

The Hood River Glacier.

VOL. XXVI

HOOD RIVER, OREGON, THURSDAY, JULY 16, 1914

No. 7

Ours Is A Bargain Store Every Day In The Year

Because we buy right, and deliver the goods to you with the smallest overhead expense and no charges for deferred payment by others.

Why Not Buy a Roaster Today?

Reg. \$1.50 now - 95c

A good pail is useful every day 18 quart milk pail heavy galvanized, regular 60c, our price

35c

16 quart regular 50c, our price

30c

We Have 100 Push Brushes

Regular \$1.50 while they 65c last

A few \$10 Fireless Cookers and they will keep stuff cold as well as hot. Try one at

\$5.00

A Bartlett ball bearing Lawn Mower on a Burpee seeded lawn makes a summer at home worth two trips abroad

Stewart Hardware & Furniture Co.

At this store you pay for only what you get

Summer Goods

Camp Outfits Complete

Summer Bedding

Hammocks

The Wonderful Herrick Refrigerators

Ice Cream Freezers

Lace Curtains 1-3 off

1000 special pieces of

Furniture that we have

marked special to clear

up our stock.

Reed & Henderson

Incorporated

General Real Estate and Insurance Brokers

Protect Your Family.
Take Out A Life Insurance Policy
Agents for The Travelers

Rentals Loans Investments
Surveying and Engineering

We Have Money to Loan on First Class
Farm and Orchard Land

KODAK



Kressé Drug Co., The Rexall Store
EASTMAN KODAKS AND FILMS

STATEMENT OF CONDITION

OF THE

Butler Banking Co., of Hood River, Ore.

at the Close of Business, June 30, 1914

RESOURCES:

Loans and Discounts.....	\$479,158.93
Office Fixtures and Furniture.....	5,098.50
Real Estate.....	8,399.82
Cash on Hand and in Other Banks.....	103,837.95
	\$596,495.20

LIABILITIES:

Capital Stock.....	\$100,000.00
Earned Surplus and Undivided Profits.....	27,491.02
Deposits.....	469,004.18
	\$596,495.20

FORD

THE UNIVERSAL CAR

Ten million miles of advertising. A half million Fords, averaging twenty miles a day, circle the world four hundred times every twenty-four hours. If the car wasn't right this tremendous publicity would put the Company out of business. The Ford is its own best salesman. A demonstration is a revelation—take yours today.

Runabout \$575. Touring Car \$625 f. o. b. Hood River. Complete with equipment.

Columbia Auto & Machine Co.

"Quality and Service"

Is the Motto of Our Market

The courtesy with which we endeavor to use on all occasions in attending the wants of our patrons, the cleanliness of our shop on Twelfth street on the Heights, and the quality of the meats and other articles that we handle have been the making of our successful business.

Join our band of satisfied customers.

Free delivery to any part of the city.

E. M. HOLMAN

The Sanitary Market

Tel. 2134

SIEG LOCATED IN PORTLAND

STONE NOW HEADS ASSOCIATION

Members Asked to Meet By Laws Committee—Organization Will Be Perfected Saturday, July 25

A. W. Stone, who was elected general manager of the Association this spring, has now assumed active management of the Apple Growers Association, having taken the quarters in the Davidson building formerly occupied by Wilmer Sieg. Mr. Sieg has left for Portland, the Distributor office here having been closed, and is now in charge of the new office of the central selling agency in the Railway Exchange building. S. A. Clark, who has been in the local office, has left for Portland with Mr. Sieg.

The berry and cherry season is about over. However, the Association is still receiving small quantities of strawberries from the Upper Valley, and a few cherries are still being shipped. The first apples of the season of 1914 were received Tuesday. It will be more than a month, however, before the fruit is shipped in carload lots. Express shipments of Yellow Transparent and other early varieties will be made almost daily from now on.

The annual meeting of the stockholders and members of the Apple Growers Association will be held in the Heilbroner hall Saturday, July 25, for the purpose of electing a board of 11 directors for the ensuing year and for the transaction of such other business as may properly come before the meeting. "This is the most important thing before the growers at the present time," says Mr. Stone. "It will be the first meeting at which the double system of voting, the membership and income system, will be used. The directors will be elected by the parties who actually do the shipping. I regard the coming meeting as the most important ever held in the history of the fruit growing industry in the Hood River valley. It lays the foundation for a permanent and lasting organization absolutely owned and controlled by the growers and shippers themselves." Many of the growers of the valley do not fully understand the new methods on which the association will be reorganized, and the system by which it will be operated. It is urged that all attend the meeting of next Saturday week and take an active part in the discussions and become fully informed of the wishes of the organization on the new basis.

