

The Hood River Glacier.

VOL. XXVII

HOOD RIVER, OREGON, THURSDAY, MAY 4, 1916

Our Historical Soc., 207 2nd St.
49

Koberg's Tomato Plants
NON-PAREIL
Time to set out now

Koberg's Asparagus
NON-PAREIL
Is in its best now

Koberg's Spinach
NON-PAREIL
Is fine and cheaper

Twenty years ago we took eight rolls of butter to a Hood River house and received one sack of flour for it in trade. That was costly flour and we resolved to trade "no more". If the merchant could sell our product, we would have it put in dollars and cents. We have stood to it all those long years. And when your merchant sells you any of our products you may be sure it is all right, because he had to pay good money for it. He did not have to take it to please us or square up an old account. He buys our products and sell them because his customers know that they receive real value in Koberg's Non-Pareil Vegetables.


The Twentieth Century Truck Farm
J. H. KOBERG, OWNER

Exclusive Styling

When you want one suit of clothes or several more, call on Dale & Meyer, as we have said before, their goods are thoroughly shrunk and ready for use. Why you shouldn't order your Spring Suit there is not an excuse, for their garments are style perfect in every way, that being the case, why put off until tomorrow what you can do today. You should consider your local tailors, Dale & Meyer, whose services are prompt and efficient, and their workmanship considerable higher.

Our Absolute Guarantee Protects You

Dale & Meyer
108 Third Street
Tailors to Men Tailors to Women



In your search for clothes that will give you the clean, live, up-and-doing look of youth
ASK FOR

Kuppenheimer Clothes

Their size graduation, held to fractional exactness insures a perfect fit. Their fabric value guarantees their wearing quality.

At \$18, you can get a suit you would be proud to wear, and the degree of service correspondingly at \$20, \$22.50 and \$25.

J. G. Vogt

NOTICE!

We have just installed a planer and this with our rip and cut-off saws will enable us to give you any odd material that you may require. See our stock and what we can do for you.

Bridal Veil Lumbering Co.
Yards west of freight depot Phone 2181

Johnston's Chocolates
The appreciated candies

Kresse Drug Co.

EASTMAN KODAK AND SUPPLIES *The Rexall Store* VICTOR RECORDS

COME IN AND HEAR THE LATEST APRIL RECORDS

WE FURNISH Fishing and Hunting Licenses

We are showing a full line of the famous hand made Shakespeare Fishing Goods. Don't cost you any more than the other kind.

A large assortment of new and second hand rifles offered at wholesale cost.

The Franklin air cooled car eliminates nearly 200 parts as useless, except to create repair bills.

Easiest riding car made. Most economical in gasoline, 32.8 miles to gallon. 1050 on 1 gallon oil. 12,000 miles on set tires.

Sporting Goods
Lawn Tennis, Baseball, Croquet, Golf—the proper goods for any game.
Tennis and Baseball Shoes. Wading Boots.

Lubricating Oils
We carry 30 kinds of oil. The correct oil for any purpose—ask for the right oil for it is often one-half the price of a kind not suited to the need.

Our Furniture Department was never so full of bargains
5% allowed for cash on lowest market prices.

Stewart Hardware & Furniture Co.

Bank Advertisement No. 87

"It ought to appear from the foregoing that the banking system is something more in the community than a mere private enterprise, and also that the help a bank affords the right kind of a customer is of immense value, and that about the first step towards the achievements of any business success lies in forming a strong and close association with a carefully selected bank, and in making one's business and friendly co-operation of sufficient value to the bank to entitle one to the full benefit of its facilities. In practice about all that is necessary to this is the keeping of a desirable deposit account. A small stream of money merely 'put through' the account will hardly do this. In fact, it merely makes additional expense. A small balance on deposit, averaging say one hundred dollars or less, usually costs the bank more than it earns, though banks seldom refuse to carry these accounts, because they often develop and also often attract others that are of value. A small deposit account, in itself, however, is not a benefit to the bank, especially if numerous checks and deposits are made on it. But, in general, the most substantial balance the customer can keep on deposit, coupled with scrupulously frank, punctual and honorable dealings, and a spirit of friendly co-operation to advance the bank's growth, strength and usefulness, should insure to the customer all the advantages of a bank association that are here discussed."

