this is a chronic condition near the northern border of apple culture in the eastern half of the United States until the lee side of the Great Lakes is reached. It is an occasional condition as far south as central Indiana, central Illinois and corresponding parallels in the Mississippi valley. In New York and New England they had a terrifically severe freeze, particularly in the Hudson valley, in 1904, which killed many old apple trees. It nearly killed out the peach orchards, yet where favorably located with good air drainage they survived a number of years. While the buds were killed the first season they bore an unusually heavy crop the second season. The great blizzard of 1889 injured a large part of the peach orchards of northern Michigan. Frost hurt a great many fruit trees over the eastern half of the United States and as it went southward it caught peaches in the central Georgia region at six degrees below zero with the pink buds showing. Of course this resulted in serious injury. This freeze occurred about the thirteenth to fifteenth of February.

"Eastern horticulture is full of information of the sort that applies to your condition. In fact, they have in their history many occurrences of this sort. As a rule the entire Pacific coast, extending as far back as the Rocky mountains, has been exceptionally free from these northeastern blizzards. The modifying influence of the Pacific is of course the reason.

"There are so many things to be considered regarding frost injury that it is scarcely possible to cover all within the limits of a letter. Certain important things, however, should be pointed out. In the first place the degree of injury to the tree varies enor-

mously with the variety and species, the age and conditions of the tree. The condition of the tree will depend very largely on the soil, the subsoil, drainage and moisture conditions, as well as on location and air drainage. It also depends upon the kind of cover crops, cultivation, irrigation, etc.

"Another important thing I should state is that the wood of the trunk and larger branches may be severely blackened without the tree necessarily being ruined. If the cambium layer is killed and the bark remains alive the tree may continue to flourish and bear even more heavily than normally, for a few years. These severely injured trees, of course, will have a tendency to become rotten hearted and short lived, but they are far too valuable to destroy. The bark and the cambium are apt to be the last structures killed if the trees are perfectly dormant and have not been exposed to excessive moisture conditions, seepage, nitrogen or mild winter weather. We have information about this freeze from other sources, and our understanding is that your trees were in a thoroughly dormant condition, at least were generally so. Strange to say, when the trees are not thoroughly dormant the cambium is one of the first things killed. The effects in other words are exactly reversed. This may come from the trees not being ripened in the fall which is possible, but not probable in your case, or from their being started into growth again by mild winter weather. The cambium is an extremely thin line in cross section. It forms a layer as thin as the thinnest tissue paper. Right under the cambium is the youngest of the apple wood formed, the previous summer. These layers are easiest killed and often show a black streak which deceives one into thinking that the cambium is killed while it is this young wood instead.

"In general I want to caution you that the trees may not be as badly injured as they appear. There are a great many types of frost injury, including the killing of the water sprouts and young tips, down to root winter injury. If you had 20 inches of snow on the ground that removed root injury and in fact injuries at the base or collar of the trunk from consideration. Snow is a great protection. I should expect on your trees that you would find the worst injury on the trunk just at the snow line, extending a few inches below it but mostly above the snow line and diminishing upward toward the tops of the trees, except in the case of young, unripened wood. The pith of one year wood and younger branches or little rings of wood immediately surrounding the pith are the first things to blacken and die.

This, however, has little effect as it appears chronically in the northern Mississippi Valley apple orchards most every winter.

"Frost injured trees make such remarkable recovery that I feel like cautioning you to give all doubtful cases a further opportunity of what they can do. If the bark and cambium remain alive, the orchard should be given only moderate or normal pruning, should be given extra good cultivation and horticultural care next spring and summer, and the decision reached as to how badly the trees are hurt should as a rule be postponed until next June or mid-summer."

Leroy Childs declares Mr. Waite's letter cheering to local growers. Local effects of the freeze seem to have been limited to the trunks and larger limbs around the snow line. Observations have shown the trees to be already recovering from the blackened effects of the frost damage to the young wood under bark and cambium.

Ralph Hinrichs, West Side orchardist reported Sunday that he did not consider the damage to pears or cherries as of any consequence. Mr. Hinrichs immediately after the freeze cut branches of both cherries and pears. He has forced these in a hot room, and they have bloomed as on normal years.

Members of a committee of city business men and rural orchardists met last Thursday with officers of the telephone company to ask a revision of the rates recently granted by the Public Service Commission. The committee asked for an elimination of a toll charge of five cents for each call between the Hood River and Odell exchanges. It was proposed that a rate of \$2 per phone be charged for service in all parts of the valley, with a discount of 25 cents on all bills paid before the tenth of the current month. At present a charge of \$2.25 is made for city phones and \$1.75 for phones of the Odell exchange.

The representatives of the company, however, declared that it would be impossible to accede to the demands. The protesting delegation was asked to postpone their activities until the new rates were given a fair trial. When asked if the telephone concern would seek if the telephone concern would seek an agitation for taking over the line, Manager Smithson replied in the affirmative.

"The application of the five cent toll charge," declared M. D. Odell, "has resulted in an ostracism of the Odell district. Unless the call is for something very urgent or important people who have to pay the five cent charge simply do not call. The charge is a discrimination against Odell."

Mr. Odell cited instances where Odell residents, living on opposite sides of a county road are connected with different exchanges, one with Hood River and the other with Odell. When they talk to each other the five cent toll rate applies. In one case a rancher has to pay five cents every time he talks with his tenant, because their telephones happen to be on different exchanges.

