

# The Hood River Glacier.

VOL. XXXI

HOOD RIVER, OREGON, THURSDAY, AUGUST 7, 1919

6, 10

## DON'T PART WITH YOUR LIBERTY BONDS

When you bought your bonds you lent your money to the Government that you might "do your part."  
 You gave the government at home and the boys "over there" tangible evidence of your support. You shared the burden of those in other lands who are heavily laden.  
 KEEP YOUR BONDS for the same reasons.  
 To dispose of them, except in case of dire necessity, is unpatriotic—just as much so as not to buy. Furthermore, Liberty Bonds are an insurance for your future.  
 This is friendly, timely advice not to listen to those who may offer large returns in exchange for your Liberty Bonds. Hundreds of millions of dollars have been lost during the past year by people who parted with their Liberty Bonds—DON'T SELL!

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The Glorious New Odor of 26 Flowers

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 Jonteel Gough Cream, for sunburn, and a good base for powder...50c  
 Jonteel Face Powder, in three shades, very adherent and invisible...50c  
 Jonteel Face Powder Compacts, in three shades.....50c  
 Jonteel Rouge, in three shades.....50c  
 Tale Jonteel, a very fine Tale with a delightful odor.....25c  
 Other Jonteel.....\$1.25

**Kresse Drug Co.**  
*The Rexall Store*

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FALL GOODS

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Flannel Shirts  
 Genuine Leather Putees  
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 Underwear  
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"We sell nothing we can't recommend"

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Every Saturday Night, 9 to 12  
 at the

Open Air Pavilion  
 Fourth and Oak Streets

## Kolstad's Orchestra

Hood River Volunteer Fire Department  
 Owners

The present high price of  
 Canned Fruit and Vegetables  
 will be maintained for the  
 coming year—therefore

## Practice Economy by Home Canning

We have a full supply of  
 Mason and Economy Fruit Jars,  
 also Caps, Rings and Parafne.

Let Us Supply Your Needs

## PINE GROVE STORE

A. F. BICKFORD, Prop.

## MID-COLUMBIA CROP GOOD

BIGGEST TONNAGE—BEST QUALITY

Sales Representatives Off to Milwaukee Convention, Heavy selling Expected to Follow Meeting

While the Hood River Valley is expected to be the largest and best apple crop in the history of the district, the tonnage will fall at least 300,000 boxes short of the government's mid-summer estimates. On last year's shipments of commercial fruit of the three grades, extra, fancy and C-grade, reached 1,400 cars. The tonnage of this season will reach approximately 7,750 carloads. Shipments of cull stocks and cider fruit will bring the tonnage to an approximate 2,000 cars.

Eighty per cent of the Hood River crop will run to Newtowns and Spitzengrubs. The Newtown tonnage will be slightly in excess of the Spitzengrubs, and from present indications the green variety will go almost exclusively to export.

Sales of local apples have been negligible. It is not likely that five per cent of the crop has been contracted. Selling is expected to begin with a rush next week, following the Milwaukee meeting of the International Apple Shippers Association. The Apple Growers Association, controlling the major portion of the Hood River crop, will be represented at Milwaukee by General Sales Manager C. W. McCullagh and Dwight L. Woodruff, its operative agency's New York and export sales manager. Mr. Woodruff, who has been on a tour of all Northwestern apple districts, left last week to view the California deciduous districts before leaving for Milwaukee. H. F. Davidson, who has been on a tour of European markets, has sailed for America and will attend the convention. J. Oliver, of Dan Wulfe & Co., whose Northwestern headquarters are located here, plans attendance.

Quality is the characteristic of the 1919 Hood River apple crop. From late winter up until the present weather conditions have been ideal. No part of the district reports any scabby apples. A two week period of cold weather occurring at the laying period, prevented the deposit of Codling moth eggs, and the damage from worms will be negligible. Growers have been applying an arsenate of lead spray this week, and it may not be necessary to spray again for worms. Growing days have been more numerous than usual.