BUTLER BANKING COMPANY



The Finest Quality TEA THAT GROWS

Every blend and at prices from
25c to 75c per can

If you like GOOD TEA we have some blend that will please you. Try any of them. We are exclusive agents.

The Star Grocery Perigo & Son
"GOOD THINGS TO EAT"

CASCADES IS OLD LANDMARK
RAPIDS BARRED PASSAGE OF BOATS

Construction of Columbia River Highway Relieves Isolation of Community Long Without Wagon Road

The mention of the cascades and Cascade Locks in former year has no doubt brought to your mind thoughts of the Columbia river; for the cascades form a landmark in the gorge of the northwestern waterway. The voyageurs of Captain John McLaughlin, after they had skillfully sped down the space of narrow whirling waters there, told of the daring in their chicanes. And how often has the story of those dangerous rapids been told around the firesides of Oregon's pioneers. A decade ago the canal around the Cascades was completed and the lockages installed to lift steamers over the river's barrier, placed there, if we would believe the legends of the Indians, by the fall of the mighty arches of the Bridge of the Gods. And thus the little picturesque town in the very heart of the Cascade mountains was given the name of Cascade Locks, a name fully significant to the inland navigator.

Cascade Locks is on the line of the O. W. R. and until the canal line was completed in 1882, residents of the community had been privileged to travel to Hood River and The Dalles by the old state road, portions of the retaining wall of which remain on Shell Rock mountain. The old road is now the home of porcupine, pine squirrels and chipmunks. All that is left of works actuated by pioneer aspiration, we can imagine these falling walls as tombs of the old road. In spring the delicate pink blossoms of wild currant bushes that have sprung from the mossy crevices, the old gold of the Oregon grape and the silvery flowers of dogwood, and in fall the various tints of wild straws' foliage, etched by frost, all pay nature's tribute to the memory of the pioneer road builder.

For more than a quarter of a century Cascade Locks has been denied egress to the outside world except by river boat or over the railway line. A Cascade Locks resident might have a cattle horse or an automobile. But until last year, when the Columbia river highway was opened, he could enter or motor only over a short stretch of road between his home town and Wyath. To the east and to the west, the jutting cliffs of the great canyon extended to the very edge of the railway track and turned back vehicles. For more than a quarter of a century Cascade Locks men and women, it is declared, have been dreaming of a big road more sincerely at the opening of the little stretch of road possible to them, and it was as well graded and taken care of as though it led to a populous center. The people of no community from Astoria to Pendleton rejoiced more sincerely at the opening of the Columbia river highway than those of Cascade Locks.

In pioneer days every prospective settler who traveled across the plains and thence down the Columbia to the Willamette valley was forced to make the portage at the Cascades. Passengers on the early river boats, too, will remember it for the portage and the surrounding points of scenic grandeur on a gigantic scale. The passengers on the W. R. N. line and the North Bank line, which runs below the cascades but a stone's throw away from the rail line of the south bank, recall the towering cliffs on either side of the river and the whirling rapids of the stream itself.

To the leisurely motorist, traveling through the Cascade Locks community, varying moods may come and go. At points on the highway, where a sheer wall of the gorge rises on the south and an opening in the forest permits an expansive view of the Columbia and the north shore, he may be exalted. But a few hundred rods away, and he is buried in a sylvan quiet, tall forest trees swaying over the lesser growth of underbrush. A rippling brook adds an idyllic touch to the picture. The traveler can shake off that sense of awe produced by the vastness of proportions at the more scenic attractions, and sensing the heavy restful perfume of the earth, be contented to dream there awhile.

Although State Engineer Lewis was recently reported to have declared the legendary "Bridge of the Gods" of the Indians a myth; that no physical or geological evidence was at hand to support a belief in the reality of it, it is difficult for one after reading the stories that have been collected by John H. Williams and "The Bridge of the Gods," by Fredric Homer Balch, not to picture at some earlier century the huge span of stone that formed a continuous chain in the Cascades and made an arch over Wauna, the great river. In the Indian legend the district of the Cascades was one of importance both to deity and mortal. Wauna flowed deep between the country of the Klickitat from the north and Wiyax from the west. Loowit hesitated between these two, who grew jealous and plunged their tribesmen into a deadly war. Saghalie grew angry and as a punishment broke the arch of the great bridge. Wiyax was changed into Mount Hood. Klickitat became Mount Adams and Loowit the great symmetrical snow peak, Mount St. Helien. And today one can see off to the north of Cascade Locks the sheer sides of a basalt formation called the abutments of the Bridge of the Gods.