The telephone company shows an increase of 150 subscribers in the past year.

AVIATORS MAKE SAFE LANDING HERE

R. S. Clark and Walter Lees are the first aviators to dare a landing at Hood River. The man, representative of the Liberty Motor Corporation, flew from Portland Friday in 55 minutes, landing successfully on a field near Alma Howe's Cottage Farm. Mr. Lees, who piloted the biplane, says the field can be made excellent with small work. An automobile brought the aviators to the city, where they discussed future air routes with business men before flying back to Portland.

INTEREST IN BRIDGE GAINING

BUTLER ASKS AID OF MR. SINNOTT

Congress Urged to Hold Up Cascade Locks Proposition for Full Investigation

Hood River people are taking a keen interest in an interstate bridge to connect the Columbia river and North Bank highways here. Agitation for such a bridge was launched at a meeting of the Commercial Club last Monday. The movement was given impetus by an announcement that private individuals were seeking congressional authority for building a bridge across the Columbia at Cascade Locks. Such information was recently received by the Commercial Club from Representative N. J. Sinnott, who, in response to inquiries from C. W. McCullagh, president of the club, wired and wrote him on the matter, enclosing in the letter a copy of the Cascade Locks bill. Mr. Sinnott's wire follows:

"Private parties are applying for right to construct bridge at their own expense below Cascade Locks. Government had nothing to do with matter except grant privileges. Suggest you confer with W. W. Banks, of Portland, and A. L. Miller, of Vancouver, Wash., parties interested and endeavor to get them to change location of proposed bridge."

It has been ascertained that the enabling bill has passed the senate, and Truman H. Water, member of a committee appointed to investigate the Cascade Locks matter, has wired Representative Sinnott to use his influence in holding up the bill until a full investigation can be made.

Measurements that have recently been taken of the Columbia here, show the distance between the tracks of the O. W. R. & N. Co. and the S. P. & S. R. R. Co., crossing the Columbia just west of the Hood river's mouth and striking the Washington bank just east of the White Salmon river, to be 6500 feet.

It is said that all except about 2,500 feet of this distance could be spanned with earth and sand embankments. A deepwater wharf, both for Hood River and Washington points, Underwood and White Salmon, it is said, could be constructed with the bridge.

Hood River people argue that the construction of a bridge at Cascade Locks would probably end the possibility of securing an interstate bridge here. The location here is declared the logical one for the mid-Columbia, because it would be more utilitarian. A highway, crossing the Simons reservation just north of Glenwood, Wash., and giving Oregon a direct connection with the Yakima country has been proposed, and a local bridge would serve traffic from eastern Washington points.

HOOD RIVER PLEDGES FUND FOR ARMENIANS

"If the United States had a few more Oregonians," declared Mrs. O. F. Lamson, a native born Armenian and the wife of a prominent Seattle physician, who addressed citizens gathered at a luncheon Tuesday to organize for raising \$2,000 for Armenian and Syrian relief. "The Armenian problem would soon be solved."

Mrs. Lamson based her statement on the act of the state in routing a cargo of her products next Saturday, the foodstuffs to be supplied the famine stricken lands of the United States Grain Corporation on the credit of the Armenian nation.

For an hour Mrs. Lamson spoke on Armenian oppression throughout the ages, bringing tears to the eyes of her hearers, and when she finished the meeting voted unanimously for telegrams to be sent to Senators Chamberlain and McNary asking their support of the Lodge-Williams resolution, which provides American guaranty of Armenian independence as an outcome of the great war. Recent senatorial discussion, Mrs. Lamson declared, has cost Armenia 100,000 souls. Except for America offering to share responsibility for the independence, she said, Armenia would be no better off than before the war.

The committee of men and women present at the luncheon pledged that Hood River county redeem herself for the poor record of last year, when but \$600 quota for Armenian relief was raised. The deficit has added to this year's quota.

Samuel C. Lancaster, in charge of the state drive for the Armenian fund, was unable to be present. Mrs. Lamson was accompanied by Mrs. J. L. Durand, of Seattle, and S. S. Bruce, of Portland. Mrs. Lamson, following the luncheon, addressed an audience of women.

W. H. Boddy, campaign manager for Hood River county, appointed committees to handle details of raising the fund. Mrs. Wm. Stewart, Mrs. A. G. Lewis and Mrs. Chas. Fuller were named to select solicitors to cover the residential districts. A committee to solicit the business district is composed of E. O. Blanebar, F. A. Cran, J. H. Froedrey, J. H. Hazlett, Hugh G. Ball and Joe D. Thomson. L. R. Aronson will be treasurer. Representatives of rural districts have been appointed.

That those at the luncheon might visualize the hunger of Armenian children, a small glass bottle, showing the daily ration of the children, exclusively rice, was set before each plate.

AUTO PARK IS BEING PREPARED

W. T. Fries, who has charge of improving the three acre automobile park donated to the city by the Commercial club and Volunteer fire department, states that the free camping place for visiting motor tourists will be ready for early spring travelers. Water and light connections have been made and numerous conveniences for the traveling public are being installed.

The commercial club and firemen purchased the plot with funds raised from concessions last Fourth of July. The plot is at the west edge of the city, a part of it shaded with oak trees.