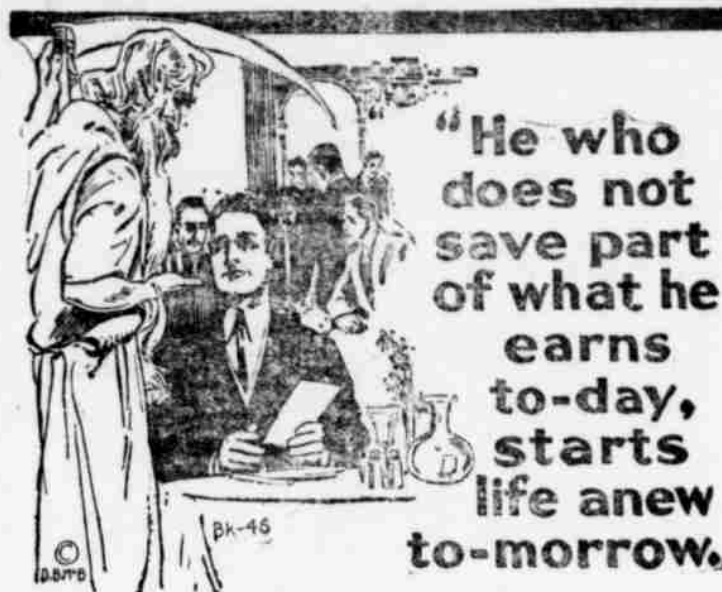


The Hood River Glacier.

VOL. XXVII

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No. 21



"He who does not save part of what he earns to-day, starts life anew to-morrow."

Make up your mind to take just so much out of your next pay and put it in the Bank, then get in the habit of doing it regularly.

If you will make a little investment now and then with good habits or money you will be repaid in rich dividends, among them, comfort-respect and wealth. Start with One Dollar.

4% Interest Paid on Savings

FIRST NATIONAL BANK

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

Bank Advertisement No. 63

We have just added a remarkable machine to our equipment. A machine that posts ledgers neatly, quickly and accurately than a human being can do the work.

People who are not acquainted with the inside workings of a bank will not fully realize the great advantages of machine work over hand work in posting to the ledger. The big advantage of using the machine is the saving in time and in the improvement in the appearance and legibility of the ledger sheet.

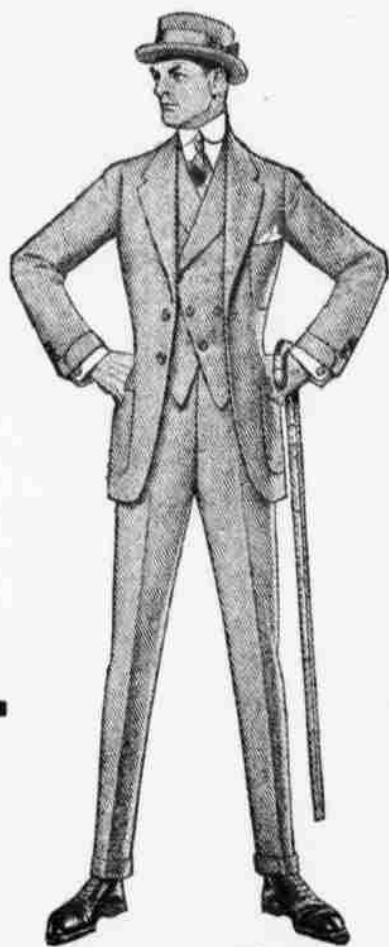
Heretofore the clerks when posting to the ledger had to make a list of checks on each account, then a list of deposits, add each list separately and then subtract to get a balance. This is all accomplished in one operation by the new machine.

One of the remarkable features of the machine is that it automatically detects and marks overdrafts with a minus sign. When the checks exceed the deposits, no result can be printed unless the lever is in the "subtract" position.

The machine automatically adds the deposits to the old balance and subtracts the checks as they are listed. The new balance is computed and provided simply by taking a total.

Our bookkeepers will take pleasure in demonstrating this machine to you if you will call at that department.

BUTLER BANKING COMPANY



COPYRIGHT 1915 THE HOUSE OF KUPPENHEIMER

You're Wrong!

Yes Sir, decidedly wrong! The suits and overcoats you see in our windows this week are not \$50.00 nor \$40.00—nor even \$30.00. They're the special showing we're making on our arrivals from the famous line of

Kuppenheimer Clothes at \$18.00, \$20.00, \$25.00

You'll do well to come in and give them closer inspection. There's safe-sure satisfaction awaiting you in the men's wear carried at this Live Store.