Because of the impossibility of navigating the cascades and the necessary portage at the point on the Columbia, a settlement sprang up there before 1850. While waiting a boat at Cascade Locks, Mrs. Nathaniel Coe, wife

LAST CLAUSE OF UNIFORM CONTRACT

The last clause of the "uniform contract," as provided in the Fruit Growers Agency, Incorporated, providing that "advancements shall in no case be made such as to pass title to the fruit," has been the stumbling block that has prevented the Apple Growers Association from an affiliation with the movement.

The clause included, it is said, in the contract to prevent a violation of the Sherman anti-trust law. Associations formed in the nature of the Apple Growers Association have hesitated to join the organization without the most minute consideration of the effects of the contract from all angles. It has been feared that the clause would not allow the sales organization desiring to make loans for financing its members would not be able to pledge fruit under its control as security.

In a telegram to George E. Hardy, secretary of the Portland Chamber of Commerce, Chas. J. Brand, chief of the Office of Markets of the United States department of agriculture, covers this point as follows:

"Uniform contract does not leave ultimate accounting with grower. Under uniform contract any grower's contract with his association such as used by Apple Growers Association of Hood River, Oregon, may be amended in such manner as to make all the fruit grown by such member liable for the payment of any indebtedness which the association is authorized to contract in order to make advancements to its members. The grower's agreement that a lien shall exist upon his fruit to secure the association indebtedness fully accomplishes this purpose. The distinction is found in the fact that the grower creates a lien on his product rather than makes a sale of same. A sale thereof strips him of all control over the product. A lien thereon leaves some control over it in the grower. The lien theory, however, furnishes the lender fully as much security as does the sale theory. There are legal and economic reasons of a vital character which make it necessary to insist upon the lien theory rather than the absolute sale theory. Any Oregon lawyer will be able to explain the difference and no doubt will convince you that the bank security is just as good under the lien theory as under the absolute sale theory."

ASS'N HESITATES ON JOINING NEW AGENCY

While it is the sentiment of the growers and members of the board of directors of the Apple Growers Association, according to A. W. Stone, to subscribe to the cooperative movement of northwestern apple growers through the Fruit Growers Agency, Inc., as established under government supervision with headquarters at Spokane, to such a degree as is consistent with existing contracts between the organization and its members, the association has hesitated to align itself with the new organization because of objections to clauses of the proposed "uniform contract."

The matter is up for consideration by our board of directors, says Mr. Stone. "It is felt at the present time that we cannot conform to the 'uniform contract' without some change, since it is in seeming conflict with the basic principles of our organization, a strictly cooperative one. We are giving the most serious thought to the last clause of the contract, which pertains to the title of the fruit, and are endeavoring to find a way to make it harmonize with our own form of organization. Up to the present time no final decision has been made, but the matter is still being considered."

HOOD RIVER CANNING CO. ANNOUNCEMENT

The Hood River Canning Company desires to announce that they will be in the market this season for their supply of Hood River fruit and will purchase direct from the grower, paying cash, or whenever best suited to the convenience of the grower.

This is a Hood River valley industry that needs and asks for your support. They are spending their money and energy to make this an institution worthy of your community, and it will be of mutual advantage to work together whenever possible. Their many years of experience enable them to put out a pack that compares with the finest, but their measure of success depends largely upon the raw material; the better the fruit, the better the canned product.

If you have any pride in the reputation of Hood River fruit, canned and otherwise, the more care you take in the selection, and the condition of the delivery of your fruit, the better it will be for all.

They would like to have every grower who desires to sell to them get in communication with them either by phone or letter, at once, that they may know what fruit they can depend on.

Phone 3521.

GOOD ROADS DAY OBSERVED
CREWS CARRIED TO WORK IN AUTOS

Columbia River Highway is Now in the Best Condition Since Route was Opened Last Year

When the sun set in the Columbia river gorge Tuesday evening a string of a score of automobiles, loaded with about 50 Hood River business men and orchardists from all parts of the valley, rolled over the Columbia river highway from the Multnomah county line to this city, the occupants of the cars nursing sore muscles and blistered hands and at the same time congratulating themselves on their accomplishments of the day.

