

The Hood River Courier

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HOOD RIVER, OREGON, THURSDAY, MAY 23, 1912

NO. 52

Hood River, Ore., H. O. B. S. Co. Inc.

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CURTAIN WILL RISE PROMPTLY AT 8:30

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15 Watt G. E. Mazda	\$.50
20 " " "	.50
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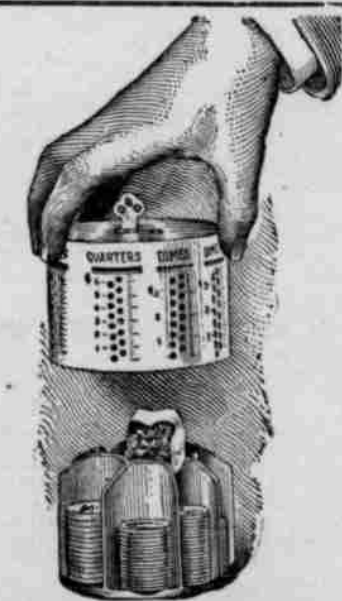
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PHONE 3

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Church societies, fraternal organizations, clubs and business associations will find it convenient and desirable to have surplus funds in a savings account subject to the control of proper officer. Savings accounts receive 3% interest, payable semi-annually in March and January of each year.

First National Bank

HOOD RIVER, OREGON

Are you in the Market for a Snap?

Look These Over.

160 acres in Upper Valley, near Mt. Hood Store. Cost to clear not to exceed \$75 per acre, all good Apple Land. Two-thirds under ditch. No waste. Price, \$50 per acre. Terms, \$3000 cash, balance to suit.

40 acres, 17 acres in 7 year old Spitz and Newtowns. Balance partially cleared. Very fine red shot soil, none steep or rocky. 25 inches Free Water. Price for short time only, \$200 per acre. Terms, half cash; balance 5 years.

5 acres close to town, on West Side, all in high class 2 and 3 year old commercial orchard. Fair house, good barn, etc. Price, \$4250. Terms on part.

10 acres in Belmont District, 9 acres in 4 year old Spitz and Newtowns, 1 acre timber reserved for building site. On main road. Price, \$500. Terms \$1000 cash. Balance to suit.

High class Central Oregon stock ranch, value about \$1500, to exchange for Hood River Valley property. This is not Junk and is not plastered with a heavy mortgage.

GUY Y. EDWARDS & CO.

Insurance of All Kinds Written in Standard Companies Only

CASH GROCERY

The Best Sugar, 15 lbs. \$1.00; per sack	\$6.30
The Best Patent Flour, per sack	1.45
Cloverleaf Butter, per square	70c
Good Oranges, per doz.	20c
10 Bars good Laundry Soap for	25c
Otter Brand Clams, flats, per can	10c
Otter Brand, medium, 2 cans 25c; large	25c

If you want to Save Money on your Grocery Bill trade with us.

L. H. HUGGINS

Lights at Reasonable Prices

THE HYDRO-ELECTRIC Co., does not want the consumers of electrical energy for lighting or power purposes to pay for the plant monthly, yearly or bi-annually, they only want a fair, reasonable price on a live and let live basis; and are not asking its customers to buy our competitor's plant, nor anyone to pay them a price with which to buy our plant; all we have to sell is electrical energy.

Hydro Electric Co.

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Third and Oak

For Sale by Owner

200 acres, 60 acres cleared, 11 acres planted, balance unimproved. Price cheap and easy terms.

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ROAD BOOSTERS

VISIT MARYHILL

JOURNEY IS MADE BY AUTOMOBILE

Samuel Hill Entertains Visitors and Explains Experimental Roads—Party Returns Via Goldendale.

Maryhill, the country estate of Samuel Hill, was the goal of a party of the members of the Hood River Commercial club last Saturday. The Hood River men, who journeyed to the eastern end of Klickitat county to inspect the experimental roads of Mr. Hill, who has devoted much time and money during the past few years in an effort toward procuring a perfect highway for the Northwest, left here at five o'clock arriving at The Dalles for breakfast. With a few exceptions the road to The Dalles was excellent and the long stretches were inviting. Shortly after eight o'clock the men had finished their morning meal and with Judge Rorick as pilot to lead them across the sand blows near Granddallas, had crossed the Columbia by ferry and were on the first lap of the journey across Klickitat county.

