

The Hood River Glacier.

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Since the Days of the Goldsmiths

The goldsmiths of olden times, with whom banking had its beginning, undertook only to safeguard money and valuables entrusted to their care.

Banks have increased their activities since that time until they have become an indispensable factor in the finance and commerce of all civilized nations.

The modern business man who makes full use of his bank looks upon it as an institution dealing in business intelligence as well as money and credit.

We invite business men to make use of all our facilities for service.

THE FIRST NATIONAL BANK
HOOD RIVER, OREGON

Style Plus Clothes

THEY need no introduction for the quality and popular price is known to every magazine reader.

Every merchant in the entire country sells them for the given retail price, and for genuine value and up-to-dateness they have no equal.

We are showing the New Fall Styles—money back if not satisfied.

\$35.00 to \$50.00

J. G. VOGT

Remember Last Winter?

When Coal was parcelled out by the City Officials in 50 lb. Lots?



Prospects for next Winter are not any brighter.

Stock up now while Coal is available and before new freight rates drive up price.

Hood River Fuel Co.

Phone 2181

Fourth and Cascade

FRESH MEAT

We are now handling Fresh Meat for the Fall Trade.

Sanitary and Refrigerated Meats supplied by Mt. Hood Meat Co.

NOW OPEN EVERY EVENING



PINE GROVE STORE

A. F. BICKFORD, Prop.

H. S. GEORGE

The Electric Kitchen

"The Place to Eat"

CIGARS, TOBACCO, PIPES

BILLIARDS AND POOL

Tel. 1191

Hood River, Oregon

Eversharp Pencils and Waterman's Fountain Pens FOR SCHOOL USE

September Records



Kresse Drug Co.

The *Rexall* Store

BORDEAUX PASTE

Freshly Prepared. Will Save You Time and Trouble.

Bluestone Lime Arsenate of Lead

"FRIEND" SPRAYERS

It Will Pay to Order Early.

Hood River Spray Company

Phone 2421

If its for Spraying—we can furnish it

SPECIAL PRODUCTION

The Liberty

Friday and Saturday

OCTOBER 8 and 9

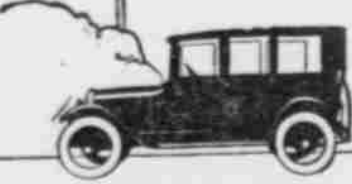
HOUSE PETERS

in

"Silk Husbands and Calico Wives"

No advance in prices

WHY swelter in the heat, and shiver in the cold, when you can combine the activity and thrift of the open car with true homelike comfort in the Oakland Sensible Six Sedan? Nowhere does an automobile investment pay higher returns than in this moderately priced and efficient car. We are exhibiting the Oakland now at our salesroom.



OAKLAND SENSIBLE SIX

Open Car \$2195, Roadster \$2395, Four Door Sedan \$2895, Coupe \$2995

P. O. S. Pontiac, Michigan. Additional for Wire Wheel Equipment, \$43

HEIGHTS GARAGE

RAIL OFFICIALS ARE IMPRESSED

GROWERS AND SHIPPERS CONFERENCE

Conference Held With Railway Executives In Appeal for Modification of Freight Increase

In the opinion of R. W. Kelly, member of a delegation of apple shippers and growers who were at Yakima the first of last week to attend a conference of orchardists and shippers with executives of railways penetrating the Northwest, the sessions will have a beneficial effect. H. F. Davidson says that the railway officials expressed a sympathy with the appeals of fruit-growers, who declare the rates discriminatory and harmful to the apple industry.

"The consideration we received from the railway officials," declares Mr. Davidson, "was gratifying in the extreme. They, however, could give us no promises of any modification of the increased freight rate. They will present our data to a conference of heads of eastern and western railways to be held at Chicago Tuesday. We are hopeful of getting some beneficial results from this Chicago meeting."

Mr. Davidson, who read one of the most comprehensive reports of the conditions presented to the Yakima meeting, according to his fellow delegates, qualified to testify on the fruit business by saying that he has been engaged as an orchardist in Hood River since 1893 and is now the principal factor in ownership and operation of 400 acres of orchard in Oregon. He has charge of 120 additional acres.

