

The Hood River Courier.

VOL. XXXII

HOOD RIVER, OREGON, THURSDAY, MAY 26, 1921.

No. 52

State Aid for World War Veterans

"The Devil sick, the Devil a saint would be;
The Devil well, the Devil of a saint was he."

In those dark days of the world war when our boys with the allied soldiers were straining every nerve to hold the line, and when for those few days we feared that Hindenberg would get through, we were loud in our praises of the men at the front, and we would have voted unanimously for any measure that would have expressed in some small degree our feeling for the men who were offering their lives that we might continue to enjoy the blessings of Liberty in America.

Just how we feel about it now will be shown by the vote on the Bonus Bill which comes before the people of Oregon at the Special Election on June 7th.

Kresse Drug Co., The Rexall Store

ROAD LOOPS OFFER CLIMAX

DALLES-MOSIER STRETCH APPEALS

Rowena Point Section of Highway Seen From Overland 4—U. R. Grey Builder of Section

The magic of an engineer's vision, followed by work with transit and level and cold, hard mathematical calculation turned Crown Point, where the Highway now winds around the Vista House, from a remote promontory into the vantage point of a wonderland. How many thousands have viewed the expanse of Columbia gorge, farm dotted lowland and fir-clad canyon sides, so inspired by the sight as to carry the story of the wonders they beheld to Oregon's sister state of the Union.

The beginning chapter of the Columbia River Highway, with its story portrayed from cypress rock, graceful curves, fills, cuts and mountain torrents bridged, was a climax in itself. Samuel C. Lancaster, who left an enduring monument to himself in the Figure 8 and Crown Point loops, set a pace that roadbuilders have found difficult to emulate, but the natural scenic resources of the gorge cut by the Columbia through the Cascade range has made possible new chapters each succeeding year in the great scenic highway. At Mitchell's Point in 1915 J. A. Elliott, young engineer of the Highway Department, bored a tunnel that surpasses the famed open windows of Axenstrasse in the Alps. Last year J. H. Scott wrote another chapter of the great scenic boulevard in the six-mile gorge side cut between here and Mosier, where the tourist is awed by inspiring views from precipices and where the highway again penetrates a double tunnel through jutting basalt.

The 1921 Columbia River Highway chapter, if one will permit the figures, is 18 miles long, extending from Mosier to The Dalles, and at Rowena Point, which bids fair to bring as much fame to the Wasco county seat as Crown Point has to Portland, Ulrich R. Grey has constructed a road that will bring new laurels to Oregon's highway department, already far-famed.

The new link of highway between Mosier and The Dalles has just been opened to traffic, and Rowena Point is fast becoming the goal for those who wish new thrills of motoring. The writer, accompanying C. A. Elliott, mid-Columbia distributor for the Overland Motor Car Co., Fred W. Donnerberg, the Slocum-Donnerberg Co. photographer, and Harold Patton, toured over the Hood River section of the Highway recently. The loops of Rowena Point brought expressions of surprise from every member of the party.

Rowena Point, just east of Rowena Dell, known as Hog Canyon, a willow-covered flat 1,000 feet across and walled in by precipitous cliffs 200 feet high, is directly opposite Lyle, Wash., in whose brown hills sleeps F. H. Bailey, author of "The Bridge of the Gods." The topmost loop, at the west end of the series, encircles a flat-topped, solid mass of basalt, which looks from a distance like a massive monument erected by the roadbuilders, so symmetrical in shape that it resembles a cross. Thence journeying east toward The Dalles, the motorist coasts downward in and out around six loops. Although the distance as the crow flies is only about three-quarters of a mile, the road's length is two miles and the drop in elevation is 625 feet. While the loops of the Figure 8 are hidden from each other by a fir forest, those of Rowena Point are always in view. They are not so close together, however, for slightly clumps of oaks rear themselves irregularly through them and here and there a stunted pine.

On the east side of Rowena Dell, which the highway encircles in a horseshoe-like loop, is one of those artistic concrete bridges, one of the features of the Columbia River Highway. If the motorist would make the most of a journey to this point, he should leave the car at this bridge and walk east to the top of the flat-topped rimrock of the gorge, where the ribbons of the loops, the Columbia, narrowing here, and the town of Lyle, are stretched out beneath him in the view, like a map. It is interesting to watch a string of trucks or automobiles twist in and out over the loops. The grade in no instance exceeds five per cent, and the Overland raced easily up the long 2-mile grade on high gear.

