

The Hood River Courier.

VOL. XXVII

HOOD RIVER, OREGON, THURSDAY, AUGUST 26, 1915

No. 13



"The boundary line of time makes us look back at things we ought to have done, then a Bank account is your friend."

Read about the lives of rich men and you'll find as a rule the statement "he started a poor man."

No man, who exchanges his labors for money, is too poor to have a Bank account. Wealth depends upon what you save, not what you earn. If you will not save, you will not have. Having is the result of saving. Begin with \$1 and we will help you.

4% Interest Paid on Savings

FIRST NATIONAL BANK

Capital \$100,000 Surplus \$37,000

Butler Banking Company

Capital One Hundred Thousand Dollar
Established nineteen hundred

Four per cent interest paid on Time Deposits

OFFICERS AND DIRECTORS

LESLIE BUTLER President
TRUMAN BUTLER Vice President
C. H. VAUGHAN Cashier
F. McKERCHER Director
E. H. FRENCH Director

THE WISE MAN always prepares for a run of hard luck. Anybody can get along when prices are high, when work is plentiful, when crops are good, when business is brisk, then it is all easy enough.

But the prudent, conservative, careful man looks into the future and steadily piles up a balance at the bank to be used as a reserve in case of disaster. Rest assured that the weather will not always be fair. We invite you to keep your reserve with us.

Hood River State Bank

**Fords, Dodge Bros.,
Cadillacs, Franklin
Motor Cars**

Columbia Auto & Machine Co.



A Cold Proposition
is the refrigerator, and we keep all of our stock inside in consequence, but if you don't see what you want ask for it. You won't ask for anything—be it juicy steaks, luscious chops, prime roasts, fresh poultry or fish that we can't produce and cut up for the most fastidious house-keeper. Safety first.

E. M. Holman
The Sanitary Market
Phone 2134

Fly Goods Screen Doors \$1 and up

Adjustable window screens all metal or wood frames; screen wire cloth, silver, gold or black; fly paper, fly traps, fly poison, fly swatters

Summer Goods

Herrick Refrigerators
White Mountain Freezers
Quick Meal Gas Stoves
Perfection Oil Stoves
Hammocks
Porch Furniture
Porch Curtains
Old Hickory Chairs

Our Furniture Stock is in perfect assortment at prices that means money saved.

A carload of Cement Coat Box Nails just received—we would like to enter your order for estimated needs at a price you surely want.

Stewart Hardware & Furniture Co.

Oils

We carry Monogram oils in any grade for every purpose. Monogram is top of the very few oils refined without use of any acid—it costs no more—we have motor oil down to 40c a gallon. Lard oil, neat-foot, greases, hard and soft graphite.

Outing Goods

Our fishing tackle line simply can't be excelled and costs no more—In tents we have all sizes at 10% less. Camp Stoves, Water Bags, Dunnage Bags, Camp Chairs, Cots, Bedding, Pillows.

VIADUCT NEARS COMPLETION

TUNNEL HAS BEEN DUG TO GRADE

Mitchells Point Work Will be Ready for Traffic by First Week in September, According to Elliott

According to J. A. Elliott, engineer in charge of the work for the State Highway Commission, the viaduct and tunnel at Mitchell's Point will be open for traffic the first week in September. "We will have the way open by September 6 for the accommodation of all the inspection party who desire to travel this far," says Mr. Elliott, "and by September 10, when the members of the Pacific Highway Association who will be en route to San Francisco, where on September 13-16 they will hold their annual convention, and who are planning a run over the new route, arrive, we will have the scenic point in the best of condition."

The 400 foot tunnel has now been completed to grade. A crew of men is at work building a trail for pedestrians from the east window in the tunnel around on the outside of the jutting cliff to the east entrance of the tunnel. Because of such features as this, the lookout tunnel will be an attractive to pedestrians as to motorists.

From the level of the O. W. R. & N. tracks, 95 feet below, the great viaduct does not seem very large. When a man walks through the great bore they seem enormous. The huge columns fashioned artistically from the interwoven basalt rock themselves like the formations seen in caverns. From the floor of the tunnel to the vault of the windows the distance is 19 feet. Along the outer base of each window will be built a rubble masonry wall or balustrade.