"Thus," he declares, "I have had the opportunity to observe and experiment the operation of apple orchards. Mr. Davidson showed that the present actual cost to a grower here, of delivering a box for shipment, allowing for a reasonable interest and depreciation charge and under present cost conditions, reached \$2.02 per box. He reached this conclusion by using cost figures found by the Department of Agriculture in 1915 in adding the subsequent increase in cost of production and harvesting. Mr. Davidson says:

"To keep an apple orchard in a continuous productive condition and maintain its value, the owner must have a sufficient amount of cash to enable him to make diligent, practical application of the most scientific and practical methods of pruning, spraying, cultivation, fertilization and irrigation, which he can employ through his own personal knowledge and experience together with such assistance as he can secure from the agricultural colleges, experiment stations and other institutions and bureaus which are supported by the government and states for assistance of this industry. It goes without saying that conditions are quite similar in all the principal northwestern fruit growing districts in these particulars.

"It has been demonstrated that orchard trees are highly perishable themselves, because of the multitudes of diseases and insects which attack both fruit and trees, consequently neglect for only a short period of time is reasonably certain in permanent injury which cannot be repaired. Apple production in the Pacific Northwest has not reached the high maximum that was estimated on a basis of the planted acreage which was growing in 1913, for the reason that there were several unprofitable seasons since 1912, and many growers were unable financially to give their orchards the necessary care and were compelled to abandon them entirely while many growers suffered substantial loss in productive-ness of their orchards, which is still apparent.

"Orchard plantings have been very limited since the low price season of the 1912 crop (the first unprofitable season during the preceding period). Consequently practically all the apple trees of the Northwest that are now planted have reached the bearing age, and nature seems to have made a provision that a new apple tree can be successfully grown on the same ground where another apple tree has already grown to maturity. Therefore, losses of trees in the future will be for the most part permanent both to the owner of the orchard and a consequent loss of tonnage to transportation companies.

"On account of several unprofitable seasons during the past eight years it is very unlikely that much, if any, new acreage will be planted in the Pacific Northwest for several years, as it will take a number of fairly profitable seasons to establish confidence in being able to market the product from the increased acreage at prices that will warrant replanting. So any losses sustained for some years to come are apt to be permanent to the industry. It is fair to state that apple trees are considered to reach full bearing state at 10 to 12 years old and that trees begin to show depreciation at 12 to 15 years. If the owner has sufficient income to warrant him in giving his trees the necessary care, he can keep them in good bearing condition from 20 to 25 years thereafter, which would make the orchard 35 to 40 years old at that time.

"If a railroad the rots out or a rail wears out, it can be replaced at the cost of labor and material and made immediately as good as new. The same rule applies in manufacturing industries. But this is not true of an apple orchard. When the orchard is depleted the owner must get into some other lines of business. Consequently the loss of an apple tree is a permanent loss.

"Lumber tonnage is very heavy from an acre of timber, but when the crop is once removed it is from 50 to 100 years to the next crop. An apple orchard continues to furnish tonnage to the transportation company year after year. It is delivered at convenient sidings, already constructed, and does not require extending branch lines into out of the way places, necessary in developing lumber areas.

Other fruit men at the Yakima meeting were A. W. Peters, L. E. Ireland and C. W. McCullagh.

Additional Premium List

The correct list of winners in poultry entries and winners in domestic arts were not included in the recent lists of premiums of the county fair. They

follow:

Poultry awards: Mrs. Jesse Thomas, Mrs. H. L. Sumner, Mrs. A. E. Shull, E. F. Batten, Mrs. Roy Ramsby, Floyd Dixon, C. D. McKelton, H. T. Regnell, M. H. Isenberg, B. Senter, F. E. Fenwick, B. Heberg, A. L. Page, L. E. Page, M. J. Foley and Charles Carnes, Jr.

HIGHWAY WINS PARK TOUR FOLK

New superlatives in expressing sensations on viewing the Highway were uttered Wednesday of last week by Colorado and California men, members of the National Parks Caravan, guests at a luncheon by Hood River citizens on their arrival from Portland.

