

# The Hood River Glacier.

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HOOD RIVER, OREGON, THURSDAY, AUGUST 24, 1916

No. 13

**Koberg's Non Pareil Vegetables and Plants**

Farm products are so low now, as far as the returns to the grower is concerned, that the grower gets the smallest wages of any class of laborers as shown by the statistics of the U. S.; 1-5 of the farmers in the U.S. receive absolutely nothing for their labor and on their investments; they simply exist. The reasons for this condition are many and vary in every location, but main reason in our line is indifference of the buyer as to quality and over products. We saw some imported California new potatoes in the stores of Hood River that were justly entitled to a generous dose of coal oil.

The reason we keep talking of quality is that there is absolutely no profit in selling and buying poor and inferior goods in the vegetable line to the grower and consumer and that is why we grow and market nothing that is not absolutely

**NON PAREIL**

Try Some of our Bermuda Boiling Onions

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

**This store never wabbles on the question of greater-value-giving.** Our merchandise is purchased on a quality basis from such quality clothes makers as

**THE HOUSE OF KUPPENHEIMER**

We believe in the thorough goodness of these suits. We have judged them by careful comparison and actual tests and we know that at

**\$18, \$20, \$22, \$25**

we are giving men more for their money in these clothes, than is possible in any other make at the same price.

We know also that these suits could stand a higher price. We know that on inspection you would pay three to five dollars more than we ask, and you would get your money's worth. But this store never wabbles in its decision to give GREATER value.

**J. G. VOGT**



**See Hood River**

and adjacent points of scenic interest and see them right by traveling in one of the large comfortable cars of the FASHION LIVRY CO. Whether your journey is for pleasure or for business, let us transport you to your destination. Don't forget to tell your friends that

**The Fashion Livry Co.**

is perhaps the best equipped concern of its kind in Oregon outside the city of Portland. Tell your out of town friends. No party too large and none too small.

**TELEPHONE 1201**

**Quality Breakfast Cereals**

H-O Oats, steam cooked	20c	2 for	35c
Pettijohn Flour, contains all the bran	30c		
Pettijohn Breakfast Food, rolled wheat with bran	20c		
Kellogg's Toasted Wheat Biscuits, for the kiddies, 2	25c		
Roman Meal, good for mush or bread	25c		
Kellogg's Toasted Corn Flakes, the best possible	10c		
Olympic Wheat Hearts, fine for mush	25c		
Kellogg's Krumbles, the new one	10c		

Order Today from  
**The Star Grocery Perigo & Son**  
"GOOD THINGS TO EAT"

Rubber Stamp Ink at Glacier Office

**BATHING CAPS**

Large Assortment Special Prices

**Kresse Drug Co.**

Kestman Kodak The Rexall Store Victor Victrolas and Records

Come In and Hear the New August 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.**

**Cleaning Pressing Repairing**

Phone 3342

Have you tried Dale & Meyer for cleaning and pressing? If not, try us. We will give you perfect satisfaction in every way.

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

**Fruit Paper for Sale**

We ordered a supply of Fruit Wrap, Lining and Layer last February, when prices were lowest. Since then paper has advanced 2c per pound. Having a liberal supply on hand we now offer for sale, all kinds of Fruit Paper at very low prices, regardless of the various advances. Immediate action should be taken by all growers who have not yet protected their requirements, as these low prices will only be maintained during August.

**TERMS CASH**

17 lb. Coast Wrap, per cwt.	\$5.00
12 lb. Sulphite Wrap, per cwt.	6.50
News Lining, per cwt.	4.50
Grey Layer, per cwt.	3.50

**TO NON-MEMBERS**

Apple Boxes, 2% off for cash, each	10c
Pear Boxes, 2% off for cash, each	9c

**We Want Bartlett Pears**

**Fruit Growers' Exchange**

**NEW COMPANY MUSTERED IN**

**GEORGE R. WILBUR IS NAMED CAPTAIN**

Twelfth Company, Coast Artillery, U. S. A., is given the formal oath Monday Evening

With Major W. W. Wilson, Captain William G. Williams, Coast Artillery Corps, and Lieutenant Willie Shippman U. S. A., here for the occasion, Twelfth Company, Coast Artillery, Oregon National Guard, was formally mustered in Monday night. The federal oath of allegiance was administered to the new recruits by Lieutenant Shippman.