J. G. VOGT

Orchard Supplies

Security ladders 40 cents a foot to close out

We have found a much better ladder—examine it.

Monroe Picking Sack \$1.50

Palmer Picking Pails 1.00

Barnett Picking Pails 1.25

See that the nails you buy are full count. 5d 39700-54d-31000 6d23600. You can lose 25% on wrong count.

Automobile Owners

are realizing that we have the oils of quality, and also the price. Neatsfoot and hard oils, alcohol and turpentine, paints, oils and a most complete line of painting supplies. Hard and soft greases, non-flowing oils.

Why be satisfied with a trading stamp, costing somebody 1 to 3 per cent exchangeable for goods you don't want, when we return you five cents cash for every dollar you pay us? And every time our cash receipts increase 5% it enables us to reduce prices generally.

The gain is all yours. Cash payment saves expenses which enables us to sell cheaper.

We are always five per cent lower.

Stewart Hardware & Furniture Co.

Furniture, Hardware, Oils, Paints Orchard Supplies

Make Every Minute Count in your studies



Victor Victrolas and Records. Come in and hear the latest October Records.

The Only Place to get Accurate Abstracts of Land in Hood River County is at the office of the

Hood River Abstract Company

Insurance, Conveyancing, Surety Bonds

Ice Cream

Until further notice we will make Ice Cream only on special order. Kindly give us notice two days in advance.

Hood River Creamery Co.

THIS IS NATIONAL COFFEE WEEK
A good time to get acquainted with the FINEST COFFEE ON EARTH

TRY CHASE & SANBORN'S SEAL BRAND COFFEE FIRST

THE QUALITY DRINK THE STAR GROCERY, Perigo & Son

UPPER VALLEY MAKES PROGRESS

MANY NEW HOMES BEING BUILT

Citizens of Thriving District Would Capitalize Scenic Assets Around Hood's Base—Rogers Active Booster

(Continued from Last Week.)

The Upper Valley district has two postoffices, Mount Hood and Parkdale. The former was the center of the early settlement of homesteaders. Within a radius of two or three miles of the spot located for the early postoffice and store building were the attractive areas of natural meadow land. These were easily cleared and all were quickly taken more than 25 years ago. Here was found the valley's French colony, the Dumas family and the Nex family. Some of the thrifty Frenchmen sold their holdings for orchard land several years ago and returned to their native country with snug fortunes. M. Dumas, who won fame in the community in the early days for the excellent wines from his Mount Hood vineyard, returned to Paris to enter the mercantile business.

Others of these Frenchmen who have kept their land, have practiced unique methods to obtain funds for its development. Louis Nex and some of his neighbors are favorite waiters in the cafes of Seattle. However, they spend only the winter months on the Sound. From the work of a gateon, as soon as early spring sunshine comes, they turn to that of ranchman, and the wages and tips of a winter work are spent in purchasing supplies and hiring labor for the spring and summer's farm development. These Frenchmen grow excellent strawberries, and their fruit is often shipped to the Seattle restaurants, where a few months before they were waiters.

While the larger of the two Upper Valley villages, Parkdale, the terminus of the Mount Hood Railway Company line, is but five years old, the ranchmen of the newcomers have sprung up around it. When the railway line, built primarily to haul the region's logs to the lumber mill of the Eccles interests, the Oregon Lumber Co., at Dee, was constructed to the point in 1910, the town boasted of but two buildings, the schoolhouse and the storehouse of R. J. McIsaac & Co. The two-story combined station and hotel of the company was soon completed, and in the five years of its existence the village has enjoyed a steady growth. More than a score of residences have sprung up. A Parkdale addition, which already has three modern residences on it, has been planned by J. F. Thompson. The schoolhouse is no longer that of the day when the railway line was completed. It has been enlarged to accommodate the increased population of children. Two churches have been built, one a handsome structure for the union services of Upper Valley Protestants and the other a neat little Catholic chapel, where masses are said by a mission priest from Hood River.

And today the Upper Valley has a rural high school, one of the few institutions of its kind in the state. The school districts of the Mount Hood and Parkdale communities combined to make possible this institution. Five acres of wooded land have been purchased, and a \$7,000 building has been built.