"Although the eulogies which Frank Branch Riley has voiced cannot begin to depict the views I saw today," declared Harry A. Burhans, executive secretary of the Denver Tourist Bureau, "and the one thought I had when I arrived here was the opportunity you have of capitalizing on your magnificent scenery. Portland is overlooking a real good bet. In 1915, with our Rocky Mountain National Park, no further from Denver than your Hood River, our tourist business, which, it is declared, has become Colorado's greatest individual industry, returned us \$30,000,000. We started in a small way with one hotel. Today we have 40. You have the greatest drive on the North American continent. Portland can branch out, too, toward the sea. Oregon's metropolis has Hood River in the Mountains and Astoria on the Pacific. San Francisco and Los Angeles need to be aroused to the opportunity they have for selling their scenery."

Mr. Burhans outlined plans of the Park Association to ask congress for an appropriation of \$5,000,000 for an international advertising campaign. Gus Holm, head of the Park to Park Tourist Association, rebuked citizens of the Pacific coast sections for allowing stores to get circulated that their roads were impassable. He declared that hundreds of automobiles had been shipped from Seattle to Los Angeles last year because motorists were given to understand that highways were impassable.

"In fact," he said, "only the stretches were difficult of negotiation." Mr. Holm declared that transcontinental lines of highways must be developed as well as roads up and down the Pacific coast. Then, he declared, the need that will become obvious for the stretches we need to connect the national parks. Many sections, he said, are not able financially to build their individual links of the proposed great national park highway of about 5,000 miles.

Other speakers at the luncheon were Mayor Scoobe; W. J. Hofmann, of Portland, president of the Hood River West Tourist Association; F. B. Owens, representing the Los Angeles Chamber of Commerce on the Caravan; Leslie Butler and Frank Branch Riley. The visitors, before returning to the Portland Automobile Club, where they were guests at a dinner given by W. F. McKenney, president of the Club, were taken for tours of the orchards, where they witnessed harvest scenes. Their automobiles were loaded down with apples.

The party was accompanied by a White motor truck which has been driven the entire distance of 2300 miles so far covered by R. M. Davis, assistant manager of the Denver branch of the company. If the snow is too deep for passenger automobile traffic when the caravan reaches Medford all members will journey to Crater Lake aboard the truck, according to present plans.

Weather conditions were perfect the day of the junket here.

C. W. McCullagh presided at the luncheon. Mr. Butler in his talk announced that he had received word from the State Highway Commission that the Loop Highway around Mount Hood was now an assured fact. Mr. Riley referred to Hood River as a Cinderella who had remained unknown in her isolation until barriers were broken down by the Highway. Now, he said, Hood River is hostess to the world. Mr. Owens congratulated Oregon on her wonderful natural scenery. California, he said, has only artificial scenery, but she makes the most of it in a commercial way.

Hofmann Praises Hood River

Writing to Leslie Butler about the luncheon given last week to the Park to Park caravan W. J. Hofmann, of Portland, says:

"I saw the national park to park highway crowd off for Salem this morning, and they are mighty well pleased with their reception in Oregon. You folks at Hood River made them feel good and our committee, which accompanied them, certainly was pleased with the way you folks handled it. That was a delightful luncheon and the little trip overlooking the valley and the tunnel made them all express the thought that here was the place for future tourist development.

"It was a delightful party to entertain and I really hated to see them go away this morning—in fact, I wanted to go with them south. They are accompanied south by Mr. McKenney, president of the Automobile Club and Mr. Chambers, the secretary. They will escort them to Crater Lake and the California line, and Phil Metchan will go as far as Salem in his bug.

"Again let me thank you, your son, Truman, Mr. McCullagh and the rest of the Hood River good scouts. I am coming up there some Saturday afternoon and spend Sunday, and it is going to be in the near future, too."

Werkman Hurt at Tunnel

James Lynch, member of a crew engaged in lining the twin tunnels between here and Medford, sustained bruises and lacerations about the head, arms and legs when struck by falling rocks Tuesday. He was rushed to the Cottage hospital. No bones were broken.

