

The Hood River Glacier.

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WHEN A MAN MARRIES

At a recent national conference of savings bank officials, it was said that married men save more than single men-- and more savings accounts are opened in June than in any other month.

So June, the month of brides-- and sweet girl graduates and eager boys with the light of the world's battles in their eyes-- is also the month of Savings Accounts.

But why limit this advantage to married folks? Everyone needs a savings account and now is the best time to start one-- and here is a good place-- where good service and security of funds make our interest rate doubly attractive.



THE FIRST NATIONAL BANK

HOOD RIVER, OREGON

The Apple Blossom Cafe

Since we came to Hood River, we have been pondering over a name for our Oak Street cafe. Finally it dawned on us that nothing could be more significant of the Hood River Valley and its wealth of pastoral and scenic beauty, the orchards, surrounded by fir-clad hills and ranges, overtopped by the sentinel peak of Hood than

The Apple Blossom Cafe

In our choice of a name we expect to live up to the Hood River and Apple Blossom standard. We intend to make the name "Apple Blossom Cafe" popular in Hood River and a name that you will sincerely respect.

R. V. FOREMAN

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Perfumed with the wonderful new odor of 26 flowers

- Jonteel Combination Cream
- Jonteel Cold Cream
- Jonteel Face Powder
- Jonteel Face Powder Compact and Rouge
- Jonteel Talc
- Jonteel Extract and Toilet Water
- Jonteel Soap
- Jonteel Manicure Sets

KRESSE DRUG CO.

The *Rexall* Store

Come in and hear the June Victor Records



High Grade Municipal Offerings

We offer subject to prior sale, the following desirable MUNICIPAL BONDS:

- \$6500 Hood River School District No. 5, maturing 1927 to 1931. Price par and interest to yield 6%.
- \$3000 Clatsop County, Ore., Road Bonds, maturing 1931. Price par and interest to yield 6%.
- \$3000 Port of Umpqua, Douglas County, maturing 1927. Price 98 and interest to yield 6.40%.

BUTLER BANKING COMPANY

Member Federal Reserve System

BERRY HARVEST IS UNDER WAY

PICKING AT HEIGHT THIS WEEK

Delayed Season and Protracted Warm Weather May Result in Short Harvest--Quality Fine

The Hood River strawberry harvest, delayed longer than normally because of continued cool spring weather, is at its height this week. The Apple Growers Association shipped the first carload of berries Saturday night, and carloads have followed each night since. Three carloads were shipped last night.

The delay of harvest resulted in many transient families, most of whom motored here over the Highway, returning before berries were ready to pick. Prospective pickers began arriving two weeks ago. The free auto camp has been crowded with their cars. Not until the latter part of last week did growers begin calling for help. For a time it looked as though the premature arrival and disappointment of pickers, who left by the score the latter part of last week might result in a labor shortage.

The berry harvest, as a result of the late season, will probably be shorter than usual. Especially will this be true if the weather turns and remains very hot. The berry fields of the foothills in the Willow Flat and Mount Hood district will be ripening this week, and their harvest, usually a good bit later, will occur at the same time as in the fields of the lower elevations of the valley. The short season, too, may cause the tonnage to be somewhat lighter than the estimate of 50,000 crates.

The quality of berries so far marketed is above the average. The fruit is firm and of a uniformly large size.

COLUMBIA FLOODS LOWLAND GARDENS

Seeping through a gopher hole on the upper end of the dike Sunday night, the Columbia flood inundated the extensive truck gardens of Harry Munemato, who has the lowlands on the F. H. Button place just east of the city. The small leak was worked into a large break in the levee and the waters poured into the field. Monday morning the diked-in area had become a lake, and Mr. Munemato's home was cut off.