One may ask what has been the incentive to draw all these new people to the Upper Hood River Valley. The fame of Hood River caused their quest for land in this region, and the towering peak of old Mount Hood was the charm that kept them, when they came. Ask any one of the members of the 50 families of former city residents of this community, one of the most beautiful of Oregon, and he or she will tell you that the mountain did it. The snowline of the mountain is not more than 10 miles from Parkdale, and when days are clear the peak fairly looms above every home in the district. The oldest pioneer of the district never tires of watching the ever changing shadows and the scintillating ice points of glaciers on Hood's side. Under certain atmospheric conditions the snowfields of the mountain fairly dazzle one looking at them from the Upper Valley. At other times, when a gray mist hangs over the land, the mountain seems to recede to a distance. It is when the peak is veiled in clouds, it is said, that the ranchers and orchardists of this district are attacked by blues. No matter how severe may have been their attack of depression, however, when the sunshine dissipates the mists and the mountain looms above them, cheer comes quickly again.

While a large percentage of the newer residents of the Upper Valley have possessed sufficient funds to develop their places and have not been caused worry over returns for interest money, for the most part they have not been prodigal in the expenditures. The places have been conducted on a paying basis, and where orchards are in bearing they have fared as well as growers of any district. The Upper Valley apple, which because of the extreme altitude, is of an excellent keeping quality, has been given a boost in the reduction in freight rates made by the Union Pacific lines and the Mount Hood Railway Co. Heretofore, it has cost the Upper Valley grower, whether he shipped direct or first shipped to Hood River and then reloaded the cars, nearly \$50 more to get a carload of apples to points east of the Mississippi river than the grower of the Lower Valley. The most of the local cash has now been absorbed, where shipments are routed through over the two lines, and as Upper Valley young orchards come into bearing Parkdale will, it is predicted, have its own apple storage and warehouses.

Today, however, the Upper Valley residents are capitalizing their scenery at a greater figure than their orchards. "The Mother of Streams," Mount Hood, not only because of her source of waters with which to irrigate the fertile acres, but because of the spell she casts over all who come to pay her homage, is considered the region's chief asset.

Homer A. Rogers, a Yale graduate, who has spent five summers in the Alpine regions, having climbed all of the principal peaks of the European mountains, tells the story well. He is a log who now operates Mount Hood, where, when asked why he located in the Upper Valley said:

"The scenery did it. And another consideration with me was the accessibility to a thriving young metropolitan city like Portland. In less than a decade, unless I am visionary, we of Hood River will in every sense of the word be suburban to Portland. Portland people, who want homes in a scenic locality around the mountain must come to the Hood River valley. There are no available spots between here and the Rose City."

"Indeed, we have a wonderful situation here. Where else will you find such grandeur so accessible to a large city? Portland is not more than 80 miles away from the snowline of Mount Hood. Finished automobile roads will soon lead directly from the city pavements to the mountain retreats. The construction of the proposed loop road around the east base of Mount Hood will do more toward bringing about a realization of this great scenic asset than anything else. I don't believe Portland now has 100 men who begin to comprehend the grandeur of Mount Hood's scenery. And the Hood River valley has a less number. I have spent weeks in the district, and I become more enthusiastic every time I see some new wonder place."

"Before I settled in the Upper Hood River Valley I contemplated a location in the Bitter Root valley. But the scenery there is not so good as that of Mount Hood. The possibilities of accessibility cannot be compared with that of this community. I am dreaming of the day when the government will establish a Mount Hood national park, when we can hope to have some fine roads, constructed by federal aid, we have scores of national forests, and the government expends money only for utilitarian roads. While the loop highway around Mount Hood will be a wonderful thing for the traveler, it will be an aid to the forest ranger in controlling area."

Mr. Rogers, who is a member of the American Alpine club, the Sierra club and of the Nezamas, has established his lodge in the Upper Valley at a point of 2800 feet elevation overlooking the entire Upper and Lower Valleys. From the lookout over the lodge one can see the snow peaks of Rainier, St. Helens and Mount Adams, while white helix of Hood loom above him. Mountaineering is an obsession with the young Yale graduate. His ambition in life is to make the visitor to the Upper Valley see the wonders of the district as he has seen them. Next summer Mr. Rogers will conduct a unique party of sightseers from his place down the Cascades to Crater Lake.

"We will travel on ponies," he says, "carrying our provisions on packhorses. Supplies will be packed from Willamette valley towns. The trip will take a month. There are 300 clear mountain lakes on the route. We will pass at the base of Mount Jefferson, the Three Sisters and Three Fingers Jack. The route we will take will really be a sky-line road."