Just north of Granddallas on the North Bank railroad stretches of sand of acres in extent must be crossed before the range dividing the river gorge and the Klickitat valley is reached. To make a passable way the ranchers of the district have built fences to catch the drifting sand, when the wind blows. However, on Saturday morning, despite the wind breaks a number of sand barriers appeared on the road. Every car had trouble in crossing. The most difficult time was had when the flying wheels of Capt. McCann's heavy Aico touring car, reaching no solid ground, buried themselves in the fine sand until the dust man of the machine was resting on the gray surface glistening with silica. The members of the party scratched, dug, pushed, pulled and muttered ejaculations—all to no avail. The hot sun caused streaks of perspiration to run down noses and over faces. Walking at the road side, the feet became buried and sand in large quantities filled the shoes. A road supervisor on a bronco passing by, stopped to laugh at the predicament. One of the party climbed a sand fence with a hammer and began to knock off some of the broad planks to be used under the wheels of the machine. His excellency, the duty loving official, with pointing finger swore that he would do things right then and there if a single splinter of one of the boards was touched. No entreaty or promise to make repairs to the fence were of avail with that Klickitat road guardian and the party gave up and proclaimed him the meanest man in Washington.

Although a few steep grades were encountered and ruts in the road in some places, the last lap of the journey over the range and through the Klickitat was delightful. Still the exercise in the sand placed the travelers in a frame of mind to get more real pleasure out of the last lap of the journey over the perfect roads of Mr. Hill.

Mr. Hill is a big, whole souled man with ruddy cheeks displaying his love of the out of doors and his perfect health. He has known how to make money. A snug sum of his fortune is now being used experimenting with roads to be used as models for the development of the Northwest. However, these experimental roads will not only be of benefit to the west but they will have their effect on the road building of all America and even in European countries, for Mr. Hill has had visitors from England and Canada and other countries, who have come to inspect his highways and carry away the plans of his methods.

The progressive citizens of the Klickitat valley just beyond the Cascade range where Mr. Hill has chosen the scene of his operations and where the soil is productive in grain and alfalfa and where the ranchers build up bank accounts by the sale of live stock, have adopted as the trade mark of the region, "Where the rain and the sunshine meet." There in one of Washington's largest and most prosperous counties, where the early spring sunshine is already causing the strawberries and cherries to ripen, where the winter rains soak the earth with water to mature bumper hay and wheat crops, Samuel Hill has been consulting with their advice. He has sifted, weighed and pruned the best of all the theories and garnered them has constructed his roads according to their instruction. The highways that he has built are good to look at. They soothe the soul of the motorist. But to get the full effect of the result of Mr. Hill's experiments, the automobile owner should take his car along with him. After a spin from one end of the Maryhill estate to the other at a clip of 65 miles, as Capt. McCann made Saturday, he is ready to join the lists of the most enthusiastic boosters of good roads.

"Safety, durability and beauty" and "Make the road to match the country" are maxims followed by Mr. Hill in his road construction. His roads are characterized by long graceful curves. The motorist on one of his highways that is running around a bluff or a steep hillside is not every moment afraid of running into an unseen vehicle, when he turns a sharp curve; for the road does not hug the bank but swings out far enough away from jutting points that the driver of a machine or vehicle may see up and down the highway for long stretches.

Garbed in a suit of corduroy Mr. Hill ure out guests Saturday and escorting them over the roads that have been built and that are under construction explained the methods of building. He maintains a large crew of experienced laborers, who were applying rock, sand and oil to the roads. He has large workshops, where he works out his improvements for road building machinery.

The visit at the Maryhill estate was made decidedly pleasant because of the hospitality of Mr. Hill's entertainment. Crowning one of the hills of the estate, where from broad, cool verandas one gets a splendid view of the Columbia just north of the Dalles around which The Dalles-Celilo canal is being built, and the skyline of the central Oregon country, Mr. Hill has erected commodious and comfortable quarters for the entertainment of his guests. Here a luncheon, with Sam, his colored servant, and Mrs. Sam, regaling them

with food cooked as only southern darkies know how to prepare it, was served the visiting Hood River men. But as the meal progressed not another topic other than good roads was discussed. "I think of good roads and nothing else when I'm up here," said Mr. Hill, "and I'm up here every week end. Indeed, I'll miss my sleep to add to my knowledge to improve highways."

You can make lasting and beautiful highways here in the northwest for an average cost of \$7,000 per mile with convict labor and for \$10,000 per mile with free labor, according to the figures compiled by the road enthusiast. One of the stretches of highway at Mary Hill is constructed of heavy basalt taken from a near by cliff and heated to a temperature of 200 degrees and poured together in a mixer. The hot oil penetrates to the center of the fragments of stone, while if the stone were cold it would only form an outer coating. With the exception that the English road is made of iron furnace slag the Hill highway is an exact duplicate of the Great North Road of England, which has stood the tests of heavy traffic for the past 16 years. Mr. Hill has taken photographs of the highway every year for the past five years and declares that scarcely a change can be detected in its surface.