"One may walk through the place then," says Engineer Elliott, "and feel safe in leaning out to get the view up and down the Columbia."

The contract for boring the tunnel was sublet by the Standifer-Clarkson Co. to Charles Nelson, an energetic and ambitious Swede. And no man is prouder of the great piece of engineering work than the contractor. He has not considered it just a piece of work to be finished as quickly as possible, but he lingers still, adding touches to draw out the uniqueness of it. Mr. Nelson has drawn the commendation of the engineers, all of whom speak with highest praise for his character of work and the interest he has taken in carrying out the idea of the open windows.

One of the huge portholes is cut near the west entrance of the tunnel, proper allow the traveler to look out on the Columbia near the center, and the fifth is about 75 feet from the east end.

The viaduct, the construction of which has caused delay in the completion of the Mitchell's Point work, is the cause of the difficulty in reaching bed rock in excavating for the piers, is 200 feet long. It spans a chasm extending from the west end of the tunnel to the northwest corner of the base of the promontory. The drop to the O. W. R. & N. tracks is 95 feet, while the sheer cliff, overhanging at the top, rises for 300 feet.

With the forms all in place, crews of men began pouring the viaduct proper at 4 p. m. Saturday, August 5. The work was finished at 8 p. m. the next day. Two little concrete spans on the west side of the point are still to pour. These, however, are small and will set quickly. The men are now busy preparing forms for the artistic railings of the main viaduct.

The highway is built to grade and completed from the old State road to the east entrance of the tunnel, and it is possible to drive a machine through to the west end of the bore. The automobile of E. O. Blanchard, who took H. S. Crego, the Portland Chamber of Commerce photographer, from this city down as far as Viento, last week, that portion of the Hood River portion of the highway might be secured, was the first motor vehicle to be driven up to the east end of the tunnel.

The stretches of new highway between the Multnomah county line and Viento, aggregating five miles, have been completed by the Newport Land & Construction Co. At Starvation creek, crews of men working for the county have built a short stretch of new highway, and the difficult grade over Mitchell's Point hill is eliminated by the opening of the tunnel, the Hood River portion of the road will be in fair condition.

While the old State road is very crooked and has some very sharp curves, especially difficult for large machines, the county court has been busy cutting down bushes along the roadside and constantly making improvements, so that the way can be traveled in comparative comfort.

The opening of the Columbia river highway has been like the opening of a door to some long closed treasure chamber. The people of the Cascades and along the Mid-Columbia have lived in a travel around the globe, yet they did not know it until nonresidents came along to breathe appreciative exclamations. It was just as though they had lived among gold mines, not knowing the value of the precious metal.

To those who have long dreamed of the Columbia river highway, the realization of the scenic thoroughfare has acted as a stimulus, and they are now busily endeavoring to secure laterals that will pierce mountain and forest. This interest is prevailing not only along the south bank of the Columbia, but the people of Washington are hastening to join the ranks of road builders.

Those who have been called moss-backs, can no longer be termed by this opprobrious epithet. The opening of the highway has awakened the worst of these selfish former doubters are now in the harness, urging the betterment of local roads.

The towns and communities as yet untapped by the great trunk line, of the sort of which have not been penetrated by the well laid out, gracefully curved boulevard, have tasted of the enlivening sensations it brings, and their residents are clamoring to have it pushed a little farther. The completion of the Columbia river highway and other such trunk lines will result in a

kind of unification of the communities of the state.

The Columbia river highway has placed the Mid-Columbia on the main line. Improved, as much of the way now is, with the Mitchell's Point hill as an example, the motoring tourists from the four corners of the United States have already passed along the route. During the six weeks that the route has been opened but very few of the states of the Union have not been represented by owners of motor cars, who have driven their own machines over the road. And one would probably be safe in saying that citizens from every state have ridden over the route.

Many are the strange sights that one may see who watches the flight of the "auto birds of passage." One of the queerest motor layouts that has been seen passed last week, bound from Long Creek, Grant county, to Salem. It was the invention of Dr. P. L. Newman, a physician of the sage brush district, whose average travel in answering a call is 20 miles. The physician had had built on the chassis of a Ford a unique body, shaped in every way like the canoes used by Alaskans. The body was hung on plant springs and with his seat in the very center he rode in comfort as the light car shot along over the rough and crooked roads. Dr. Newman, whose parents reside at Salem, was en route to the capital city for a visit with them. And from there he will proceed to San Francisco for a visit at the Panama-Pacific exposition.