The damage is variously estimated as from \$2,500 to \$4,000. Harry picked his crop of peas last Friday, the product selling in ready demand here for 20 cents per pound. He had a large acreage of tomatoes fruiting, and his early potatoes would have been on the market in a few weeks. His asparagus was not all harvested. Harry had made a game fight to keep his truck garden clear of water and had gone to considerable expense. Since the flood water had begun to climb the dikes he had kept an electrically driven pump going at his place.

FLOOD INUNDATES KOBERG'S GARDENS

With the water still a foot from the top, the dikes around J. H. Koberg's Twentieth Century Truck Farm, one of the most renowned truck gardens in Oregon, broke Tuesday morning, inundating his extensive tracts and causing a damage estimated at nearly \$10,000. Now under many feet of water, the big truck farm, alongside the O.-W. R. & N. track just east of the city, has the appearance of a lake. Mr. Koberg's crop loss includes string beans, potatoes, cabbage, large asparagus tracts, tomatoes and other vegetables.

The flood water of the Columbia, now higher than any time since 1915, has practically wiped out truck gardening on the lowlands between The Dalles and points west of here. These districts have been accustomed to supply the local market and to ship huge quantities of produce to northeastern metropolitan points and the interior. The crop loss, which will reach upward of \$100,000 along the mid-Columbia, will result in a serious shortage of vegetables.

Mr. Koberg's place has not been flooded since 1910, his dikes having held during high water of 1913, 1917 and 1918. He declares that the government service is remiss in reporting the upstream raise of the river. "I did not know until last night, when I came to town and secured a telegram," he said Tuesday, "that the Snake and Columbia had shown such a raise. As soon as I saw it I immediately went home and removed my pumping plant and apparatus that would have been lost if they had been left. I did not get the government report of the upstream condition until this morning. It seems to me that the wires should be used in such instances."

The Koberg home is cut off from vehicular traffic, but the family uses a floating bridge across the floods, reaching the O.-W. R. & N. track. The home, on an eminence, is out of reach of the water, unless the stream raises very much.

LEGION POST HOLDS DELEGATE ELECTION

Hood River Post of the American Legion held an election of delegates, to attend the annual convention, at the regular meeting Monday night. A committee, composed of George E. Barr, Robert J. Barr, Valentine Beaman and Hayes E. Ford, provided mess for the Monday meeting.

NEW HOTEL TO BE OPEN WEDNESDAY

The Columbia Gorge Hotel, which is now receiving the finishing touches,

will be formally opened to the public next Wednesday. The big dining room, overlooking the Columbia and Wau-Guin-Guin falls of Phelps creek, will be in commission, and a large guest list of local and Portland folk is expected.

At a very early date the hostelry will be the scene of a banquet given by Julius L. Meier, of Portland, and associates in good roads movements of the past decade, in honor of Simon Benson.

The new hostelry, erected at a cost of \$300,000 by Mr. Benson, will be managed by Henri Thiele, former chef of the Hotel Benson, Portland. Mr. Benson made the choice of the location a mile west of the Hood River city limits, last summer. The first announcements of his plans for a mid-Columbia tourist hotel were made Sunday, August 8, last year, when Al Kader Temple of the Mystic Shrine entertained members of the San Francisco Shrine Temple at a picnic arranged by Mr. Thiele on the grounds of Wau-Guin-Guin.

VAUGHAN VICE PRES. OF BANKERS' ASS'N

C. H. Vaughan was elected vice president of the Oregon State Bankers' Association which met at Seaside last week. Mr. Vaughan and S. J. Moore were in attendance from here, motoring down in Mr. Moore's car. They were accompanied by their wives. The convention, it is said, was one of the most interesting ever held. Speaking of it, Mr. Moore says:

"We were addressed by some eminent bankers from the east. Vice Chairman Grant, of the board of the Irving National, and Vice President Cox, of the National Bank of Commerce, both large New York City institutions, made talks. All declare that the crest of depression has passed, and that nationwide the status of legitimate credit is wholesome. I think I gathered my most interesting information from Mr. Cox, who preaches higher quality and a cheapening of costs of production in fruit districts. Mr. Cox, who is interested in what the raisin growers have been doing in California, declares that fruit products must be distributed widely and kept out of the luxury class. He told how the raisin men had seen the evils attendant on recent high priced raisins, and how they were working toward bringing back their commodity to the status of a staple and putting raisins again on the pie counter. He urged apple growers to do likewise."