CAMP MOVES THIS WEEK

ELLIOTT READY FOR LOCAL SURVEY

Hood River-Mosier Portion of Columbia River Highway May Bring Surprises in Way of Scenic Points

Further realizations of a well laid out, possible Columbia river highway extension from Hood River to Mosier and thence to The Dalles, are imminent. J. A. Elliott, engineer in charge for the state, will complete the Mosier-Rosena survey this week and will remove his camp to a convenient location for the survey to be made from Hood River city to the Wasco county line. He estimates that the cost of this work will not exceed \$1,500.

State Highway Engineer Cantine, who was here last week to attend the session for the settlement of the Newport Land & Construction Co. claim, says that some surprises will be sprung when the road is extended east of Hood River. On the Columbia bluffs, near Mosier, according to the highway engineer, will be found a scenic spot that will rival the renowned Crater Point. With the State Highway Commission promising \$90,000 for a road from Hood River to Mosier, work can start on this unit of the Columbia river highway in the spring. There will be approximately 10 miles, which will have a five percent grade. The state funds, however, are contingent on Wasco county bonding itself for \$262,000 for road improvement. Pending the availability of the state money, S. Benson will advance the funds to meet the payroll as it is needed.

It is the plan of the good roads enthusiasts in Wasco county to construct a road from the tachesutes river to Mosier from part of the proceeds of the bond sale, and improve feeder lines. From Mosier to Hood River the state will finance the road. When these are completed, vehicles can go from Portland to the Deschutes on a water grade, except for a small part of the way west of Hood River, the spot known as Ruthven hill.

From The Dalles to Rosena, the old, abandoned grade of the railroad can be used, but from Rosena to Mosier there will be heavy rock work, and about \$60,000 will be required to close the three-mile gap. The only way of going from the Dalles to Mosier now is by a very long detour over mountains. There is a road from Mosier to Hood River, but it is circuitous and has many steep grades. The State Highway Commission wants to shorten this distance by the construction of a direct road on an easy grade. The Mosier-Hood River unit is dependent on the voting of the bonds by the citizens of Wasco county at a coming election, which will probably be held in November.

Leslie Butler, a member of the advisory board of the State Highway Commission, was in Salem last week to attend the budget session, at which the above appropriations were announced. In the case of the Newport Land & Construction Co. claim of a balance due of \$35,000, the state highway engineer and county officials last week made an argument, allowing the contractors, who built laps in the Columbia river highway between the Multnomah county line and Viento with the \$75,000 bond issue sold to S. Benson, the sum of \$28,922.04. The dispute was brought on because of a difference of opinion in classifications.

But the sum of \$15,000, approximately, however, remains in the fund, and Mr. Cantine at last week's session declared that unless Hood River county assumed the responsibility, Mr. Benson, who made the guarantee that the road would not cost a sum to exceed the amount of the bond issue, would have to make the amount good.

Claims of the O. W. R. & N. Co. and the Western Union Telegraph Co. are still somewhat in dispute. As soon as some technical points can be cleared up the county will be free to proceed with giving the highway, where points are bad on account of the sharp edges of stone surface, a top dressing of earth or sand.

EARLY SALES BRING GRATIFYING PRICES

While the movement of apples is by no means as large as that of last year, Wilmer Sieg says that the fruit is going out as rapidly as could be expected with the light crop of the community.

"While our warehouse men are not being pushed," says Mr. Sieg, "we are loading as much fruit as we desire, and our sales are at prices that are satisfactory."

While deals in local fruit have not been extensive as yet this year, enough business has been transacted to establish preliminary prices on extra fancy Spitzenburgs, according to the Fruit Growers Exchange. The Exchange has sold small blocks of small sized extra fancy Spitz at \$1.85, f. o. b., and a small lot of large sizes of the red Christmas apples have been disposed of at \$2. All the fruit of the Association, as well as the Exchange, will be held for this price or at a greater figure.

Selling agency managers declare that the eastern buyers seem to rest under the opinion that they (the sales managers) are trying to build the market.

"They don't realize the scarcity of this grade of the red apples," says Kenneth McKay. Mr. McKay says he is trying to get rid of the lower grades as fast as possible.

"We cannot afford to pay at once charges on them and at a price of possible repacking next spring, whereas we can bear the storage cost of the first class fruit."

The movement of Newtowns has not begun. Market men refuse to purchase this long keeping variety at the present time. However, it is thought the Newtown crop will begin to move in the course of about six weeks at profitable values.

The Fruit Growers Exchange the past week received an order from Coppehagen, the apples to be shipped from that point to Bremen. After accepting a contract for three carloads the Exchange announced the order. The apples were to be shipped from the Dalles.

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