The Columbia river highway Thursday night was in better condition than at any time since it was opened. The crews of amateur road men, armed with rakes, hoes and shovels, have covered every portion of the road. Even loose stones, such as might cause injury to the tires of an automobile or that might cause discomfort by bumping the occupants of a car, has been removed. All ruts and holes have been filled and a special men under supervisors, S. W. Curran, W. D. Trotter and Warren Miller, of the districts of the county through which the Columbia river highway passes, trimmed down the most difficult rough points.

The road work was conducted on the old principle of ride and tie, used by pioneer travelers in early days. Where two travelers had but one pony, one would ride two miles and tie up the horse, which would be mounted by the pedestrian on his arrival at the point where the nag was hitched. The latter would then overtake his partner, ride ahead of him about a mile and tie up, beginning again his walking. The first automobile load of road workers stopped just outside of the city limits. The second proceeded for another mile, and so on until all were busy. When the first machine's workers had come to the point where the second had begun, the machine was sent ahead again to the vanguard of the good roads day laborers.

When the first carload of tired road men reached Cascade Locks they were given an ovation by the people of that little town in the midst of the Cascade mountains with the abutments of the Bridge of the Gods arising on either side of the Columbia. The Cascade Locks people, too, were out in numbers, assisting in the improvement of the road which after a period of 25 years has again given them an outlet to the outside world by wagon road.

The following citizens furnished automobiles: Dr. F. C. Brosius, D. G. Cruikshank, A. C. Keir, P. L. Tompkins, Ted Serr, William Stewart, C. E. Coffin, Leslie Butler, Dr. E. O. Dutro, R. W. Sinclair, E. W. Birge, R. E. Scott, W. J. Fitz, H. M. Holbrook and Dr. W. R. Collier. Among the other workers were the following: G. A. Molden, Earl Weber, R. D. Smith, Will McGuire, C. A. Bell, H. S. Fields, H. Elngdon, C. G. Johnson, W. F. Wahner, W. J. A. Baker, Rev. G. E. Heincock, C. N. Clarke, F. Davenport, Jr., Marsh Isenberg, T. J. Kinnaird, S. F. Blythe, M. R. Noble, L. La Franque, A. W. Isbell, C. A. Reed and A. Palmer.

Substitute paid workers were furnished by the following: Columbia Auto & Machine Co.; Gilbert & DeWitt; Mrs. Alma Howe; I. Howe & Ingalls; I. Foust & Merie; J. Geo. R. Wilbur. While a great deal larger crowd could have been secured, the crowd assembled was sufficient.

Perigo & Son, of the Star Grocery, furnished the workers with coffee.

COUNCIL PREPARES TO IMPROVE STREETS

Plans were outlined at the Monday night meeting of the city council for a campaign of street improvement for the year. Street Commissioner Prof. L. B. Gibson, recently appointed county committee of the body were authorized to secure oil and make repairs to the oldbound macadam that has been laid on the residence streets of the city. The salary of Mr. Price was raised from \$80 to \$100 per month.

To put a stop to the speeding of motorists on city thoroughfares Mayor Dumble was authorized by the council to employ, at any time he deemed it expedient for public safety, a special motor cycle police officer to patrol the city and keep an eye on motorists. Numerous complaints have recently been made to the mayor and councilmen of speeding on residence streets endangering the lives of children.

The council discussed the offer of the Portland Journal to cooperate with local authorities in securing a public dock. The councilman and mayor will lend all assistance at their hands in the campaign that seems to have been started by the Commercial club and the county court to secure the advantages to be made available by the Journal.

Claims made against the city by Frank Howard and Fred Rand, the former for an alleged injury to his wife and the latter for the injury of a small son, whose leg was broken last December by an axe that slipped from the hand of a workman and struck the lad as he watched a crew of city men engaged in making repairs to the approach to the steel bridge across Hood river, have been disallowed by the city council. The body, however, allowed L. N. Neal, a member of the bridge crew who crushed his thumb, the sum of \$25. Neal asked for \$31.

Critics Coming Here Again

The city school board has reelected Prof. J. O. McLaughlin superintendent of the city schools for the coming year. J. W. Crites, formerly a member of the faculty but who has been principal of the Coquille high school the past year, was elected to succeed Prof. L. B. Gibson, recently appointed county school superintendent to fill the vacancy made by the resignation of C. D. Thompson.

Mr. Crites has accepted the Hood River position despite the offer of more money from other points. He states that he likes Hood River climate, scenery and environment.