

Hood River Glacier

ARTHUR D. MOE, Publisher. JOE D. THOMSON, Editor

Subscription, \$2.00 Per Year.

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BURIED TREASURE

It is with keen interest that we note a decision of the Hood River County Pomona Grange to refuse in the future to offer to local newspapers copies of resolutions and other formal records for publication. This action will result in much buried treasure.

We note that it is charged that newspapers have garbled communications in the past. It sometimes happens that newspapers, for lack of space, cut down lengthy communications. It may be that The Glacier in the past has been guilty of such cutting. It may be that we have omitted paragraphs that the authors considered more important than those left for publication.

We regret that the Grange has seen fit to function in the future independently of the newspapers. The organization cannot have the influence it should have on affairs of the community without a wide dissemination of its actions. We know of no better medium for this than the newspapers.

The Grange and the Hood River newspapers ought to act together for the benefit of Hood River county. No doubt they will not always agree. The Glacier reserves the right to disagree with the Grange or any other organization. We will not endeavor, however, to suppress or color the expression of Grange opinion and will set forth our own sentiments in our editorial column.

Indeed, when the Grangers come to think over this matter of withholding communications and resolutions, we believe they will quickly reconsider. We hope they do for their good as well as our own.

UTILIZING THE COLUMBIA

The Pomona Grange is to be congratulated on having brought J. N. Teal here to deliver his address appertaining to waterways development. The Hood River Traffic Association, Commercial Club and individual apple shippers have been made to realize fully the value of the river this season. But we have used it only in extreme moderation to what should be possible.

The project of development, with its attendant development of electric energy, is a big one. As Mr. Teal says, it takes vision to comprehend it. It is a federal problem in the final analysis. Even to initiate a plan, the ultimate realization of which will take many years, requires the cooperation of all citizens of all communities along the river, intercommunity cooperation and interstate working together.

We are going to make this comment, although tomorrow the editor may get a licking. We want to state a few simple facts about C. A. Bell, Hood River's greatest good fellow. Other towns have their good angels of poor kiddies and unfortunates. Portland has its Bill Strandsburg, and Hood River has its Charlie Bell. This isn't meant as flattery but as a simple statement of fact.

Mr. Bell every week of the year is spent in helping some unfortunate fellow being. You will find him now devising ways and means of making the Christmas holiday brighter for those who may be depressed from various reasons. He is one of the backers of the proposed community Christmas tree and a leader of the Welfare committee.

Truly, Charlie Bell has a big heart.

COURT AT THE CITY HALL

Judging from a favorable sentiment, expressed in many quarters, the suggestion as revived by The Glacier for the holding of jury sessions of circuit court at the new city hall, is popular. It merely awaits a further crystallization of sentiment for some definite action to be taken in the way of appealing to the city government to meet the county court, cut through formality and red tape and apply business sense to public affairs.

Within a year or two we will be witnessing the passage through the Hood River Valley of sightseeing buses, loaded with tourists from Portland, on the way to the very snowbanks of Mount Hood. It is likely that buses will make the loop trip up the Columbia River Highway and back down the Sandy. The Columbia Stages Corporation has already placed an order for \$180,000 worth of new buses. Multnomah county has provided funds for completion of a stretch of the Highway up through Clackamas. In Hood River county the road is already graded. It will be surfaced before another winter season, and the forestry unit, too, will have been completed.

If some adequate means could be provided for clearing the Highway of snow and keeping its surface free from ice we might witness a winter-time traffic as heavy as any of the spring or summer months. The Columbia gorge is certainly as beautiful now as at any season. If motorists could see the grandeur of the gorge in comfort and with a feeling of safety, we might soon behold winter visitors by the thousands.

Astoria has won the admiration of the citizens of every sister town in Oregon. Indeed, the nation can point with pride to this oldest city of Oregon. Astorians possess the spirit of Oregonians and Americans. Such rebuffs as the conflagration of last week but strengthens them. Astoria has just one need now. She must blot out factional strife, and then her triumph over disaster will be all the quicker.

