

**REASONS FOR YAKIMA-HOOD RIVER ROAD**

(By C. C. Hutchins, secretary of White Salmon Commercial Club, in the Oregonian)

Those who conceived, formulated the intricate details of financing and construction and gave to the world the Columbia river highway probably did not at the time realize the full scope of its ultimate usefulness. It might be likened to a great railway system; the main line is first constructed, connecting two or more important centers of industry; then feeders or laterals are run out, that a larger community may be served and enjoy the benefits to be derived from connections offered by the great railway system.

With our Columbia highway, the main line construction has been completed. It gradually will be extended east until it ties in with and becomes a part of a national ocean-to-ocean highway. A most important feeder, the highways of the Hood River valley district, now provides heavy traffic to and from Portland and other coast points. Their dream of many years has at last come true.

Directly across the Columbia river from Hood River lies White Salmon, the gateway to the scenic White Salmon valley, another established feeder to the Columbia river highway. North of this district, and separated by but a few miles, is the extensive Yakima valley, rich in its products of agriculture, horticulture and livestock. This valley is a part of the Columbia river basin.

It is topographically and legitimately tributary to Portland, and its people are enthusiastic supporters of the proposed Yakima-Columbia highway proposition, which will give them a direct connection with the Columbia river highway and Portland. At present it is necessary for them to travel some 75 miles farther a desolate part of the route through a desolate sage brush country, providing no accommodations for man or car. Its roads, through the months when peak travel is on, are almost impassable on account of heavy hauling, deep laden with alkali dust, and country void of scenic attractions or opportunities for the lover of camp and fishing. From point of snowfall there is but little difference between the proposed highway route and the present one; the highway would be in fine condition by the time the season's travel commences.

A glance at the map drawn from the latest government production and all points accurately located will show the proposed route from North Yakima to the Columbia river via White Swan, Glenwood and White Salmon to be in practically an air line. Distance traversed, North Yakima to Glenwood, approximately 65 miles, or 100 miles to the Columbia river highway via the Hood River-White Salmon auto ferry; 165 miles from Portland to North Yakima, furnishing a comfortable one day run, with good resorts, hotels and garages en route. This link will form a cutoff connection with the system of northern Washington state highways to Seattle, Spokane and the east, and traversing one of the most scenic, varied and interesting stretches in the world.

Leaving White Salmon, there is a choice of three charming routes to Glenwood: First, via Husum, situated directly on the White Salmon river eight miles up, with good hotel, to Trout Lake, where is located the famous fishing resort, with good hotels and camping equipments then over the summit on good road to Glenwood, which is situated at the foot of the agricultural Camas Prairie valley, and where good hotel, garage and general stores will be found.

Second, via Husum and Gilmer. This route, somewhat shorter, runs through the beautiful set Gilmer valley and the entire length of the Camas Prairie valley, over good roads, which for several miles run through the big fir timber. Third route is via Snowden and the Camas Prairie valley. This is the shortest route and affords wonderful panoramic views, as from time to time it emerges from the heavy timber. A most interesting side trip from Trout Lake may be made to the celebrated ice and lava caves, and from Glenwood over the new snow line road nearly to the base and snow line of Mount Adams 12,307 feet high.

Continuing the tour, four miles from Glenwood the rushing Klickitat river is crossed. At this point is an ideal spot for an overnight or longer camp, as the river provides splendid fishing with plenty of big ones. The fine examples of basalt rock formation along its bluffs are of interest. Leaving the river it crosses the Yakima Indian reservation, much of the distance through a park of big pines with ever changing view points of Mount Adams. Passing close to Fort Simcoe and White Swan via Wapato comes North Yakima, where is found one of the cleanest and best paved cities in the Northwest.

That this highway will be toured by thousands of tourists every season, and bring many to the Columbia river highway and Portland who otherwise would not visit this section, is certain, but of greater benefit will be the opportunity provided our own people for frequent personal interchange of commercial visits, and knowledge of the many delightful scenic spots our Northwest offers to the lover of nature.

During the open season it is now customary for the northwestern commercial traveler to tour his district by auto, enabling him to make several towns a day instead of one or two when train service is depended upon. The merchant, banker or professional man can combine a pleasant outing with a personal call on his customers, thus creating good feeling all around and gathering first hand information for future use in extending his business.

The foothills and lower slopes of Mount Adams, in the United States forest reserve, are leased for grazing purposes. The season of 1915 saw 50,000 head of sheep on this range. A number of camps are established and supplies for many of them now have to be packed in for many miles. The construction of this highway will be of great benefit to this industry, not alone from the supply end, but getting in and out their stock. An increased lease revenue would doubtless result and the sheepmen are ready to do their part financially to aid its construction.

