

The Hood River Glacier.

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State Aid for World War Veterans

"The Devil sick, the Devil a saint would be;
The Devil well, the Devil of a saint was he."

In those dark days of the world war when our boys with the allied soldiers were straining every nerve to hold the line, and when for those few days we feared that Hindenberg would get through, we were loud in our praises of the men at the front, and we would have voted unanimously for any measure that would have expressed in some small degree our feeling for the men who were offering their lives that we might continue to enjoy the blessings of Liberty in America.

Just how we feel about it now will be shown by the vote on the Bonus Bill which comes before the people of Oregon at the Special Election on June 7th.

Kresse Drug Co., The Rexall Store

HARD TIMES?

There seems to be a well defined effort by chronic calamity howlers to continually disseminate propaganda that times are "hard" in Hood River Valley, but a careful analysis of the situation belies such statements. While the results of the 1920 fruit crop have been a setback to many, it has not seriously impaired their resources or credit.

The First National welcomes applications for legitimate loans, not for speculative or luxury purposes but for farm and commercial needs. You are invited to call and talk over your requirements.

THE FIRST NATIONAL BANK

E. O. BLANCHARD, President. S. J. MOORE, Cashier.

Read the Legion's explanation of the Soldiers' State Aid Bill

KOBERG'S ASPARAGUS

SPRING SOWN

TOMATO PLANTS
CABBAGE PLANTS

THEY ARE

NONPAREIL

GROWN BY

Twentieth Century Truck Farm

J. H. KOBERG, Proprietor

Hose - Lime - Sulphur - Bluestone
Spray Gloves - Lime-Sulphur
Whale Oil Soap - Dusting Sprays
Arsenate of Lead - Bordeau Mixture
Hydrated Lime - Du Pont Powders

"Friend" Sprayers

"I have used three different makes of Sprayers but never got Real Satisfaction until I bought a 'FRIEND.'"
—A Reliable Hood River Orchardist

Hood River Spray Company

Phone 2421



State Aid For World War Veterans

If the Bonus Bill had come before the people of Oregon on June 7th, 1918, can you imagine the mental process of the voter who would have voted against it?

Surely on June 7th, 1921, we will welcome the opportunity to express, even in this small degree, our appreciation of the services of the men who, by reason of this service, are now confronting many serious problems in returning to civilian life.

Vote 302 Yes

S L A B S

Now is the time to place your order for slab wood so as to allow time for proper seasoning during the summer months. We handle the entire local output of the Dee mill.

Special prices on car load lots of ten to twelve cords. F. O. B. car shipments to ranchers at points on Mt. Hood Line.

EMRY LUMBER & FUEL CO.

Successors to
HOOD RIVER FUEL CO.

PHONE 2181

FOURTH AND CASCADE

All accounts must be settled monthly or no further credit will be extended.

Effective this month.

N. H. MacMILLAN

ON THE HEIGHTS

Native Oregonian Passes Here

The body of W. H. Calavan, aged 69 years and native of Scio, who died at his West Side home on Friday, was shipped to Carlton by C. C. Anderson Sunday for funeral services and inter-

ment. Mr. Calavan, who had spent most of his life at Willamette valley points, came here three years ago for his health, buying a West Side orchard. In addition to his widow, he is survived by seven grown children.

NEW HOTEL READY SOON

RESORT TO OPEN ABOUT JUNE 11

Red Tile Roof of Columbia Gorge Hotel Forms New Landmark for Wayfaring Motorists

The red tiled roof of the Columbia Gorge Hotel forms a new landmark for the wayfaring motorist on the Columbia River Highway. The new building, which is now under construction, will be ready to receive the tourist, attracted to the scenic Cascades by smoothly paved links of highway. California, long noted for its tourist inns, has larger resort hostilities than the Columbia Gorge Hotel but bonifaces of the south can boast of no greater comforts or conveniences than have been provided here.

The new 3-story building, with a frontage of 185 feet, is of fireproof concrete and stucco construction. It has 48 rooms with 44 baths on the second and third floors. On the first floor are the huge dining room, which will accommodate 600 guests, and elaborate reception and lounge rooms. The guest at mealtime may look from a series of French windows over an expanse of the Columbia to the north, and Wau Guin Guin falls of Phelps creek dip perceptibly 125 feet down the canyon to the level of the Columbia. The O.-W. R. & N. track runs directly beneath the hotel. The structure is overtopped by a lookout tower from which numerous appealing views of the Columbia canyon, both east and west, may be had. In time guests, it is likely, will be attracted to the new hotel just to see the sunsets in the gorge.