After the men who had passed the physical examinations given by Major F. C. Broussard, had signed the official roster and after the first roll call it was ascertained that 56 recruits were present. To muster in under the Federal Articles of War a minimum list of 65 is necessary. A roll of the absent men was called.

Three were away at the Green Point mill of the Stanley-Smith Lumber Co. One man, according to responses of friends, was away at a wedding. Others were joyriding. Members of the prospective company were informally detailed to bring in their automobiles to the ranks to 65. Automobiles were pressed into service. A West Side ranch lad was summoned from his bed. The whirring of a telephone bell interrupted the service of a wedding, but at 10 o'clock 64 eligible men stood in line. At the time the search of a 65th artilleryman seemed futile.

"If it is necessary," declared Roy D. Smith, as he stepped into the ranks, "I'll enlist."

A chorus resounded through the hall. Mr. Smith is a veteran of the Spanish-American war, having seen active service as a regular in the Philippines.

A younger recruit, however, was rustled into the room within a few minutes, and Mr. Smith was furnished with a new recruit.

Geo. R. Wilbur, city attorney and Spanish-American war veteran, was elected captain of the new company.

The new organization will make a temporary army of the ball room of the Eltholm building. As soon as equipment is sent here a Regular Army sergeant will spend 30 days here instructing the rookies.

The organization of the new artillery company had its origin in the East Side orchard district. At the invitation of Ned Van Horn 45 young men signed an informal roll and petitioned for the organization. The additional men come from the ranks of professional and business men of the city and ranchers of the Dee and Oak Grove districts.

Oregon's military laws provide for a minimum of 75 in a company of coast artillery, and it will be necessary to recruit 10 more men in the next 10 days.

**AUTOMOBILISTS BRING HOME NEW IDEAS**

Just home from long automobile tours, both Dr. H. L. Dumble and E. W. Birge have seen on the roads abroad principles in road building and methods of appealing to the touring automobile party that, according to their statements, they will work for in Hood River county.

Dr. Dumble, accompanied by Mrs. Dumble and Mr. and Mrs. F. H. Coolidge, toured a total of 1,000 miles while away. Leaving here he traveled down to Portland and thence up the Willamette valley to Eugene. Dr. Dumble visited automobile parks at Eugene and the famous Ashland camping place for the motor tourist.

"Hood River must have an automobile park and electric plant. If the city council will take the matter up, we will take up the matter and provide it by private subscription."

Dr. Dumble says that the Ashland automobile park is attracting widespread attention to the southern Oregon city. Nineteen sites for nineteen machines have been supplied. The different camping places, well marked by posts and surrounded by a fence free of charge. In a cook house are 19 double plate gas ranges. These have numbers corresponding to those of the camp sites. The itinerant motor traveler drops a quarter in a slot and secures gas for cooking purposes. Properly numbered lockers, containing cooking utensils have been provided.

Mr. Birge, with his wife, has returned from the Circle tour by way of White Salmon, Goldendale, North Yakima, Ellensburg, Seattle and thence back to Portland.

"The trip demonstrates to me," says Mr. Birge, who is a member of the automobile committee of the Commercial club, "that we must build more roads from gravel. Washington has far better roads than Oregon, and where money has not been available for hardsurfacing with concrete or asphalt, gravel has been supplied. We have already experimented with gravel here, and the best roads we now have are those of our West Side orchard districts, built by Roy D. Smith with gravel."

Dr. Dumble says that in no county in Oregon has so much gravel been used for better roads than in Hood River county.