MULTNOMAH WORK AROUSES ENTHUSIASM

There was a feeling among the 300 Hood River people who journeyed down the Columbia to Multnomah Falls, Gordon Falls and Onocenta gorge last Thursday aboard the O.-W. R. & N. special train that keen regret would prevail today in case the proposed \$75,000 Columbia highway bond issue failed to carry. Never did a larger and more enthusiastic crowd leave the local passenger station. The five big steel coaches sent here by the railway company to handle the crowd were comfortably filled. J. H. Fredrick personally conducted the tour. And though tired and dusty from the long and over the rugged cliffs at the foot of the scenic falls and an inspection of the work being done by Multnomah county on the scenic highway, but very few of the excursionists returned to their homes not boosters for the Columbia road.

A special train over the Mount Hood line brought down a large delegation from Upper Valley vicinities and from points along the line between here and Parkdale. Before the train was made up here the station platform was lined with the crowd awaiting with lunch boxes. People were picked up at all stations en route to Onocenta. Many children were in the party, and the cars were filled with the animated chatter and merry laughter of the women.

The first stop was made at Onocenta gorge, where the party detained, inspecting that wonderful chasm cut in the side of the Columbia canyon. At this point the Columbia highway passes through a tunnel. The work just about completed, was of interest to local citizens who inspected and marveled at the enterprise with which the Multnomah people are pushing the highway.

The train then proceeded to Gordon Falls, where lunches were spread in a grove of great forest trees. It was thought that one of the construction camps would be located here, but it had been moved, and as a result the promised coffee for the luncheon failed to materialize. Big cans of excellent lemonade, however, were made by Al Cruikshank and E. O. Blanchard, and on account of the warm day, struck the fancy and palates of the crowd better than coffee.

A delegation of about 50 Portland people, prominent citizens of the Rose City, joined the Hood River delegation at this point, and after the luncheon was over all wandered round the scenic spots, viewing Gordon Falls, which is hidden from the railroad, and inspecting the broad, curving highway, which with its solid retaining walls and attractive curves, being brought to completion at this point.

Between Gordon Falls and Multnomah Falls, about a half mile apart, a portion of the highway encroaches on the right of way of the railway. At this point, the adjoining hillside here is not solid enough to permit of excavating for the 24 foot wide roadway. Such work would probably cause slides and damage resulting from the slides would have to borne by the county. However, this possibility of damage is eliminated by a roadway constructed on concrete piers at the side of the railway track. The hill is not disturbed and any damage that may result here in the future can only be attributed to an "act of God," and because of it the county cannot be held.

The entire crowd walked from Gordon Falls to Multnomah Falls, where at last hour before the departure of the train was spent inspecting that 785 feet of madly plunging water. The bolder excursionists climbed to the foot of the first falls, where the cooling spray that falls day in and day out, wafted in and

out of the crevices of the giant crags by the constant air currents made by the falling volumes of water, bathed their hot faces. The dark cavern like recesses behind the falls were explored. Many of the venturesome pedestrians slipped from the smooth stones around the punch bowl base of the giant cascade and furnished amusement for the spectators at safer distances. R. J. McIsaac made a thrilling rescue on the hat of E. C. Ewer, which was blown into the whirling eddies and being carried to the second falls. "This alone has been worth the money and time of today," was the expression of almost everyone as the close view of Multnomah Falls was had.

Mr. Benson, who has been one of the chief exponents of the Columbia highway for many years, and who has donated Multnomah Falls to the city of Portland for park purposes, mingled with the crowd. He has secured Gordon Falls, which he later expects to add to the property already given the Rose City. When making a short address before the special train pulled away from the scenic point for Hood River, Mr. Benson was given an ovation by the enthusiastic sightseers.

PIONEER SHIPPER PAYS VALLEY VISIT

J. F. Kertchem, of the Pacific States Fire Insurance Co., who was here Monday to adjust the loss on the house on Oak street belonging to P. S. Davidson, which was damaged by fire Saturday, visited the Glacier office. Mr. Kertchem is a pioneer apple shipper, having shipped the first carload of Hood River apples in 1890. The fruit was shipped to Denver by H. E. Batten & Co., with whom Mr. Kertchem was connected. "The growers in those early days did not understand packing," said Mr. Kertchem. "It was a hard and tedious job for them and then the pack was not attractive. I taught the late H. Pregge, a pioneer grower of the valley, how to pack his apples in boxes."

2 ACRES EXCHANGED FOR TRACT OF 160

The value of Hood River property is impressively brought to mind, when one views the recent deal made by C. A. Hall with E. H. Hartwig. Mr. Hall exchanging his two-acre tract on Avast Way for 160 acres of open land near Lyle. The local tract is highly improved and a very desirable home location. The tract secured by Mr. Hall is partially cleared and is all tillable.