"I have put aside the saddle bags of former days," he said, "and now I carry as neat a case as any city physician."

About two miles west of Hood River, where the Columbia river highway climbs from the level fields of the Columbia river bottom land to the top of the gorge at the west verge of the Apple valley, the people of Hood River are planning on founding a Benson testimonial park, thus giving material expression of their regard for the man, whom they consider the father of the great highway. The natural beauty of the place selected is unrivaled. A level topped, round edged promontory juts out here above the fertile fields of Riverview farm, presenting a pastoral scene in vivid contrast to the wild grandeur surrounding it. It is proposed to construct a turnout road, following the edge of the cliff and around again back into the road. It has been suggested that a fountain be placed at the roadside; a place where both man and beast can get a drink of water coming from a mountain spring nearby. Apparatus will also be at hand for the convenience of the motorist in filling his radiator tank.

LOCAL KNIGHTS ENJOY CRATER LAKE TRIP

The following members of the Hood River lodge of Knights of Pythias returned Sunday from a trip to Crater Lake, where they participated in the dramatic initiation on Wizard Island Wednesday evening of last week:

Frank Stanton, Bert Stranahan, J. P. Lucas, Arthur Howell, C. C. Cuddeford, W. B. North, William Wickham, Thomas F. Johnson, William Monroe, W. H. Taft, C. P. Ross, and G. W. Graham. The journey was made in automobiles of Mr. Stranahan and Mr. Graham, the latter now a resident of Portland.

The local men traveled to Crater Lake by way of the Willamette valley. The return journey was made up through central Oregon country by way of Fort Klamath. All of the Knights have come home congratulating themselves that they made the trip.

"It was a grand ride all the way," says Frank Stanton, "and never as long as I live will I forget the ceremonies there on Wizard Island."

"This island, off nearly a mile from the main crater rim, is inhabited by queer little gopher like animals called wizzards, and hence the name. We journeyed out to the island in boats. From the hotel down to the landing is a sheer drop of almost a thousand feet. The trail is over a mile in length.

There were about 600 people out for the ceremony of the conclave. A hundred and twenty automobiles registered with the government officials.

"All of us want to join in praise of the government officials in charge of Crater Lake park and the Medford Pythian lodge. Everything was done that could be done for the pleasure and entertainment of the visitors. The government is doing great work in building roads around through the district. A road is being constructed around the rim of the crater."

PIELOW, WESTERN UNION MAN, DEAD

Stricken Sunday night with apoplexy, T. A. Piepow, who for the past four years has been in charge of the Western Union Telegraph office, passed away at his home Tuesday night. Mr. Piepow, who had been in the service of the Western Union Co. for 14 years, was 60 years of age, having been born April 15, 1855, at Sheboygan, Wis. His life had been spent in telephone and telegraph work. During his youth he invented several telephone appliances, and at one time he was one of the best known telephone men in Wisconsin. He was interested in different companies and was at one time manager of a large line. Through misfortune he lost a large part of his property and entered the telegraph service in the employ of the Postal company.

Mr. Piepow leaves surviving a widow and three daughters—Mrs. George W. Smith, of Sacramento, Calif.; Mrs. Harry Proudfoot, of Walla Walla, Wn., and Miss Effie Piepow, of this city.

The body, accompanied by Mrs. Piepow and Mrs. Proudfoot, who will leave tomorrow, will be taken to Neenah, Wis.

Get that chicken for Sunday dinner at 505 May street, The Heights. Corn fed White Orpingtons, dressed or undressed 20c and 25c per pound.