Hot days, cold nights and an abundance of irrigation water, coupled with the universal practice of applying nitrates and other commercial fertilizers, is resulting in apples of desirable sizes. The harvest, from present indications will begin the latter part of August with Gravensteins and Kings. These early varieties will reach about 25 cars, Jonathans and Winter Bananas will follow about the middle of September, and by the latter part of September the harvest will be well under way. The local Orley crop, it is estimated, will be a starter this year. The Valley expects to harvest 65 cars of this variety.

Growers are making preparations to give their fruit the best of care this season. Scores of new packing plants are arising in all parts of the Valley. It is estimated that the cost of new packing plants will reach \$100,000. The magnitude of the local crop can be comprehended when it is announced that approximately 35 carloads of paper will be needed in packing the fruit. The cost of paper to wrap the Valley's apple crop will reach nearly \$100,000.

The Hood River Valley shipped pears as follows last season: Bartletts, 24 cars; D'Anjous, 50; miscellaneous varieties, 10. The pear crop, it is expected, will reach 100 cars this year. Quality and increased yield applies to all Mid-Columbia districts as well as Hood River Valley proper. The Underwood, Wash., district, just across the Columbia river in Skamania county, expects 70 cars of apples this fall, about 30 per cent above the crop of last year. The district will ship three carloads of pears. "Our crop has never been larger or cleaner for this season of the year," says A. J. Haynes, owner of one of the district's largest tracts. "It will be the finest quality crop the district has ever harvested."

Husum, just up the White Salmon river from Underwood, will ship approximately 30 carloads of apples. The White Salmon district, according to estimates, will ship 75 cars of fruit the coming season. The apples of this district are sizing rapidly. Orchards are clean, and the fruit is in excellent condition. Lyle, a new district to the east of White Salmon, will ship fruit in commercial quantities this year. None of the Washington districts have any selling machinery, and independent buyers have been operating there extensively for the past several weeks. But few sales have been reported, however.

The Dufur district will figure for the first time in a prominent way in the year's markets. The district, it is estimated, will harvest 310 carloads of fruit, practically all from the big holding of the Dufur Orchard Co. The district will have a negligible quantity of pears. "At the present time our crop is in excellent condition," says Donald Campbell, superintendent of the big tract. "We are free from worms and are developing good size. To handle the crop we are constructing a packing house 380x50 feet. This will be equipped with eight of the largest sizes of Cutler grading machines, 1919 models. Complete belt and gravity carrier systems will be installed. No track will be necessary from the time the apples are received from the orchards until they are ready for delivery to warehouses. We believe our plant, when completed, will be the most modern and up to date in the Northwest. We have two warehouses on the tracks at Dufur, and before construction is complete expect to have warehouse frontage of over 500 feet along the tracks. The buildings we are now completing will take care of an increased crop. We hope to complete our harvest work this year in 30 days. While reports indicate a serious shortage of containers in other Northwestern fruit districts, Hood River

growers are supplied with apple boxes. Apple Growers Association and other local sales agencies contracted for their supply in advance. Boxes for the 1919 crop were available last spring, and numerous growers have their needs for the coming harvest already made. More than half enough boxes for the 1919 crop are already delivered here and liberal shipments are arriving daily. While the present market shows quotations of 17 1/2 cents each, the maximum charge to local growers this year will be 16 1/2 cents. Many have secured their containers for 15 1/2.

## MOSIER DISTRICT EXPECTS 100 CARS

The Mosier district expects 100 cars of apples of superquality. The Mosier Fruit Growers Association gives the following report on conditions in the neighboring district. Present indications are that the Mosier district will have an increase of about 25 per cent in apple tonnage over 1918, or around 100 cars. Varieties are principally Spitzengrubs and Newtowns, with a few Delicious, Gravensteins, Wageners and Arkansas Blacks. Fruit is clean and well cared for, and should be of good size and quality. Shipments will start about October 1.

From 12 to 15 cars Italian prunes will be shipped from here during the latter part of August, packed in 17-pound peach box or suit case. There will be a few cars of Gravensteins and Anjou pears to move about that time.