CAR IN PLUNGE, OCCUPANTS UNHURT

Accompanied by his wife and two children, S. A. Jones, of Burns, drove his automobile over an embankment near Wyeth Saturday. The car turned over three times, plunging through a barbed wire fence on its way to the foot of a steep embankment. The occupants were left scattered all along the track of the machine, but not one of them suffered a scratch. Mr. Jones says he and his wife were both looking at a wooded spot, where they planned camping for the night and did not notice the curve they were approaching.

SCHOOL GROUNDS BEING IMPROVED

The city school board has awarded to J. L. Walker, of the Heights, the contract for grading and terraforming the grounds of the new Park Street school. A lawn and shrubbery will be planted immediately around the new brick building. Divided by a walk, boys' and girls' playgrounds will be arranged along Ninth street. The school grounds comprise a full city block, and the board plans on making them the handsomest of the city.

FAIR BOARD TO GO ON JUNKET

Saturday, June 18, the County Fair Board, accompanied by many citizens, will make their annual motor junketing tour through the valley, inspecting stock farms, ranches and orchards. Last year's tour, which resulted in greatly increased interest in the fair, will be eclipsed by this year's junket, it is said. All who intend making this trip should communicate with Secretary Manser, Telephone 5497. The cortege will leave the Commercial Club at 9 a. m.

UPPER VALLEY POWER SYSTEM COMPLETE

Work of installing an electrical power distributing system for Upper Valley orchardists south of Parkdale has been completed at an approximate cost of \$4,000. Eight miles of line were built, and an area of orchards of the section, 2 by 14 miles will be served. The growers of the section have formed a company for the purchase of energy in wholesale quantities. They have the expense of the distributing line and will distribute the power to themselves. The orchardists will use electricity not only to light their homes and for other domestic purposes, but they plan on operating various apple harvest devices electrically. Max L. Moore built the line for the Upper Valley men.

ROAD BONDS HAVE CARRIED

THE VOTE 1257 FOR, 898 AGAINST

Upper Valley Precincts are Unanimous And Lower Town Electors Roll Up Big Majority

Hood River county by vote of a bond issue of \$350,000 at Tuesday's election forged the last link in the chain of events that will lead to the Mount Hood Loop Highway encircling Mount Hood. The local bond issue voted on an invitation from the State Highway Commission asking the county to join on a 50-50 basis with the state in constructing a 20.8 mile trunk road on the East Side of the Hood River valley, over Booth Hill and through the Upper Valley orchard section, connecting the Columbia River Highway with the Loop road at the bounds of the national forest. The estimated cost of the trunk, work on which will begin at once, is \$652,000. Hood River made available extra funds for the possible cost of rights of ways, but orchardists of the part have already signified their intention of donating rights of way, and W. A. Langille, who has been engaged by the county canvasser whose whose places are traversed by the survey, estimates that the total cost of rights will not reach \$15,000.

Hood River voters, who supported the bond issue, considered the trunk road from a market standpoint as well as from the point of its importance as a tourist trunk route. The highway had its greatest support in the two Upper Valley precincts, the voters realizing the benefits they would derive from a trunk market route that will enable them to reach Hood River on a five per cent grade. The new trunk will eliminate tortuous grades of the old road, which is fairly impassable in the winter months. Parkdale precinct of the Upper Valley gave the road bonds 235 to 9 against, and vote in Mt. Hood precinct was 98 for and only 4 against. The opposition was noted in districts remote from the trunk road and from the Odell section, where voters expressed disapproval because the survey passes a mile to the east of the marketing center. General rejoicing prevails in the Upper Valley sections. The business population of Hood River, too, received a strong majority for the bonds.