The Columbia Gorge Hotel's cost will approximate \$300,000. S. Benson, who financed the hostelry for Henri Thiele, former chef of the Hotel Benson in Portland, declares that his interest is for the purpose of demonstrating the possibilities of such resorts in the scenic northwest. Mr. Benson declares that the hotel was a vital need to supplement the investments Oregon has been making the past few years in highway building.

Both Mr. Benson and Mr. Thiele are now busily engaged, aiding full crews of workmen in completing the hostelry. It is now planned to open the resort about June 11. Mr. Benson may be found daily removing debris from the grounds or some other task. The other day armed with a crow bar he was removing timber moulds from concrete stairs on the highway side of the structure. Mr. Benson was asked to join Hood River citizens and offer suggestions for plans to boost the \$350,000 road bond issue, to be placed on the ballot that the June election.

"Are you going to have a real worth while meeting?" he asked. "I mean are you going to get enough together to really accomplish something? If not I do not want to attend. I am pretty busy here. But if I can do something beneficial in aiding the bond issue I will be present."

The proposed highway bonds, if voted, will enable Hood River county to join the state on a 50-50 basis in constructing the valley trunk of the Mount Hood Loop Highway. Mr. Benson declares that he doesn't see how the county can afford to decline the offer, which will result in a trunk market road from one end of the Hood River valley to the other.

When a visitor to the new hotel calls for Mr. Thiele he is always directed to the kitchen. There the noted chef may be found at any hour of the day supervising the installation of equipment that will make the new hotel's kitchen one of the finest in the land. Mr. Thiele knows that Oregon visitors must be provided with more than a feast for the eyes. It is his plan to make the cuisine of his hostelry as famed as Mount Hood or Multnomah Falls.

The new hotel has a private water system, springs, affording more than 100,000 gallons daily, having been tapped on the high plateau south of the building. A huge storage tank, with pressure maintained by electrical equipment has been placed in the great basement, carved from almost solid rock. The new hotel, which has just been connected up by crews of the Pacific Power & Light Co., will be the largest individual user of electricity in the county. The lighting system is elaborate and an elevator is operated by electricity.

The grounds of the new hotel comprise 21 acres, extending to the west along the highway. Seven years will be required in landscaping the surroundings. Much native shrubbery and a grove of rugged oaks will be left intact. Flower gardens, tennis courts and croquet grounds will be established.

An entrance road from the Highway will penetrate the native shrubbery and bordering flowering beds. A porte-cochere has been constructed at the southwestern corner of the new hotel.

The need for the new hostelry is already manifest in the reservations for accommodations extending throughout the summer. Thousands have already applied for rooms at various times. Mary Roberts Rhinehart, accompanied by her husband, Dr. S. M. Rhinehart, and sons, will make the hostelry a base in August while viewing the Cascade wonder spots. Peter H. Kline, another nationally known author, is expected here at an earlier date. Well known men and women from the four corners of the country will be guests of Mr. Thiele before fall, he says. Mr. Thiele says the hostelry could be filled with permanent guests for the season. He will discourage this, however, and maintain the accommodations for the general public and transient tourists.

The tariff at the new hostelry will be exceedingly reasonable, and the citizen of ordinary means will be able to partake of the mid-Columbia's hospitality without embarrassment to his finances.

Mr. Benson has probably set a pace that will be followed by others in the construction of mid-Columbia tourist hostilities. A large resort proposition, it is announced by J. H. Fredrick, president of the Commercial Club, hinges on action of Hood River county voters at the election of June 7, when

a bond issue of \$350,000, to provide funds for connecting the Columbia River and Mount Hood Loop Highways will be passed on. He states that financial interests have already selected a site in the forested area in the southeastern part of the county, where an inn every bit as large as the Columbia Gorge Hotel will be erected if the Loop Highway is assured.

The new hostelry, increasing the taxable property of Hood River county by nearly \$300,000, is being cited as an appealing argument for the road bond issue. The tax collected on the hotel already built, it is declared, will more than pay interest on the county's bond issue of \$75,000 voted to aid in opening the Columbia River Highway. The increase in assessed valuation from hotel property in the mountainous area, citizens favoring the bonds declare, will eventually finance the issue.