All apples from here this year will be packed at the new community packing house now being built by the Mosier Fruit Growers Association. This building is of concrete and hollow tile, 120x60, two story, with the packing room above and storage room below, and will be one of the finest of the kind in the west. The ventilation of the storage room is being installed on plans furnished by the Bureau of Markets. While production costs are increasing steadily, growers are generally optimistic, and feel that the fruitgrower has a bright future ahead for the high class of fruit raised in this district. All fruit from this district is handled by the Mosier Fruit Growers Association, of which all growers are members.

## GROWERS WANT MORE FOR CULL APPLES

An evidence of a widespread dissatisfaction with prices paid for cull apples by the Hood River Apple Vinegar Co., the Apple Growers Association is making an investigation that may lead to a by-products plant operated as an affiliation of the shipping concern. "The price of \$8 per ton, paid by the local vinegar and cider manufacturing concern just about pays the cost of picking up and delivering the cull product," says J. R. Numanmeyer. "In fact, the point has been reached where the growers have got to get more for their cull apples even if they have to build a new plant to get it. I find opinion pretty well formed among growers, and I believe that \$50,000 could be raised tomorrow to finance a new cider and vinegar plant."

The Apple Growers Association has appointed a committee, composed of August Guignard, S. G. Oxherrow and D. L. Peterson, to investigate the by-products business. This committee declares that the vinegar plant has shipped as high as 80 carloads of apples in from other districts, the fruit costing approximately \$18 laid down at Hood River. "If the vinegar company can make profits from apples at \$18 per ton," says Mr. Guignard, "it seems to me that it is time that the grower was getting more money per ton for what he has to sell."

## NORTON REPLIES TO GROWERS' CRITICISM

Replying to criticism of growers who are agitating increased prices for cull apples, citing instances of the cost of \$18 per ton for fruit shipped from outside districts last year while the local price was \$8, J. R. Norton, of the Hood River Apple Vinegar Co., says that the cost of the imported apples, f. o. b. shipping point, was the same as that paid locally. "We bought apples in North Yakima for \$8 per ton," says Mr. Norton, "and the grade of the fruit, including everything below C-grade, was much better than that obtainable here. In Hood River for the past several years we have allowed growers to grade out culling and canning stock. It was necessary for us to buy out of town apples, in order to keep our plant operating. Our prices here have been as high as those of any other district for cull apples. "We have increased our plant in past years and another increase is now in progress. Several years ago growers complained when, because of our limited facilities we were unable to accept continued deliveries."

## American Legion Chapter Here

With Capt. Eivers, of Portland, who is touring the state in the interest of the new veteran's organization, here, a Chapter of the American Legion will be established at the courthouse tonight. Capt. Geo. R. Wilbur, who was asked by Capt. Eivers to stimulate interest in the meeting, says he finds all ex-service men eager to learn more of the Legion and it is predicted that the membership here from the beginning will be strong. It is urged that every service man in the county who can possibly be present, come to the meeting of tonight and hear Capt. Eivers.

## Wulle to Build at Parkdale

Leasing trackage quarters along the Mt. Hood R. R. Company's line from J. F. Thompson, Dan Wulle & Co., British importers, whose Northwestern headquarters are located here with A. E. Woolpert as manager, will rush to completion a receiving warehouse and storage plant at Parkdale in the Upper Valley. The new structure will be built of hollow tile. Mr. Woolpert says that his concern is expecting a heavy tonnage in the Upper Valley this fall.

## NEW YORKERS HERE TODAY

VALLEY MOTOR TRIP IS PLANNED

Party Touring Under Auspices of Brooklyn Eagle to Be. Mast and Lunch at Local Hotels

The past week's bustle of preparations for entertainment of the Brooklyn Eagle's party of 125 tourists on a seeing of national parks and other scenic points of the Pacific Coast, reached a climax yesterday. The two hotels, the Mount Hood and Oregon, where the visitors will be breakfasted and served luncheon today were actively making ready to serve their best, consisting as largely as possible of the products of the valley. The "White Wings" have been hosing, sweeping and dusting, and down town Hood River has become a spotless town.