It is a rugged bit of gorgeside this Rowena Point, and a year ago, when Mr. Grey, who located the road as well as built it, was engaged with his surveying crews, the man or crew with engineering qualifications might have wondered just how he was going to proceed. Recently Mr. Grey was accompanying a contractor, prospective bidder on paving of the route, over the Rowena Point loops. The contractor was impressed. He remarked:

"The man who located this road certainly had guts."
A movement has been under way in The Dalles to secure state ownership of all land lying in the loops of Rowena Point. Mark A. Mayer, owner of a large Mosier district orchard lying just to the west, has offered to donate funds for payment if the state will acquire an 80-acre tract including the rocky promontory topping the loops. Mr. Mayer makes his offer of the gift contingent on the state developing the tract for park purposes.

The entire 24 miles of new highway between Hood River and The Dalles is now surfaced with gravel, except a short stretch just east of Rowena. A battery of trucks is now hauling material from the Marsh pit just east of Mosier and this short stretch will be surfaced in two weeks. The traveler is impressed over the entire 24 miles with activities of contractors in preparing for paving. Bituminous surfacing, similar to that of Multnomah and Hood River counties will be laid on the entire section this year, except for five miles in the vicinity of Rowena Dell and Rowena Point. While the contract to the Hauser Co., preparing for paving of The Dalles end of the new grade, includes this five miles, city will not be surfaced until next summer, in order that heavy fills may be given an opportunity to settle. The contract with the Hauser company, however, calls for maintenance of the five miles throughout the winter, and an open, passable road is assured the

public. By the fall of 1922, the entire distance from Astoria to The Dalles will be fully paved. The A. D. Kern Construction Co. has the contract for paving 10 miles of the Highway from Hood River to the Marsh gravel pit, east of Mosier. The Hauser company plans on paving the first "hot stuff" about July 1, and the Kern concern should begin operations about this week. The road will only be closed to traffic during working hours.

The new grade between Hood River and The Dalles is less by five miles than the old road over the hills. The old road between Mosier and Hood River, climbing to an altitude of almost 1800 feet was dangerous because of excessive grades and sharp curves. The maximum grade on the old road between Mosier and The Dalles is 1100 feet, while the maximum of the new grade is 750 feet. At the high point, just east of Rowena Dell, both Mount Adams and Mount Hood are in view of the motorist, and Mount Defiance, at the west of the Hood River valley, lifts its head, one of the highest wooded points on the continent. The construction of the grade between Hood River and Mosier was the most expensive undertaken by the Highway Commission up to the time of its completion. The cost of the six miles, on completion of graveling, had reached an approximate \$375,000. The cost of grading the 18 miles from Mosier to The Dalles has reached \$370,000. The graveling cost is estimated at \$68,460. The heaviest expense on the latter stretch was met with on Rowena Point. Between Rowena and Mosier a total of 214,000 cubic yards was moved in excavation. Between Rowena and The Dalles only 64,000 yards were moved. The cost of paving the road from Hood River to Marsh pit will reach \$381,000. From the latter point to Mosier the contract price is \$383,581.

The Columbia gorgeside from Mosier to The Dalles is now especially beautiful. Because of recent rains the grass on the shallow soil of the bare slopes is unusually green. The summer's drought will soon result in the parching of the greenery, and the hills around Lyle will turn brown. The motorist now is attracted by the wide expanses given an exquisite coloring by the bloom of purple lupin and the gold of wild sunflowers.

En route from Hood River to The Dalles the motorist passes into eastern Oregon. The difference in topography is marked as the car, headed eastward leaves the twin tunnels, just this side of Mosier. The tunnels may be called the gateway between eastern and western Oregon. Eastward from the twin bore one notes more and more the characteristic of bare hills, the opportunity of gaining longer views. There is less of trees and more of the open sky and sunshine. It is along this link of the road where the rain and the sunshine meet.

RIGHTS OF WAY MOSTLY DONATED
W. A. Langille, owner of a Mt. Hood ranch, who was appointed by the county court to secure rights of way for the proposed valley trunk link of the Mount Hood Loop Highway, has completed a canvass of all property owners. Except 10 out of 150 orchardists and ranchers, all express a willingness to donate the rights of way of the new road.

Five of those asking claims, Mr. Langille says, will make only nominal requests. The others, who will lose valuable orchard trees, indicate a demand for heavy damages. Still the cost of the rights of way will be far less than anticipated.

BUSINESS WOMEN ORGANIZE CLUB
At a meeting at the Hotel Oregon Thursday night 41 business and professional women met and organized the Hood River Business and Professional Women's Club. One of the first tasks of the organization, it is announced, will be to secure from the city a triangular plot, 200 feet long and 40 feet at the wide end, at the intersection of Cadesco avenue and Oak streets, city extensions of the Highway. It is proposed to turn the plot into a park, covered with native shrubs.