"Some of the worst road we struck on our entire tour," he says, "was between this city and The Dalles."

Decrying the wonders of the Circle route Mr. Birge says: "One often does not stop to realize that living in Hood River we have within a few hours' ride by motor the diversified scenery that actually surrounds us. From snow capped mountains and fertile valleys to the forests, the meadows, desert and the great wheat belt to the east. The swing around what is known as the Cascade Columbia Circuit in one of the most delightful trips in the Northwest and is being featured by the automobile clubs of both Portland and Seattle."

"On August 1 my wife and I left Hood River equipped with a complete camping outfit including a well stocked commissary, but found it quite convenient to make a town each night, as a good part of the country traversed is not what could be termed an ideal camping proposition. Goldendale was the first town visited after leaving Hood River via the ferry to White Salmon. The Snowden road via Lyle is the shorter route, being 68 miles and a comfortable four hours' run over a fairly good country road."

"North Yakima was reached the following afternoon, a distance of 79 miles from Goldendale, over what is known as the Sadies Creek road. One has the choice of two roads out of Goldendale and whichever one he chooses wishes he had taken the other. The road via Bickleton and Mabton, while reported in somewhat better condition, is some 35 miles longer. We chose the lesser of the two evils (in mileage) and found the going rough and dusty in places and pretty narrow going over the summit and with many shallow streams to ford; a consolation, it might have been worse. This road leads into the Yakima valley at Wapato, some 20 miles from North Yakima. From Yakima to Ellensburg is over the Yellowstone trail, a distance of 50 miles, and from Ellensburg on into Seattle over the Sunset highway through Snoqualmie Pass, a distance of 164 miles. The road conditions between Yakima and Seattle are ideal and it is only a matter of power or how fast one wishes to travel. I think nothing over a five or eight per cent grade the entire distance."

"Too much cannot be said of the splendid highways of western Washington. In this respect it is regrettable that Oregon is greatly deficient in comparison. I believe Washington has laid one over on Oregon, and the building of these highways is doing more for the development of that state than anything that could have been done and is figured as an investment—never an expense."

"Why, out of Seattle and Tacoma in all directions stretch these delightful highways. The Olympia highway extending out the Olympia peninsula to the ocean, a distance of 250 miles, is a graveled boulevard for nearly the entire distance. The Sunset highway, only a six months' proposition, at the longest on account of snow in the pass, is almost perfect in construction and (listen ye county court and Roy Smith) all gravel roads. The Pacific highway to British Columbia to the north of Seattle, and to Portland on the south is nearing completion."

"Many of the small towns we passed through if not on the direct highway are building good hard surfaced roads from the farming districts into town. In the Puget valley they have a concrete highway extending the length of the valley, a distance of some 20 miles and connecting with the Seattle, Tacoma and Sumner concrete and brick paved highway."

"It is to be hoped that when the opportunity comes to the people of Oregon to vote on the road levy that they will go into it right. Without good roads we cannot develop our state as our states are doing, and not to go ahead is to go backward."

"From Seattle to Portland was over the Pacific highway, a distance of 215 miles. When it comes to the last leg of the journey, I will put on the soft pedal and speak in low tones; but we have hopes and our own dear highway, the most scenic of the whole trip, will be our pride and joy forever."

**B. T. COIT KILLS SELF WITH RIFLE**

A bullet hole through his head, the body of B. T. Coit, an Upper Valley rancher, was found Sunday afternoon by a transient laborer, who had called at the dead man's place to seek employment. A rifle lying by young Coit's side bore mute evidence of suicide. Dr. V. R. Abraham, county coroner, summoned to the scene, was given a sealed letter, in which the young man bade farewell to his father. In a few words he announced the intention of killing himself, but offered no explanation for the act.