WOMEN HELP WITH ROAD CAMPAIGN

Hood River women have taken an active interest in the campaign for the Columbia River Highway. With the men of the city very busy at private business and many out of town, it was found that it would be difficult to address and mail a bunch of circular letters to the voters of the county. The members of the local Woman's Club were called on.

WASCO INTERESTED IN BOND ELECTION

The citizens of Wasco county were eagerly awaiting the outcome of yesterday's bond election. A representative of the Glacier in that city Monday afternoon broached the subject with a number of prominent citizens, all of whom were anxious for the issue to carry.

"The opening of the road will be a great thing for the Hood River valley," said Judge Lake, "you have been practically isolated. While the road will benefit us, Hood River, on account of its fame for apples, will receive inestimable benefits. At the present time we get many automobile tourists that do not strike Hood River, but once that road is opened no man will ever send his machine up the Columbia by boat."

MANY HEAR GOOD ROADS SPEAKERS

A large crowd was present Monday evening to hear the addresses delivered by Roy D. Smith, Frank Terrace, the good roads farmer of King county, Wash., S. Benson, the Portland capitalist, who is spending large sums of his private wealth in the interest of Oregon's highways, and C. C. Chapman, manager of the Oregon Development League. The mass meeting was held in the open air theatre, which makes an admirable place for such meetings. Future meetings of importance will in all probability be held there.

Local people were all familiar with the speakers and their addresses were received enthusiastically. Mr. Terrace, at the conclusion of his speech, left with W. L. Clark for Pine Grove, where both made short talks.

BOND ISSUE CARRIES 4 TO 1

TOTAL VOTE STANDS 1652 TO 428

See Precinct Only One Carried by Opposition—Demonstration Follows Results Received at Commercial Club

The Columbia Highway bond issue yesterday resulted in a landslide for the supporters of the bond issue, and joy reigned in the city and valley last night, when the returns began to pour in from all sections, strongly opposed to the bond issue.

The big vote polled for the bond issue was a surprise. While it was thought that the election would result favorably, no one expected the proportion to be so great.

Cascade Locks apparently turned almost its entire adult population, male and female, voting 150 for and 3 against.

A surprise was sprung, when the Pine Grove precinct was heard from, the vote there being 120 for and 96 against. This being the home of A. I. Mason, who has waged a relentless campaign against the issue, and others who have been strongly opposed to the bonds, was conceded as an opposition precinct.

The result in the Upper Valley was, too, unexpected. It was evident that many of the citizens there, indifferent to the bonds, failed to visit the polls.

No more enthusiastic crowd was ever seen than that at the regular meeting of the Commercial Club last night, when the returns were received. The rooms of the club were thronged with expectant citizens, and loud whoops echoed through the halls, when the results were obtained.

Cheer's were given for S. Benson, whose untiring efforts for the bond issue and whose magnanimous guarantee pay for all expense over the \$75,000 in opening the highway on the state survey from the Multnomah county line to Viento, have been instrumental in molding the sentiment that brought about yesterday's results.

A new era has begun for Hood River. The dreams of years are coming true, and by the end of next year a highway, the most scenic in the United States, will extend from the little Apple City to the sea. Hood River will be on a transcontinental route as well as a north and south road. The Valley will be the goal of hundreds and thousands of motorists.

When the result became known a rally was formed. Headed by the Hood River Cornet Band, a parade was formed and cheering citizens marched through the streets of the city, hurrahing for the victory.

STATE RESOLUTION GETS BOND AID

The resolution received Monday from the State Highway Commission to the effect that the state would appropriate the sum of \$50,000 for work around Mitchell Point on the Columbia highway greatly added to the support of the bond issue voted on yesterday. The commission forwarded the resolution at the request of S. Benson. It follows:

RANCHER DROPS DEAD IN ORCHARD

E. C. Mehanney, formerly a resident of the city, but who has been living on his ranch in the Odell district, dropped dead in his orchard Tuesday evening. He started out to pull some cabbage plants, shortly after supper, accompanied by his little boy. He had proceeded only a short distance when the fatal stroke came. Mr. Mehanney had apparently been in the best of health at the supper table and the day before he was stricken.

Andersons Thank Firemen

We wish to express our thanks to friends and neighbors and the Volunteer fire department for the timely assistance rendered Saturday when our home was destroyed by fire.

Mr. and Mrs. J. B. Anderson.

Found—A fountain pen at the Anderson home after Saturday's fire. Owner may have same by calling and identifying same at Glacier office.

Mr. and Mrs. Fred Deitz, both of whom are critically ill, were reported better late last night. Mrs. T. A. Schall, of Portland, is here with her parents.