Watch the fires. There is much danger of overheating stoves and other heating apparatus this kind of weather. It is not a pleasant time to have your home burn. Be careful and avoid such a contingency.

Youth doesn't mind this weather at all. The coating was never better, and the frozen surface of Columbia sloughs offers welcome recreation.

Variety is the spice of life. It always keeps our winter weather from becoming monotonous.

Plenty of snow and moderately low temperatures mean better apple crops next year.

Hood River people should "Say It With Apples."

Help the Salvation Army.

ANTI-JAPANESE LEGISLATION IN OFFING

(From the Oregon Voter.)

Legislation aimed at occupation of agricultural land by Japanese is certain to furnish one of the live issues of the 1923 Legislature. The fact that the Ku Klux Klan, the American Legion, Governor-elect Pierce and numerous individual members of the legislature have all declared in favor of such legislation makes it likely that it will be enacted. In substance, the legislation would be similar to that already on the statute books of California and Washington.

Considerable prestige has been given the movement by recent court decision. The constitutionality of important provisions of the California law has been upheld by lower courts and is pending on appeal. This week the United States Supreme Court ruled that under the federal naturalization law, Japanese could not be classified as members of the white race or of African descent, and hence were ineligible to citizenship by the naturalization route. As both the California and Washington laws, as well as the bills heretofore considered in Oregon, forbid ownership or leasing of lands by aliens ineligible for citizenship, the supreme court has cleared up one of the principal constitutional points involved.

Three times the anti-Japanese land bill was nearly enacted in Oregon. It was presented in the legislature twice, and in each instance the Portland Chamber of Commerce made such an impressive showing against it that it failed of passage. The first time, it was killed without coming to a vote in the house of its origin. The second time it passed the house by a large majority and failed of passage in the senate by a close margin. One of the reasons Senator Banks of Portland, was defeated for renomination because he had the courage to lead the fight against the bill on the floor of the senate. He felt the Portland Chamber of Commerce was right, and suffered the consequences politically, as both the Ku Klux Klan and the service men's political organizations were against him for this reason.

The third time the measure came up was when the American Legion sponsored it as an initiative bill. The Legion tried to obtain enough signatures to get it on the ballot, but it employed no paid circulators its petition failed. Such is the usual fate of petitions sponsored by organizations which declined to employ the professional signature takers. There is no question but what the measure would have been enacted by a heavy majority had it been placed upon the ballot.

In California, the question is a burning issue, due to the large Japanese population in that state. Washington has a fair-sized Japanese colony, so it is quite a live issue there. In Oregon, the Japanese population is so small as to make the problem a negligible one in except in one or two neighborhoods. In the Hood River Valley, the Japanese have saved the strawberry commercially; in fact, have built it up until several shipments of strawberries bring a large annual income to the valley. Yet the presence of these industrious Japanese has alarmed most of the valley residents with the dread that unless checked the Japanese will take the entire valley, apple orchards and all. Capt. George R. Wilbur, of Hood River, a pioneer in anti-Japanese land agitation, has been elected head of the American Legion in Oregon. While he is a thoughtful and reasonable man of fine intellect, high moral purpose and conservative instinct, his convictions on this subject are grounded in years of study of the whole problem in a broad way as well as in its local application. His elevation to the head of the Legion has a great deal of significance. It means that the issue will be a real one that cannot be quietly buried.