The women, learning that an offer had been made to the city for the plot, to be used for a signboard, express an eagerness to defeat such an aim. A committee will work with the council over disposition of this plot and the elimination of other unsightly signboards.

Consideration of the proposed county bond issue of \$350,000 was the chief topic of discussion at the meeting. E. F. Batten and A. W. Peters, prominent East Side orchardists who oppose the bond issue because of alleged improper location, spoke against the issue. Col. W. S. Dowd, Upper Valley orchardist, pressed the women in behalf of the issue.

While no definite action was taken by the new club, consensus of opinion favored the highway bond issue. The next meeting will be held Thursday evening, June 3, at the Mount Hood hotel, following a 6:30 o'clock dinner.

TAXATION COST OF ROAD BONDS GIVEN
Preliminary Monday night at the meeting of the Commercial Club, President Fredrick took occasion to discuss the \$550,000 road bond issue on which Hood River electors will vote June 7. Mr. Fredrick showed that the increase in taxation, as a result of the issue, if voted, would be only \$3.85 per acre and per year. He pointed out that the state would take over and maintain the road after it had been graded and gravelled and thus Hood River would be relieved of the annual expense of maintaining a trunk road through the valley. Mr. Fredrick declared that it would be nothing short of a crime for the electors of Hood River county to vote down the bond issue, in view of the fact that the state offers to match dollar for dollar monies expended by the county in constructing a valley trunk of the Mt. Hood Loop Highway.

Last night a party of Commercial Club men motored to Parkdale to participate in a good roads meeting staged by the Men's Forum there.

DEAD WILL BE HONORED

MEMORIAL DAY FALLS ON MONDAY

Legion, Grand Army, W. R. C. and Fraternal Bodies Will Join in Paying Tribute to Departed Comrades

With all business houses closed the day the people of Hood River will join the Grand Army, American Legion, Woman's Relief Corps and other patriotic and fraternal organizations Monday in celebration of Memorial Day. Veterans of the great war Legion members will assemble at Monday morning at the Commercial Club in uniform. At 10 o'clock will join the other patriotic and fraternal bodies at the Pythian building, where an address will be delivered by Geo. R. Wilbur. Miss Viola Colvin will read an original poem. Other numbers are being arranged for.

Immediately following the program all will march to the bridge over Hood River, where the Woman's Relief Corps will participate in a memorial service for the nation's sailor and marine dead. Assembling at the court-house on State street, the participants will form a line of march for Idlewild cemetery, where both American Legion and Grand Army ritualistic ceremonies over graves of departed comrades will be observed.

The line of march to the cemetery will be as follows: Pythian band, Grand Army men in automobiles, American Legion marching, Woman's Relief Corps in automobiles and then fraternal bodies and the general public. The committee in charge of the day's celebration for the Legion consists of Dr. Abraham, Dr. Pineo, and Emmet Forsythe. They urge that all citizens observe strictly instructions on the line of march in order to avoid confusion. All citizens who can be urged to bring their automobiles out for transporting Grand Army veterans and Relief Corps members to the cemetery.

Sunday Memorial Services
The members of the Grand Army Post and Woman's Relief Corps will attend services in a body Sunday at Asbury Methodist church, where Rev. Sykes will deliver a memorial sermon. The members of the organizations are asked to assemble at the old K. of P. building at 10:45 a. m.

MERRILL GIVES TALK ON MILK

Vegetable oil interests engaged in the manufacture of butter substitutes have attacked a bill adopted by the last Oregon legislature and providing for the elimination of wording or reference to dairymen in advertisements of butter substitutes according to Secretary Merrill of the Oregon Dairy-men's Council, who addressed the Commercial Club Monday night. Commissioner Hawley, of the Oregon Dairy and Food Commission, was scheduled for an address. Mr. Merrill made the announcement in apologizing for Mr. Hawley's absence.

"He can best serve you, however," declared the speaker, "by being present at a hearing on an injunction, which the vegetable oil interests are seeking against the bill which is effective June 1st."

Mr. Merrill declared that the progress of nations could be traced to a dairy diet. He arraigned Oregon for a failure to consume enough dairy products for her own use, declaring that at present less than a pint of milk per capita per day is being produced for all dairy and creamery purposes, when each individual should drink a quart of milk a day. Mr. Merrill cited that Hood River is producing insufficient quantities of dairy products and that the city is importing heavy quantities of butter substitutes.