TWO HURT IN SUNDAY AUTO WRECK

Mrs. Ida Doyle and H. A. Orleman, both of Portland, were injured, the former seriously, in an automobile wreck at 5 o'clock Sunday morning at Wyeath.

The crash of the overturning car aroused the family of A. Fin, Wyeth merchant. Both victims were found unconscious, the body of Mrs. Doyle under the car. Mr. Orleman had been thrown clear of the wreck. Liquor was found in the car.

Physicians of this city were called and the man and woman were removed to the Cottage Hospital. Both soon recovered consciousness, but Mrs. Doyle suffered a fractured pelvis and serious bruises. Mr. Orleman's body was covered with painful but not serious bruises. The road is straight in the vicinity of Wyeath, but tracks show that the car, badly wrecked, swerved to the left of the pavement and then quickly back to the right, leaving the hard surface.

The victims are unable to account for the wreck. They state that they had been engrossed at the time in watching the sun rise.

Traffic Officer Murray, who investigated the wreck, says the crash was witnessed by a resident of Cascade Locks, who was motoring home from here and met the ill-fated machine just before the accident happened. The Locks citizen, whose name Mr. Murray did not obtain, reports that the machine was going at a high rate of speed and was swaying from one side of the road to the other. Alarmed he hurried his own machine to the roadside. Although the ditch at the point is shallow the turned over three times, a wheel being removed by a telephone pole in one revolution.

The wrecked car was on the Highway and caused such a jam of curious automobilists that Mr. Murray had it removed by J. F. Volstorff as early as possible to this city. The top was a mass of wreckage and it is miraculous that Mrs. Doyle was not killed.

The wrecked machine was owned by Ben C. Wing, 1121 East Yamhill St., Portland, who rented it to Olerman, who, it was stated, had rented cars on former occasions.

Authorities state that Mr. Olerman, as soon as he is able to leave the hospital, will face a charge of reckless driving.

WAGES FOR BERRY HARVEST REDUCED

The schedule of berry harvest wages, showing a material decrease over last year, has been established by the Apple Growers Association as follows: For picking, nine cents per carrier of six hallocks, with a bonus of two cents per carrier for all who complete the season with a grower; packing, 17 cents per crate with a bonus of three cents. The respective wage for last year were 12 and 20 cents with the same bonuses provided. The Association has established a free employment agency with Mrs. J. W. Ingalls in charge.

While no changes will be made in this season's grading rules, the shipping agency announces that a more rigid inspection will be maintained. The receipts of berries are growing daily now. A total of 115 crates was shipped Monday. Shipment of a carload, however, is not expected before Monday, June 6. The demand for transient harvest hands will not be very keen until next week, when employment will be available for at least 50 girls and women.

Tuesday F. K. Jones, who follows the harvest seasons of fruit areas up and down the Pacific Coast, and his family arrived here by wagon from Sacramento to participate in the berry harvest. The family will pick for Ridgewood Farm, where last season they were employed in the cultivation of the 25 acre tract, one of the largest in the district. Many Indians are arriving from nearby reservations to pick berries.

POLLING PLACES NAMED BY COURT

The county court has designated the following places as polling places for the special election June 7: Baldwin, Wyatt's hall; Barrett, Barrett school house; Center, Taylor's hall; Dee, Dee school house; Falls, L. O. G. F. hall; Heights, high school; North, Library hall; Odell, Grange hall; Oak Grove, Oak Grove school house; Park, Baptist church; Parkdale, McIsaac's hall; Pine Grove, Grange hall; Waconoma, court house; West, Frankton school house.

Precinct boundaries within the city are: North, north of State street within the city; Waconoma, between State and Montello streets; Heights, between Montello and Pine streets; Park, south of Pine and Taylor within the city.

Week End Traffic Offenses Many

Traffic offenses over the week end were many. Officers apprehended the following: E. Perkins, but one headlight; H. E. Clayton, no tail light; John E. Robb of Vancouver, Wash., and W. P. Robb, of Kinross, Wash., parking on Highway pavement; M. C. Isaac, improper parking; A. B. Watson, of Portland, tail light out; A. C. Bert, no tail light; F. E. Wright, Portland, no tail light; and Harry Haydon, Bend, speeding.