"The building of roads, or the value of them is impossible to estimate," says Mr. Hill, "until after the Columbia river road is completed the people of the communities through which it will pass will not begin to realize its worth. I wish that I could secure an opinion on the wealth of the states of Oregon and Washington and after having adequately supplied them with the best of roads realize the difference in the value of the land and other property."

The return trip was made by way of Goldendale, Glenwood, Husum and White Salmon. Tire trouble was had with one of the three machines making the journey and the party was delayed for over an hour at Goldendale. From Maryhill to Glenwood the roads are good. The party drove up at Glenwood at about seven o'clock and after a conference decided to motor toward Hood River instead of spending the night there. It was eleven o'clock when the bluff of the White Salmon was reached and the brilliant lights of Hood River were seen across the river. The machines had covered a distance of 100 miles.

Every man who made the trip returned more enthusiastic in his desire for good roads. So well were they impressed with the highways seen at Maryhill that it is planned to send a special committee there in the near future to make a study of the details of Mr. Hill's construction of highways.

Those who made the trip were: C. K. Marshall, Leslie Butler, Capt. C. P. McCann, Clarence H. Gilbert, W. E. King, G. A. McCann, Roy D. Smith, Ray E. Scott, W. L. Clark, O. H. Rhodes, Murray Kay and Joe D. Thomson.

GAS & ELECTRIC CO. ASKS NEW ORDINANCE

At the Monday evening meeting of the city council, the Hood River Gas & Electric Co. submitted a blue print of the changes that it will make in its distributing lines, in order to conform with the recently enacted city ordinances. H. M. Wolfe, construction foreman of the company is ready to begin the work of making the change. In a communication to the council from Albert S. Hall, manager of the Hood River Gas & Electric Co., and from one of the engineers of the Pacific Power & Light Co., it was stated that the company had been busy, ever since the passage of the ordinance, in the assembling of the proper material here to make the change. Surveys, too, had been worked upon, it was stated.

The communication, however, stated, that sections of the ordinances were incomplete. In places, according to the letter from the Gas & Electric Co., the Home Telephone and Gas & Electric wires are on the same side of the street. The ordinance states that they shall be on opposite sides of the street without declaring which shall make the move. Where the two electric companies have lines on the same street, one company will have to use extraordinary high poles. The ordinance has not covered the details of making these changes. The letter stated that the company was ready to comply with the ordinance as soon as it was made clear and asked that a committee be appointed to confer with representatives of the different companies involved.

Councilman Robertson, chairman of the fire and water committee, stated in a report to the council that he and Judge Derby had consulted with Guy Talbot, president of the Pacific Power & Light Co., who was ready to receive the warrants for the water plant and close up the purchase of it by the city. Mr. Talbot has always shown a disposition to be fair with us in the granting of delays for the assistance in closing up the water deal," said Mr. Robertson.

L. H. Huggins was elected president of the council to take the place of Dr. Brosius, resigned. A remonstrance was received from the property owners along Sherman avenue between Sixth and Ninth streets, who asked that the ordinance calling for an improvement of this property be repealed, since they had not petitioned such improvement. The remonstrance was referred to the street committee.

A petition was received from J. M. Wood and J. W. Wickham, who asked to be allowed to place water pipe across Eugene street and Montello avenue. These citizens desire to make use of the water of a spring on Montello avenue for sprinkling purposes. A reservoir will be built and the water piped from it to their places. The petition was granted.

City Recorder Howe stated to the council that up to the present time the returns from the water department had amounted to \$1,200.

C. H. Sproat was appointed by Mayor Blanche to take the place of Dr. F. C. Brosius on standing committees. Miller Receives \$10 for First Crate. Hood River strawberries, when they are the first on the big markets, bring marvelous prices. Gus Miller, who shipped the first crate to Portland last Thursday, disposed of it for the sum of \$10. The berries were purchased by the Multnomah hotel.

HOOD RIVER TO VISIT PORTLAND

MANY LADIES WILL GO WITH PARTY

Luncheon with Ad Club, Auto Ride and Banquet with Commercial Club—Strawberry Junket Wednesday.

Next Wednesday, May 29, the Hood River Commercial club will go to Portland and pay a call to the Portland Commercial club, returning the visit made here by the members of the latter organization during the recent Blossom Festival.