The meeting was staged by the Commercial Club prime in the interest of a better milk ordinance proposed by the city. A feature of the meeting was the reception tendered by the club to recent winners of county public school oratorical contest, Anna Parker, Percy Henderson, Marian Wyatt and Oscar Magnuson, who before the meeting were guests at the Mt. Hood Hotel at a banquet. Arthur Florer and Viola Colvin, who delivered meritorious selections at the contest, were guests at the banquet.

WARM WEATHER RIPENING BERRIES

Warm weather is causing strawberries to ripen fast and small express shipments have begun to roll from the valley. Carlots of berries, however, are not expected until the latter part of next week. The late spring will result in short harvest season, if the warm weather continues. Berries of the Upper Valley section, which are usually two weeks later than the Lower Valley districts, will ripen before the Lower Valley harvest is over. Growers have begun to seek harvest help, and by the latter part of next week hundreds of men, women and children will be able to find employment in the berryfields. The American Legion Post, yesterday received word from the Vancouver Post that a number of Legion men of that vicinity would be available for berry picking. The local Post immediately made arrangements to place the men here.

PORTLANDERS WILL BUILD ODELL SCHOOL

Walle & Shattuck, Portland contractors, were given the award by the Odell school board for a new two story grade school for the district. Their bid was \$27,511, the lowest of nine bidders. The highest bid was for \$31,600.

Work on the new school, 70 by 90 feet, to be of tile and stucco construction, will begin this week. The new building will provide seven class rooms and a large play room with a balcony. Dennis Nichols, of Vancouver, Wash., is architect for the structure.

KOBERG'S ASPARAGUS SPRING SOWN LETTUCE TOMATO PLANTS CABBAGE PLANTS

THEY ARE **NONPAREIL**

GROWN BY

Twentieth Century Truck Farm

J. H. KOBERG, Proprietor

MEMORIAL DAY

Reminds us all that we share the responsibility for finishing the work for which America's heroes laid down their lives.

Every day is Memorial Day for those who have caught the real spirit of patriotism and are helping to make this a nation of independent, prosperous and thrifty people—substantial citizens of a substantial land.

This Institution will be closed on Memorial Day, May 30.



THE FIRST NATIONAL BANK

HOOD RIVER, OREGON



Theory vs. Fact

There is a theory that the Bonus Bill is all wrong; that our men went to war inspired by the highest motives of patriotism and loyalty and that to have the state compensate them now would detract from the glory of it all and bring their wonderful service down to a sordid commercial basis.

The fact is that the men who returned covered with mud and glory were thrown back into civilian life to shift for themselves and the passing of the Bonus Bill on June 7th, will permit the people of Oregon to show, in a small but definite and tangible way, the feeling of a grateful state toward her worthy sons.

Vote 302 Yes

SLABS

Now is the time to place your order for slab wood so as to allow time for proper seasoning during the summer months. We handle the entire local output of the Dee mill.

Special prices on car load lots of ten to twelve cords. F. O. B. car shipments to ranchers at points on Mt. Hood Line.

EMRY LUMBER & FUEL CO.

Successors to

HOOD RIVER FUEL CO.

PHONE 2181

FOURTH AND CASCADE

New Prices

The following new prices on Oakland Six Cylinder Motor Cars were effective Monday, May 9, 1921:

	Old Price	New Price
Oakland Touring Car.....	\$1395	\$1145
Oakland Roadster.....	1395	1145
Oakland Coupe.....	2065	1815
Oakland Sedan.....	2065	1815

All Prices F. O. B. Pontiac, Mich.

At its new low price the Six Cylinder Oakland offers a combination of high efficiency and low cost not equalled by any other motor car. Arrange for your demonstration now.

OAKLAND MOTOR CAR COMPANY
Pontiac, Michigan

OAKLAND

HEIGHTS GARAGE

J. F. VOLSTORFF, Prop.

NOTICE

TO DEALERS--SMOKERS

The Hood River Cigar Company has recently added to its stock the Camel Cigar, mild Havana, put up in single foil, 10c. Also Camel Cigars, 5c, 5 in foil, perfect, sanitary package. Pre-war prices and quality guaranteed.

Other brands including Single Binder, 2 for 15, El Mural, 3 in foil, mild and sweet. Get the worth of your money by using any of the above brands.

Let's boost our town and give employment to more people. Our home industries, well patronized, means more dollars to our city and county.

Our Cigars are for sale by all dealers.

Thanking the public generally for their liberal support in the past and soliciting your further valued co-operation, we are respectfully yours,

HOOD RIVER CIGAR CO.