APPROVAL OF BONDS SURE

FAVORABLE SENTIMENT GROWING

Former Opposition Swings in Lie When Practicability of Location for Trunk is Shown

While a week ago the expression of opposition to the \$350,000 valley trunk road which will enable this county to participate in the state program for constructing the Mount Hood Loop Highway was rather alarming to citizens who view the plans as the most important ever before taxpayers, a trend favorable to the issue has set in strongly in the past few days, and now many citizens who formerly expressed disapproval or who were in doubt have become strong adherents of the bond campaign.

Those who view the bond campaign from every angle and from a close canvass of all parts of the county now consider a favorable vote assured. The activities of S. Benson in the matter and the Pine Grove meeting last Friday night made many voters for the bond issue. Many have opposed the bond issue or have remained lukewarm on the proposition because they considered the location wrong. Since they have been shown that the state could scarcely participate in the construction of a trunk line on any other routing and that the location as made by Engineer Scott is the best for all practical purposes over an indefinite period they have confessed the errors of their layman's viewpoint and are now working for the bond issue. Even in cases where men are still not satisfied with the existing location, they are still for the bond issue, declaring that the general program of the trunk route and the Loop Highway is too important for them to take the responsibility of defeating it.

An element of voters has found it impossible to warm up on the bond issue because of the existing burden of high taxes. Indeed, some citizens of this class are so firmly opposed to any increase of taxes that they still declare an opposition to the bonds. Others, however, are analyzing the issue from a business standpoint and declare they will vote for the bonds as an investment that the valley cannot afford not to make.

A voice of cheer was brought from Cascade Locks Tuesday by A. O. Adams.

"I understand," he said, "that you folks are coming down Wednesday night to convert us on the road bonds. We do not need any teaching. So far as I can gather everybody in the Locks is for the bonds. We are not so ungrateful as to oppose the issue. The Highway has been our making. We realize the worth of roads, and Cascade Locks is going to turn out and do her part for the trunk road bond issue."

BENSON TO ADDRESS BARRETTITES TONIGHT

A rally for stimulating interest in the \$350,000 bond issue, proposed for raising funds for Hood River county's participation in the Mount Hood Loop Highway program, will be held tonight, Thursday, at Park Grange on the West Side. The chief speaker of the event will be S. Benson, ex-chairman of the State Highway Commission, who is now making his home here and who is taking a keen interest in the success of the bonds. The meeting was arranged by County Judge H. L. Haskrook.

Last night J. H. Fredrick and a party of citizens from all parts of the valley motored to Cascade Locks for a meeting.

STATE WILL PAVE THE TRUNK ROAD

If the county votes the \$350,000 bond issue and joins the state in the construction of the valley trunk line of the Mount Hood Loop, the state will take over the 20.5 miles of road and maintain it. This is assured local voters by official announcement of the Highway Commission.

Hood River county voters, who hesitate on voting the bonds because the program as now outlined does not call for ultimate paving, may rest assured that the state will harden surface it as soon as the grades have settled sufficiently. They cannot afford to do otherwise. The members of the State Highway Commission will make just a such statement to you, although at present they do not feel justified in making such an official announcement.

When the Columbia River Highway grade was cut, nobody had any official assurance that it would be paved by this time, but today it is hardened surface to the Pacific. By 1925 the trunk line of the Loop Highway up and down the Hood River valley will be paved road bonds. Can any one vote against the \$350,000 and thus defeat all chances for this paved highway?

PETERS AND REED SUPPORT BONDS

A. W. Peters and C. A. Reed, East Side ranchers, who were members of the Waconoma Grange Loop Highway Committee, which has been waging the only organized opposition to the \$350,000 bond issue, have resigned from the committee and have announced that they will support the bonds. These men were originally opposed to the bonds because the location conflicted with their views as to selection of a route. They both declare that they have never opposed the general plan of a valley trunk and the Mount Hood Loop road.

Man Is Hurt at Logging Camp

A. H. Canfield, aged 39 years, was brought to the Cottage Hospital Saturday night, suffering a broken ankle and dislocated foot. His injuries were sustained when the log was caught between rolling logs at the Mt. Hood camp of the Waconoma Lumber Co. He had been working for the company but 24 hours when the accident occurred.