The plans are now well under way for the excursion which will be the first time that a booster organization from the "out districts" has attempted a big junketing trip to the metropolis and the Portlanders seem to be making preparations to entertain the callers in fine style. The wives and ladies of the Hood River club members are invited to go on the trip and Secretary Ray E. Scott hopes that there will be at least 150 persons go from here.

The day will be a full one, leaving Hood River on special cars attached to the Soo-Spokane train at 9:37 Wednesday morning and arriving in Portland about two hours later. The men of the Hood River party will lunch with the Ad club of Portland at the new Multnomah hotel at noon, while arrangements are being made for a special luncheon to be given the ladies. The Ad club is made up of the advertising writers and experts of Portland and they are live wires, every one.

The people from here will be entertained during the early part of the afternoon by the Portland club and it is rumored that an automobile ride over the city is to be the order. From 4 to 5:30 in the afternoon a reception will be held in the club rooms of the Portland boosters when the Hood Riverites will meet the business men of the Rose City. At six in the evening the two clubs will gather in the banquet room for the closing event of the day. The wives of the Portlanders will be present and a number of musical numbers will be on the program as well as several prominent speakers.

The committee in charge of the excursion expects to secure a number of crates of fancy Hood River strawberries and treat the hosts to the very best the valley affords. Messrs. James E. Montgomery, W. L. Clark, V. C. Brock and Charles T. Early are working out the details and expect to spring some surprises which will make the big town fully aware of the visitors from the orchards.

It was the case when Portland visited Hood River the members of the excursion from here will pay for the luncheon and banquet to be served in Portland. Special rates have been secured from the O. W. R. & N. Co. and the ticket including all expenses of the trip will be retained in the Commercial club for \$5. The railroad tickets will be good returning as late as Friday, May 31, thus giving those going from here an opportunity of remaining in Portland over Decoration Day.

All persons wishing to make the trip should notify Secretary Scott at once and buy their tickets by Monday so that the proper reservations can be made. All those interested are being urged to attend the weekly luncheon at the Commercial club Saturday noon when the plans for the trip will be discussed fully. A large delegation is expected from the Upper Valley and the club is anxious to make a big showing. Many Portland residents who are interested in the valley are being urged to meet the party and spend the day as part of the delegation, and those who make early reservations for the luncheon and banquet.

HIGH SCHOOL CLOSES SUCCESSFUL YEAR

On Tuesday evening, when Mrs. F. H. Button presented the graduates of their diploma, F. A. Bishop read the roll of their names. Eighteen students finished their high school careers, some of them with plans to enter college and pursue further education and others preparing to take up immediately the tasks of life. Although a good many more have tentative plans of university education only two have definitely decided to enter school next fall. They are Miss Edith Steinhoff, who will register at the University of Minnesota, and Will Shepp rd, who will go to O. A. C.

A large crowd was present at the Heilbronner hall. Indeed, there were not sufficient chairs for all who came. The room was decorated in the class colors, white and red, and a big "12" hung over the stage. Miss Viola Nickelson was the class valedictorian and delivered the class address. A declamation was delivered by Ed Struck. Misses Ruth Morrison and Elizabeth Thomas played a piano duet. The graduating young ladies and young men were the recipients of many beautiful presents as well as handsome bouquets of roses.

The senior play given at the Monroe opera house Monday night was a decided success and displayed a great deal of ability thought out by earnest rehearsals. Those who took part in the play were: Miss Elsie McLucas, Miss Lemp, Hukari, Miss Viola Nickelson, Walter Shay, John Cashow, Glen Corey, Orland Morse and Emmet Thomas. Rev. E. A. Harris directed the rehearsals of the play. The evening was made greatly more pleasant by musical selections by Miss Eva Brock, Miss Viola Bennett, Miss Adine Bartness and a recitation by Miss Adrienne Epping. So successful was the play that it will be presented again at the Pine Grove hall, Tuesday evening, May 28.

Gastronomic Enigma Promised

Mystery! The ladies of the Unitarian church are to give a covered dish supper Wednesday evening, May 29, at 6:30 o'clock, in the church. Do not ask what kind of edibles, for that is the mystery. A good supper is assured whose character is to be disclosed after all are seated. And do you know the ladies are going to try not to tell before hand. I'll wager the men will find out. The supper is to cost 25 cents but on top of it comes stunts of all kinds. Musical monstrosities, literary freaks, facial contortions, feminine absurdities, free to all supper eaters. Wednesday, May 29, 6:30 p. m.