While the opposition to the bonds, casting aspersions at the honesty of the State Highway Commission, conducted an organized last moment campaign against the bonds, the efforts of supporters were never as strongly organized as in the road bond campaign of 1914, when the county voted an issue for opening impassable stretches of the Columbia River Highway. Several meetings were arranged and held by J. H. Fredrick and a committee for the bonds was taken by S. Benson, ex-chairman of the State Highway Commission, who is now making his home here. Mr. Benson's participation is recognized to have had a strong influence on voters.

"The vote on the bond issue by precincts for and against respectively was as follows: Baldwin, 98 and 4; Barrett, 67 and 107; Center, 82 and 83; Deo, 29 and 37; Falls, 27 and 67; Park, 20 and 60; North 180 and 46; Odell, 93 and 177; Oak Grove, 39 and 63; Heights, 71 and 47; Parkdale, 235 and 9; Pine Grove, 153 and 103; Wanama, 125 and 69; West, 35 and 35.

"I am exceedingly pleased with the result of the election," declared Mr. Benson yesterday. My observation of Hood River valley folk leads me to say that you can trust them to do the right thing in the long run. Everybody ultimately is going to be proud of the action taken Tuesday."

The Loop Highway was first brought before the public in 1916, when, at the instance of J. O. Hannum, then commissioner, a horseback trip over the proposed route of the road was arranged by T. H. Sherrard, state forest supervisor. The following participated in the ride: Mr. Sherrard, Rufus Holman, Leslie Butler, Mr. and Mrs. W. L. Clark, Engineers Finch and Seybeler, of the United States Forestry Service, C. A. Bell, Mr. Hannum, Mrs. Anna K. Baker, Dee Worgelt, Warren Cooper and Ed Spencer. The party entered the forest June 25, 1916 near Mount Hood Lodge and spent the night camped at Elk Meadows. Mr. Sherrard had had trails slashed over portions of the route and an elaborate camp was provided. The snowfields of Mount Hood and snouts of glaciers were within easy access of the party much of the time they rode around the east base of the peak.

NEIGHBORS OF WOOD-CRAFT MEET HERE

With L. B. Gibson delivering an address of welcome, the annual convention of the Oregon district of Neighbors of Woodcraft comprised of Crook, Wasco, Hood River Multnomah, Columbia, Clatsop, Tillamook, Sherman, Clackamas and Washington counties, was opened at the Pythian hall Monday. With a single exception, delegates, numbering 214, were here from each of the 31 circles in the 10 counties. The visitors were treated to a public reception Monday night, the feature of which was a strawberry feast.

The following grand officers were present: Carol Hammelgam, past district guardian; Elizabeth Wise, district guardian; Lenora Jones, district adviser; Mina Clabanah, district banker; Bertha H. Brinzehoff, district clerk; Sadie Gill, district musician; Catherine Stiles, district captain of the guard; Emma Chapman, district attendant; Welthea Jugals, district inner sentinel; Nellie Wiegman, district outer sentinel; Edna Beam, Theresa Alphin and Bill Peffer, district managers; Jessie Blomesthal, district musician; and Gracie Sandenleaf, district inspector.

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For complete details as to routings, train schedules, side trips, sleeping car rates and reservations, and other travel information desired, call on or telephone

J. H. Fredrick

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It's A Wise Woman

who offers her husband an afternoon cigar from a box purchased here. He'll stay home all right and be so good natured that getting a new gown or hat will be as easy as can be, for our cigars are a real man's smoke. They soothe, comfort and satisfy

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

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The Blue Diamond Bowling Alleys

is the coolest place in town in the summer months. And our new electric ventilation absolutely does away with the smoke nuisance.

Have you yet won one of our prizes? Four standing prizes for men, four for women.

Till further notice we will sell our \$6 bowling ticket books for \$4.50.

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