HOOD RIVER GREETES TAFT

CROWD THROWS STATIONSIDE

Ex-President Congratulates E. L. Smith on Constancy of Republicanism— W. L. Smith Gives Peaches

Ex-President Taft was given an ovation here Sunday morning. People from both town and country lined the platform of the station for 20 minutes before the arrival of the ex-president's train. Both Democrats and Republicans were present. A basket of 12 fine peaches, each of them weighing about a pound, gathered from the orchard of W. L. Smith, was presented to the nation's former chief executive. In the basket was a card bearing the following inscription: "To Citizen Taft, our beloved ex-president, from the Old Guard of Hood River." Following above his fellow townsmen out to see Mr. Taft, was the tall form of E. L. Smith. "I am the only man of Oregon today, I think," said Mr. Smith, as he shook hands with Mr. Taft, "who has shook hands with Mr. Taft, and I am Abraham Lincoln the first time, and I cast my last vote for a president for W. H. Taft."

"I am afraid," was Mr. Taft's reply, "that you are a Republican, Mr. Smith."

The greeting of the Hood River people and the presentation of the peaches was very pleasing to Mr. Taft, who was traveling down to Portland, where on his arrival he was guest of honor at a Portland Press club breakfast at the Hotel Benson, just as any other private citizen of the nation might travel. Just as the other passengers on the big observation car, he was interested in the scenery of the Columbia gorge.

"I regret," said Mr. Taft to Joe D. Thomson, who represented the Glacier at the Press Club breakfast, "that I will not be able to see your snow peaks. I have been your way several times, and have always had to take Mount Hood by faith. Unfortunately climatic conditions have always been against me."

Portland newspaper men, state officials and attorneys visiting the city crowded the Crystal room of the Hotel Benson to its capacity. P. E. Sullivan, president of the Press club, was toastmaster. An address of welcome was delivered by Governor Withycombe. Addresses were delivered by the editors of Portland's three leading dailies, Edgar B. Piper, of the Oregonian; John F. Carroll, of the Telegram, and E. F. Irvine, of the Oregon Journal. Madame Jeanne Jomelli sang "The Star Spangled Banner."

Mr. Taft's talk to the Press club was on National Honor. Pointed sentences from the address follow:

"When we consider that our lack of preparation is and how near to controversy we are, it ought to give us pause. It is not material whether we differ with the administration on its past conduct of the Mexican situation; it is sufficient to know that we will handle it in the future."

"We need a navy equal to any single naval power in the world, except Great Britain."

"We must all stand back of the administration in its plans for national defense."

"A foreign foe won't dare to come to our shore until it has swept our navy from the seas."

"The idea that our coast defenses can be destroyed by a hostile navy is all poppycock."

"Our army is very weak."

"We haven't officers enough for an adequate army. We need another West Point."

"This country has been having too easy a time."

"We must be willing to bear the burden of extra taxation to provide national defense."

"We don't want an army and navy to wage a war of aggression, but to defend our national honor."

Ex-President Taft, who was en route to San Francisco, where he will reside at the national conference of Unitarians delivered an address Monday before the Oregon and Washington Bar Associations. He came to Portland as the guests of the Portland Bar Association.

Taft Writes Smith
E. L. Smith on Tuesday received the following letter from ex-President Taft:

"It is a very great pleasure to find a Republican, who is a Republican, and knows why he is, and who has shown his Republicanism by his consistent constancy."

"With very best wishes and with the hope that our paths may cross again, believe me, my dear Mr. Smith, Sincerely yours,
Wm. H. Taft."

Little Miss Eva Veseb, who presented the ex-president with a bouquet of flowers, has received from him the following letter:

"My Dear Eva: I received your pretty flowers as passed through Hood River and I thank you for your kind remembrance. Sincerely yours,
William H. Taft."

Cost of Charity Cases Criticised
Aug. 24, 1915.
Editor Glacier: I would like to ask through your columns a few questions of the county court, as to their care of county charity charges. Instead of as the indigents are now cared for, would it not be better for all charges to be cared for by some one person under contract, some stated sum, monthly, to be paid for each? Let those able to care for themselves do so. In case of illness or physical weakness, a larger sum could be allowed, based on amount of attention necessary in the individual case. If this plan is not feasible, why not contract with some nearby public institution to take our patients at so much per month?

As it is, are we not paying about twice as much as we should? Take the county proceedings and read them over. Notice the items of expense for county charges. See how they run up, and how many are not present county court elected on an economy platform? To many of us the so-called reform or recall court does not seem to handle the county funds very economically, and we think it time to call a halt.
Taxpayer.
Rubber Stamp Ink at this office.