RAINS DELAY APPLE HARVEST

SEASON'S BEGINNING NOT NORMAL

Pioneer Orchardists Say Rains are Most Persistent in Valley—Season of '93 Cited

Apple harvest has been inaugurated this year under far from normal conditions. Picking to date has been accomplished between showers. Pioneer orchardists say they have never seen a season characterized by such persistent rainstorms as have prevailed throughout September and ushered in October, the month during which 50 per cent of the apples here are picked. In 1893, it is said, rainy weather prevailed, but not to such an extent as during the last four weeks. During the fall of '93 the eastern Oregon wheat crop was ruined by rain.

The persistent rains have not only hampered growers in their picking, but it has militated against them in securing harvest help. Fall weather here is ideal for picking, and many families make of apple harvest a kind of self supporting vacation. The rainstorms this season, however, growers state, have driven many harvest hands away. In places where growers are well equipped to take care of their help, crews have been waiting for the past 10 days to start work.

Resulting from the weather conditions and the reports that are said to have been circulated in Portland to the effect that the crop would be light, the heavy picking season is at hand and a shortage of all classes of help prevails.

HOOD RIVER WINS FIRST AT SALEM

Several little impromptu celebrations were held here Tuesday when P. L. Manser, with Ralph Davies, came home with a blue ribbon awarded Hood River county at the state fair for a display entered in competition with counties classed as chiefly fruit growing. It was not known that the local exhibit had won a first prize until Mr. Manser reached home.

"When it is considered that we had only \$150, appropriated by the county court, to work with and that the exhibits were prepared in just two days' time, our victory is remarkable," says Mr. Manser. "John Koberg, owner of the Twentieth Century Truck Farm, deserves unstinted praise for loading his own motor truck with vegetables and bringing them down to Salem. We were unable to enter any apples competitively, as we reached Salem with only two boxes of any one kind, when the regulations required three." Mr. Manser says that Hood River received some admirable publicity from the exhibit. It was witnessed by scores of thousands of people and much literature was distributed. The fruit displayed was sold the last day. One box of the apples was purchased for presentation to Henry Ford.

J. P. Thoman won in an individual showing with corn in the sheaf, taking second premium. C. J. Magnusson, of Parkdale, won a third prize on American Wonder potatoes.

Mr. Manser says that Hood River would probably have scored more heavily in individual exhibits had they un-derestimated the system of entries. It was thought that the products could not be entered in individual classes where shown collectively.

TOTAL OF 61 GET TRAFFIC FINES

For the month of September Recorder Howe reported 62 lines of \$5 each assessed for breach of traffic rules in the city limits. Most of the cases were for failure to observe regulations against parking in the congested business district. Justice of the Peace Onthank assessed nine fines, all for \$5 except one for \$8. Only one charged with speeding, fought the charge. His case was held before Justice Onthank Friday.

A number of persons paying fines to the city for September and not previously reported were: Howard Melroy, E. E. Byron, muffler open; W. W. Clark, F. A. Oimstead, Glen Wilson, G. Elliott, Rufus Sumner, Hood River Garage, Walter Mayes, C. O. Housnel, C. Strain, C. B. Mohr, M. A. Mohr, H. E. Wiley, parking in restricted district; C. O. Hughes, A. Leroux, no tail light; L. E. Bennett, car left standing with motor running; J. H. Jeffrey, A. Harkin, N. Vanner parking too near fire hydrant.

MARKET ROAD PAVING PROGRESSING

Crews of men are making rapid progress on the paving in Odell. Already the paving has been laid to connect the heavy-bearing Willow Flat district with Odell warehouses, and the entire stretch will be laid in the next two weeks, weather permitting.

The county court has just received a letter from Kenneth E. Hall, testing engineer for the highway commission, who rates the cement used in the work as far better than required. Two weeks ago Mr. Hall's associate, E. W. Lashelle, gave the engineers a low test that State Engineer Nunn, declared it worthless for road paving. The court, however, proceeded with the work on receiving a favorable test from the city of Portland.

Apple Canners Visit Here

The following representatives of the Libby, McNeil & Libby canning plant, of The Dalles, were here Thursday to size up the cull apple situation: H. S. Mathison, Geo. E. Gibson, Ed Kurts, J. H. Lake and E. H. Wilcox. The men, however, offered no statements as to what the price would be for the higher class of culls, other than to express the opinion that they would be much lower than last season when \$20 per ton was paid. The canners stated that their pack would be much smaller this season also.