In case of a coast invasion and substantial foothold gained, one of the first steps probably taken would be the crippling of our transcontinental railway lines. While in itself a most serious matter, how much more so it would be without a comprehensive system of standardized highways connecting our main centers, and confined to low elevations, and as far as practicable, on water grades? The construction of this link would enable motor driven trucks of armament, supplies, and troops, to be used through—not over—the Cascades, with two water level highways at their service. For this reason alone our government should, and doubtless will, authorize its construction across the Indian reservation.

The unconstructed portion of this highway largely consists of some 36

miles which lies in the Yakima Indian reservation. This must necessarily be sanctioned and constructed by the government. The matter is in the hands of our representatives at Washington and it is expected favorable action will be taken. Yakima county commissioners have ordered a preliminary survey made at once. Those of Klickitat county, lying south of the reservation, will construct such section as may lie in their county.

The following data was furnished the Yakima Commercial club, bearing on the proposed highway route across the reservation. Mr. Marble said: "The most favorable route is from North Yakima to Wapato (close to Yakima), thence south to Toppenish road, thence west to White Swan. Leaving the Toppenish road there, the route is up Toppenish creek, and the divide between Toppenish creek and the Klickitat river at Parrott bridge, connecting with the Klickitat road at Glenwood. Total distance from North Yakima to Glenwood 66 miles.

"The only grade to be made is up Toppenish creek, where, in a distance of six miles, an ascent of 1000 feet is made. Road from top of the divide for 10 miles is comparatively level. Summit has an elevation of 2880 feet, and in 10 miles grade drops only 100 feet. Road is through open timber, and will be easily constructed."

He estimates the cost for six miles at \$3000 a mile. The balance of 30 miles at \$1500 a mile. Reservation construction, 36 miles.

"A north and south link east of the Cascades is of vital importance, and with the strong support being given the proposition by the Oregonian, Yakima Press, Portland Chamber of Commerce and many other civic organizations, with a continued cooperation, the proposed highway will be constructed."

**SUMMER RESORTS**

The summer vacation season is now open in the Mid-Columbia district and an increasing number of guests are visiting the resorts of the Hood River Valley, among them many motor parties. The following is the guest list of Mount Hood Lodge the past week:

Mr. and Mrs. LeRoy Field, Mr. and Mrs. James Ambrose, E. C. Stevens, B. Statter, T. H. McAllis, M. G. Russi, R. W. Kelly, Amos S. Benson, Miss Hazel E. Fessette, Mr. and Mrs. J. O. Hoyt, Miss G. E. Walsh, Mr. and Mrs. E. D. Stewart, Miss Marjorie Lewis, Mayor and Mrs. H. R. Abbee, Mr. and Mrs. W. F. Greer, Leonard King Greer, Estes Snedecor, all of Portland; Chas. S. Bowe, Parkdale; Mr. and Mrs. D. H. Drewery, Mrs. H. H. Holmes, Mr. and Mrs. E. W. Sweeney, Henry and Edwin Serr, Mr. and Mrs. K. W. Sinclair, Mr. and Mrs. D. P. Gillam, Mr. and Mrs. E. C. Smith, all of Hood River; Milevard Crosby and Mr. and Mrs. Albert Miller, of Chicago; Mr. and Mrs. R. G. Poncin and Mrs. B. Wood, of Seattle; Miss Elsie Hens, of San Francisco; Chester A. Congdon, Edward A. Congdon, Walter A. Congdon, of Duluth, Minn.; Albert S. Congdon and W. L. Steiwieg, North Yakima, Wash.; Miss May C. McKee, Buffalo, N. Y.; Miss Alice See, Des Moines, Ia.; Mrs. C. W. McWane, Miss J. McWane and Mrs. C. A. Davis, of Minneapolis, and Mr. and Mrs. Albert P. Reed, Hood River.

The guest list the past week at Mrs. Alma Howe's Cottage Farm resort has been as follows:

Miss Margaret Lentz, Frederick Barbes, A. S. Benson and family, Mrs. W. H. Wallace and children, Mr. and Mrs. Sol Baum and Sol Harris, all of Portland.

**Business and Pleasure.**  
"We want to keep business out of politics," said the reformer.  
"Well," replied Senator Sorghum, "you've taken all the pleasure out of it. If you take all the business out of it, too, I don't see what's going to be left."—Washington Star.

**Butter wrappers at this office.**

**SOCIETIES.**

**HOOD RIVER LODGE NO. 105, A. F. and A. M.**—Meets Saturday evening on or before each full moon. J. O. McLaughlin, W. M.; D. McDonald, Secretary.

**Hood River Commandery No. 12, K. T. U.**—Meets every Tuesday evening each month. D. McDonald, L. E. C. H. L. Dunbar, Recorder.