Young Coit was but 22 years old. He came to the Upper Valley two years ago, purchasing an orchard place on which he had begun development. He had just completed a handsome log bungalow, said to be one of the most pretentious and unique residences in the Hood River valley. A rumor prevailed to the effect that the new home had been built for a prospective bride, but that the girl had jilted young Coit. Close friends of the young man, however, deny that there is any truth in the rumor. The young man was of a reticent nature, and resided at his place alone.

The dead man is said to come from a wealthy New Jersey family. His father, John T. Coit, recently retired from New York business affairs, resides in Orange, N. J.

The body of young Coit was brought to Anderson's undertaking establishment Monday afternoon.

The remains were shipped to the eastern home for interment last night.

**Journal Publisher Extols Highway**

C. S. Jackson, publisher of the Portland Journal, accompanied by Mrs. Jackson and their son, E. Jackson, passed through Hood River Saturday afternoon en route to Trout Lake. They were met here by Roy Thorrington, son of Dr. Thorrington, a noted oculist of Philadelphia, who had been stopping at Cloud Cap Inn.

"After the journey over the Columbia River highway," said Mr. Jackson, "I am convinced that for scenery Hood River county surpasses Multnomah county."

**Cold Wave Hits the Valley**

With a light frost on high points and a keen nip in the atmosphere even in the lower valley, a record cold night for August prevailed here Friday night. At daybreak Saturday morning thermometers registered 40 degrees above zero in the city.

The cold weather will cause no damage to vegetation, and it is welcomed by apple growers, who say that a little frost will put a high color in the valley's crop of Jonathan apples.

Frosts in northern California and eastern and central Oregon killed vegetation.

Ed Weller, of Salem, accompanied by his two sisters, Mrs. M. Patten, of Portland, and Mrs. R. W. Chamberlain and son, Weller, of Salem, was here last week visiting the family of his brother-in-law, C. O. Huelat.

**CLUB YEAR IS SUCCESSFUL**

**ORGANIZATION HAS 174 MEMBERS**

**Hood River Woman's Club Issues New Year Book and Calendar for Coming Season Activities**

According to the 1916-1917 year book, now being issued, the Hood River Woman's club participated in one of the organization's most successful year's work during 1915 and 1916. The club, organized in 1908, today has a membership of 174. Two auxiliary organizations, the musical department, composed of the musical talent of city and rural sections, and the evening department, are closely allied with the parent club, and frequent programs of the different departments are planned for the coming fall and winter months.

The evening department, the members of which are 30 young business and professional women, was formerly known as the Business Women's club. The musical department has 75 active women members and 25 men, associate members.

The club near the first of this year began a study department, which met every week to study public speaking, word analysis and Oregon laws and constitution. This line of work proved unusually interesting and attracted keen attention of the women of the community until the busy season of summer interrupted.

Committees and officers of the club for the coming year, as shown by the year book are as follows:

Executive board—Mrs. J. P. Lucas, pres.; Mrs. W. F. Laraway, first vice pres.; Mrs. A. D. Ramsey, second vice pres.; Mrs. C. K. Marshall, treas.; Mrs. H. McClain, rec. sec.; Mrs. C. D. Hoyt, fin. sec.

Calendar committee—Mrs. J. W. Ingalls, Mrs. William Munroe, Mrs. Geo. Stranahan, Mrs. C. D. Hoyt and Miss Ella Mae Davidson.

Entertainment committee—Mrs. C. A. Cass, Mrs. D. G. Jackson, Mrs. W. F. Cooper and Mrs. B. F. Shoemaker.

Philanthropic committee—Mrs. T. J. Kinnaird, Mrs. C. A. Bell, Mrs. Truman Butler, Mrs. W. A. Schaffner, Miss Madge Otis.

Entertainment committee—Mrs. A. L. Page, Mrs. H. M. Huxley, Mrs. Harry Bailey, Mrs. J. E. Robertson.

Educational committee—Mrs. A. G. Lewis, Mrs. Thos. Flagler, Miss Mary McLean, Mrs. S. G. Campbell, Mrs. Harriet Blahfield.