Capt. Wilbur admits that the problem is one which should be adjusted by the federal government, primarily by treaty negotiation and then with legislation, but he has lost patience with the federal government. Nearly ten years ago Capt. Wilbur, then a member of the state senate, prepared a bill very much along the line of what later was enacted in California and Washington, but in deference to representations made in behalf of the Wilson administration he reluctantly withheld it. What Capt. Wilbur fears is that the nation at large and the authorities at Washington will not appreciate until too late the acuteness of the problem as it presents itself in neighborhoods invaded by the thrifty, intelligent Japanese. Unless the Pacific Coast states persist in their enactments and enforcements the situation may drag along, he fears, until the Japanese gain such a hold on those neighborhoods that a genuine race problem will be presented, a problem which might lead to local conflict and the most serious international consequences. He feels he is pursuing the course that is most certain to avert the very worst that would be invited were the Japanese permitted to strengthen their hold to the point that mob action would be taken against them. The fact that Capt. Wilbur takes such a far-sighted view of the whole question makes him a formidable protagonist. Most of those who support this legislation do so simply from motives for racial sympathy and without regard to ultimate consequences. Usually it is the class that prates against war which is loudest in its shouting for legislation which insures a friendly nation. Such especially true in this instance, barring a few thoughtful leaders. The mass of Oregon people, like those of California and Washington, will support anti-Japanese land legislation with that peculiarly savage joy which from the dawn of time has animated racial conflict. They give little or no consideration to the fact that the Japanese are a proud and spirited people of high culture and sensitive honor, who are no likely to remain pacific under wanton insult.

The United States has a treaty with Japan which pledges our country to extend to Japanese nationals the same treatment accorded to the nationals of any other country. Whether legislation aimed at Japanese and applying only to members of the yellow race will be declared unconstitutional on the ground of conflict with the existing treaty is a question which as yet has not been decided by the U. S. Supreme Court. Should that court rule that the treaty has been violated, the anti laws of the three Pacific Coast states would be mere scraps of paper, and the entire question left to the treaty-making powers for adjustment. Revision of the treaty is now pending, and it is hoped some accommodation can be reached that will be acceptable to a friendly nation while protecting the Pacific Coast states. From development of a racial problem that sooner or later will lead to irritation, mob violence and war.

The question facing the Oregon Legislature this winter is whether it is advisable for Oregon to place herself in the company of Washington and California as states which enact discriminatory legislation which cannot be enforced until treaty rights have been determined by our own courts and adjusted by our own country with a nation which has the same interest we have in avoiding irritation, conflict and war. It is not a light or frivolous question, and it is to be hoped the Oregon legislature will not permit itself to be stampeded into hasty action.

Tompkins-Hill

The wedding of Miss Lela Maude Tompkins, daughter of Mr. and Mrs. J. H. Tompkins, of Odell, and Jesse Harold Hill, son of Mr. and Mrs. Charles Hill, of Arson, Wash., occurred Thursday afternoon at the study of Riverside Community church, Rev. W. H. Boddy officiating. Mr. and Mrs. Hill left to spend their honeymoon on a visit to the home of the bridegroom's parents.

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For Sale—Turkey, fine or dressed. Call W. Fenwick, phone 564. 47-21

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For Rent—Modern house with garage, one mile out on Tucker road. Write Mrs. John Egan, 2515 E. 21st Street, Portland, Ore. 47-21

For Sale—Three-inch Mitchell wagon with 25-hp. motor, new body, good tires, also set of good heavy work harness complete. F. A. Young, 519, Wash. P. O. box 111. 47-21

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For Sale—60 acres, 1/2 mile from the town of Hood River on Highway 1, open 200 and 250 cords of fir and oak wood. Price \$2,000, terms, E. M. Miles, 229 McKay Bldg., Portland, Ore., phone Broadway 7203. 47-21

For Sale—Piano, located in the vicinity of Hood River. Strictly fine quality in perfect condition. Call for catalogue and terms as little as \$10 per month. For particulars write Chas. Music Co., Astoria, Ore. 47-21

For Sale or Trade—Overland 4. Model, overhauled and in good condition. New generator and distributor. New cord tires all around. Call at City, Plain Street, 109 1/2 St. 47-21

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For Sale—Team of horses, bays weighing about 2000 lbs. Call Odell 111. 47-21

For Sale—Ford truck, a gasoline wood saw, \$200 for both. Phone 511. 47-21

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For Sale—A 15-hp. Heppner truck in good running order, complete with apple rack, or will take a good touring car as part pay. Chas. Struck, 129, Wash. P. O. box 111. 47-21

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