**HOOD RIVER CHAPTER NO. 27, R. A. M.**—Meets first and third Friday nights of each month. W. A. Schatner, Secretary.

**MT. HOOD COUNCIL NO. 8, R. & S. M.**—Meets in Masonic Hall every third Tuesday in each month. J. K. Carson, T. I. M.; H. Hershner, Recorder.

**HOOD RIVER CHAPTER NO. 25, O. E. S.**—Meets second and fourth Tuesday evening of each month. Visitors cordially welcomed. Mrs. J. K. Carson, W. M.; Miss Alta Pooie, Secretary.

**HOOD RIVER CIRCLE NO. 24, WOMEN OF WOODMEN**—Meets at E. of F. hall on the first and third Thursdays of each month. Mrs. Catharine Staven, G. N.; Mrs. Mattie Nickelsen, Clerk.

**WACOMA LODGE NO. 30, K. of P.**—Meets in K. of P. hall every Tuesday night. Roy Roberts, C. C.; T. F. Johnson, M. of F.

**LAUREL REBEKAH LODGE NO. 51, L. O. O. F.**—Meets first and third Mondays each month. Nettie Moses, Secretary.

**CANBY W. R. C.**—Meets second and fourth Saturdays of each month at K. of P. hall. Mrs. Alberta Stued, President; Mrs. Susie Lynn, Secretary.

**OLETA ASSEMBLY NO. 103, UNITED ARTISANS**—Meets first and third Wednesdays, work; second and fourth Wednesdays, social. C. D. Hinrichsen, M. A.; J. H. Koenig, Secretary.

**W. O. W.**—Regular meetings are held the first and third Mondays of each month at K. of P. hall. Visitors cordially invited. B. C. C. C. C. Anderson, Clerk.

**EDEN ENCAMPMENT NO. 48, I. O. O. F.**—Regular meeting second and fourth Tuesdays of each month. A. D. Barney, C. P.; W. H. McGuire, Scribbler.

**IDLEWILDE LODGE NO. 107, I. O. O. F.**—Meets in Fraternal hall every Tuesday night. J. H. Farrell, N. G.; Geo. W. Thomson, Secretary.

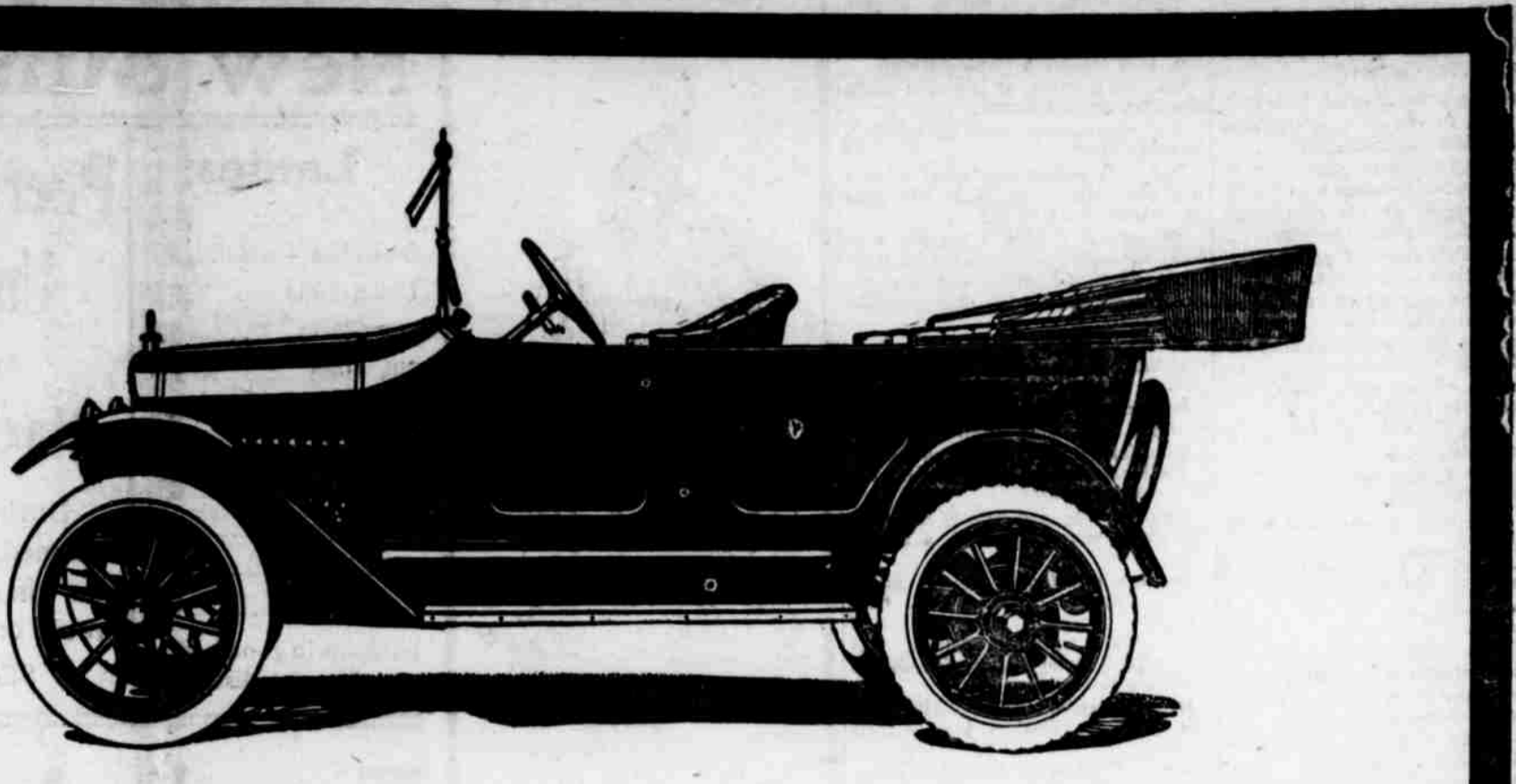
**WALUNA TEMPLE PYTHIAN SISTERS No. 6**—Meets first, third and fifth Tuesdays of each month at K. of P. hall. Mrs. Corwen Stranahan, E. C.; Mrs. May Vogel, M. of F. and C.; Mrs. Susan York, M. of F.