Music—Miss Maude Carlisle, Mrs. C. O. Huelat, Mrs. Geo. R. Wilbur, Mrs. L. E. Taft.

Civic committee—Mrs. F. E. Newby, Mrs. G. A. Molden, Mrs. W. H. Chippling, Mrs. R. D. Gould, Mrs. A. C. Staten, Miss Meta Carter.

Current Topics and Parliamentary Drill committee—Mrs. Ella Wilbur, Mrs. A. B. Berry, Mrs. W. G. Snow, Mrs. W. W. Rodwell, Mrs. C. D. Hoyt.

Guests committee—Mrs. E. O. Blanchard, Mrs. Frank Davenport, Jr., Mrs. M. E. McCarty.

Legislature committee—Miss Mary Frazier, Mrs. C. Paddock, Mrs. J. D. Fletcher, Mrs. V. C. Brock, Miss Alta Poole.

Literary and Library committee—Mrs. C. K. Marshall, Mrs. Ella Wilbur, Mrs. J. H. Jeffrey, Miss Alice See.

Political Science committee—Mrs. L. M. Bentley, Mrs. William Munroe, Mrs. W. L. Nichols, Mrs. G. A. McCurdy.

Art committee—Mrs. N. E. Fertig, Mrs. J. E. Ferguson, Mrs. A. Canfield, Mrs. J. D. Guttery, Miss Annette Allen.

Auditing committee—Mrs. Geo. P. Crowell and Mrs. C. F. Sumner.

Courtesy committee—Mrs. G. A. Molden, Mrs. S. A. Mitchell and Mrs. Frances Otten.

Property chairman, Mrs. M. E. McCarty.

The calendar for the coming year is as follows:

September 27, business meeting, biennial report, Mrs. C. H. Castner; October 11, Federation reports; October 25, civic meeting in charge of Mrs. F. E. Newby; November 8, national dress in charge of Mrs. Wm. Stewart; November 22, evening meeting and reception; December 6, Christmas in many lands, in charge of Mrs. C. D. Hoyt; December 20, report of Philanthropic committee in charge of Mrs. T. J. Kinnaird; January 3, reception for husbands of club members, in charge of Mrs. Thomas Flagler; January 17, optimistic afternoon in charge of Mrs. J. D. Guttery; January 31, scholarship loan fund day, in charge of Mrs. Wm. Munroe; February 14, Oregon day, in charge of Mrs. V. C. Brock; February 28, lecture; March 14, valley guest day, in charge of Mrs. W. F. Laraway; March 23, educational committee, Oriental or Japanese exhibit, Mrs. A. G. Lewis in charge; April 11, reception for Underwood, White Salmon and Trout Lake club members, Mrs. N. E. Fertig in charge.

**Benson Delay Explained**

Refuting recent rumors to the effect that S. Benson had delayed in starting on the construction of a Columbia River highway paving between the Multnomah county line and Cascade Locks because the Hood River county court had refused a promise to maintain the road, C. N. Ravlin, who was recently present at a Hood River county representative at a meeting of the State Highway Commission, says that it was then agreed that Mr. Benson should postpone his donation mile of road.

"Mr. Benson agreed to delay the construction work, in order that the funds he will appropriate may be used in matching the \$78,000 available for Oregon under the Sheldrake bill," says Mr. Ravlin.

**Apple Freights Reduced**

Railway systems, according to an announcement of the Fruit Growers' Exchange, have voluntarily reduced the freight rate on apples between Hood River, Mosier and The Dalles and Arizona points. The rates from Hood River, Mosier and The Dalles to Bisbee and Douglas, respectively of \$1.15 and \$1.17 per hundred weight, have been reduced to \$1.09 for Hood River and \$1.10 for Mosier and The Dalles.

The new rate will bring a saving of about three cents per box, or about 320 per car. The reduction was made at the instigation of the Northwestern Fruit Exchange.