At the conclusion of breakfast at 8:30 o'clock, orchestraists and business men will meet the tourists with their automobiles and take them for a tour of points of scenic interest and through the orchard districts. Members of the Commercial Club, in charge of entertaining the junketers, have been praying vainly for rain to settle the dust of valley highways. The motoring parties, however, will not travel in a train, but sections will leave for different points at intervals, in order that as much dust may be avoided as possible. After luncheon the visitors will leave on their special train for Bonneville, where they will be greeted by a Portland and Lewiston committee and taken for a tour of the Columbia Highway.

Except for summer varieties, too many of which may result in stomach aches, the visiting party will not receive any Hood River apples. Cider is not available, the last available supply of the mid-Columbia district having been secured from Mosier for William Jennings Bryan recently.

## MOUNTAIN APPEALS TO NEW YORKER

Chas. Strauss, chairman of the New York city water board, accompanied by his wife, a daughter and a nephew, and Samuel C. Lancaster, returned last week from a motor trip to Mount Hood Lodge and Cloud Cap Inn. Mr. Strauss was naturally interested, he said, in the great source of water supply furnished by the great snow peak. "You Oregonians cannot realize the asset Mount Hood is to you. Even though it had no beauty, its water supply cannot be valued. But the superb and enduring scenery of the forest, the peak itself, with its crannies and pinnacles and the mountain meadows—it is wonderful. We New Yorkers are made to feel very poverty stricken after a visit to Oregon."

Mr. Lancaster expressed himself as more interested in a good road to the snowline than in anything else. "And in fact the problem is not a difficult one," he says. "It is simply a matter of engineering to go right to the foot of the glaciers on a five per cent grade. But because of the lava ash soil formation any road up the mountain is going to have to be hard-surfaced. Earth roads here will wash away in winter and be knee deep in dust in summer."

The present road to Cloud Cap Inn has a grade of more than 30 per cent and only high powered cars can negotiate it. J. H. Fredrick received a letter from Wm. Murray, general passenger agent of the O. W. R. & N. Co., who declares that Mr. Strauss wished him to write and express his high appreciation of the hospitality of Hood River valley people. Mr. Strauss and Mr. Lancaster asked especially that E. O. Blanchard, Leslie Butler and C. W. McCullagh be thanked for their courtesies.

## COLUMBIA HIGHWAY ATTRACTS ATTENTION

"We have to go east to find that there is really a Columbia River Highway," says M. Z. Donnell, pioneer druggist of The Dalles who was here Sunday visiting his friend, E. A. Cram. "Honestly, I was surprised at the interest taken in the scenic road. It is general. As soon as people learned I was from Oregon, whether I was in Michigan or Louisiana, the Columbia Highway at once became the topic of conversation. I was captured readily and taken to the Automobile Club headquarters, where I was made to relate my story of the road's wonders to secretaries and managers. "The people who have never been west cannot comprehend our scenery, and many believe the pictures we have sent out, showing Mitchell's Point tunnel and other points of interest are faked. I had to look very sincere in giving a personal verification of the work of the camera."

Mr. Donnell has just returned from tour of 3,000 miles through the Mississippi valley and Gulf states. As a result of his introductions to secretaries of automobile clubs in different cities he was a guest on motor rides through the south covering a total of 2,000 miles.

## NAVAL RECRUITING PARTY IS COMING

Chief Water Tender C. H. Fox, of the Portland Naval Recruiting Station, was here Tuesday as advance man for a general naval recruiting party expected to arrive here about August 9 for a week's stay. The party will be in charge of Lieut. Commander Elder, of Portland. Mr. Fox, who has been at the naval recruiting station at Bend for the past week, left here for The Dalles. He says that new recruits have the choice of training at the Great Lakes station for Atlantic service, or at Great Island station, where students will be assigned on completion of instructions to the new Pacific fleet. Nazimova at the Liberty Monday and Tuesday.

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