**HOOD RIVER CAMP NO. 702, M. W. A.**—Meets in K. of P. hall every Monday and Wednesday of each month. James Hawthorn, V. C.; C. U. Dakin, Clerk.

**HOOD RIVER VALLEY HUMANE SOCIETY**—E. O. Siaschar, Pres.; C. D. Nickelsen, Sec.; Leslie Butler, Treas.; Call phone 1301.

**HAZEL REBEKAH LODGE NO. 106, L. O. O. F.**—Meets first and third Tuesday evening of each month in the Odd Fellows Hall, seven miles south of Hood River, R. D. 1. Mrs. Marie Kemp, N. G.; Mrs. Wida Caldwell, V. G.; H. S. Canby, Sec.

**KEMP LODGE, No. 181, I. O. O. F.**—Meets in Odd Fellows' hall every Saturday night. Visitors cordially welcomed. Ralph Caldwell, N. G.; Dane Kemp, V. G.; John Duckwall, Secretary.



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**Economy**—With its other attractive features, the Maxwell is a most economical car to own. Owners get 22 to 25 miles per gallon of gasoline and 8,000 to 12,000 miles per set of tires. And the car is so durably built that repair expense is negligible.

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**Notice of Final Settlement**

In the County Court of the State of Oregon, for Hood River County.  
In the Matter of the Estate of Nico Tostevin, Deceased.  
Notice is hereby given that the undersigned Administrator of the above entitled estate, has filed his final account in the above entitled court, and that the Judge of said Court has set Friday, the 30th day of June, 1916, at the Court of said County, in the City of Hood River, Oregon, as the time and place for the hearing and settling of said Final Account. All persons having objections thereto are required to appear at said time and place and file the same, if any they have.  
Dated and first published this 1st day of June, 1916.  
NORMAN V. TOSTEVIN, Administrator.

**Summons**

In the Circuit Court of the State of Oregon, for Hood River County.  
Minnie E. Davis, Plaintiff  
vs.  
George E. Davis, Defendant.  
In the name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled suit and court on or before Friday, the 21st day of July, A. D. 1916, and if you fail so to appear with this summons by publication the plaintiff will apply to the court for the relief demanded in the complaint filed herein, to-wit:  
1. That the bonds of matrimony existing between herself and defendant be dissolved.  
2. That plaintiff have and be awarded the sole care and custody of the minor son of plaintiff and defendant, i.e. Harry Edward Davis.  
3. For such other and further relief as to the court may seem just and equitable.  
You are hereby served with this summons by order of the Honorable W. L. Bradshaw, Judge of the above entitled court, made and entered on the 20th day of May, A. D. 1916, which order prescribes that you shall appear and answer said complaint on or before Friday, the 21st day of July, 1916, and that you be served with this summons by publication thereof in the Hood River Glacier at least once a week for six (6) consecutive weeks, and you are hereby notified that the date of the first publication of this summons is Thursday, the 8th day of June, 1916, and the date of the last publication thereof is Thursday, the 29th day of July, 1916.  
E. H. HARTWIG, Hood River, Ore.  
GEO. E. O'BRYON, Hood River, Ore.  
108-1529 Attorneys for Plaintiff.

Rubber Stamp Ink at Glacier office.