

APPLE GROWERS

have many details to attend to at harvest time, some of which can be taken care of now. Among these are

RUBBER STAMPS

Look over your supply. You will find some of them lost or worn out. Perhaps you have a new variety coming into bearing or need a name stamp. Place your order NOW and have them ready when needed.

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HOOD RIVER GLACIER

here, other than maintaining the proper level of oil in the transmission. Steering Gear Drag Link—Every 750 miles, remove plug in each end of drag link, clean out ball and socket joint, wash thoroughly with Pearl Oil (kerosene) and repack with fresh grease. Replace plugs and cotter pins. Steering Gear Housing—Every 1,000 miles, remove grease cups from steering gear housing, and with grease gun inject a sufficient supply of grease to completely fill housing. Wheel Bearings—Every 2,000 miles, remove wheels and wash out bearings and hubs thoroughly with Pearl Oil (kerosene.) Repack hubs and bearings with fresh grease and replace wheels. Springs—Every 3,000 miles, jack up car by frame and separate the spring leaves by means of a spring spreader. Clean surface of leaves and then spread thin coating of lubricant over surface with small brush or paddle. Repeat operation whenever spring squeak develops. Grease Cups—Daily, or every 100 miles, turn down all grease cups two complete turns, refilling cups with fresh grease when empty. This includes grease cups on all spring bolts, steering knuckles, and cross rod brake shafts, etc. General Lubrication—Daily, or every 100 miles, use squirt can to apply oil to all joints and small working parts not otherwise lubricated, such as spark and throttle control connections, brake clevis pins, etc. Care should be taken that all oil passages are free from dirt, so that clean oil can reach bearing surfaces.

FLNS, FURN AND FEATHERS

Joe G. Vogt Sunday won the semi-monthly tournament of the Hood River Gun Club, breaking 22 out of 25 pigeons. Wayne L. Poland won second place with a score of 20. R. V. Foreman and S. J. Frank tied for third place with 19. Other scores for the day were: W. L. Marshall, 18; J. W. Haviland, 17; H. Dumbolton, 18; Earl Franz, 18; Corbett Alexander, 18; A. F. Davenport, 15; H. O. Kresse, 14 and Geo. Poe, 18.

The standing of club members for a cup to be awarded August 1 for the best average for the season is as follows: Pooley, 88 per cent; Marshall, 84; Foreman, 83; Haviland, 72; Dumbolton, 74; Poland, 77; Vogt, 80; Scheer, 72; Poe, 76; Frank, 71; Franz, 68; Alexander, 68 and Davenport, 72. Mr. Vogt has offered a hunting suit to the longest run for the season.

The club has elected officers for the ensuing year as follows: E. R. Pooler, pres.; S. J. Frank, vice pres.; W. L. Poland, sec., and W. L. Marshall, field captain.

Mr. Vogt was awarded a \$5 pipe given by H. S. George. Mr. Poland won a sack of flour, appropriated by the Kaesser Grocery, and Foreman, who won the shoot off in the third place, received a year's subscription for Out Door Life, a gift of Slocum & Donnerberg. In the shoot-off between the latter two men, Mr. Foreman made the record score of 25 straight pigeons.

When D. E. and W. F. Rand, Harold Tucker and Will Metcalf, who had recently gone on a day's fishing excursion at North Lake, remained away overnight, a searching party was formed to look for them. The men, all experienced mountaineers, penetrated the brakes of the Columbia by way of Wyeth. After a day's good fishing they started back down the wild region to the Columbia river. In the twilight they headed down the wrong moraine and thus missed the trail.

The men spent the night almost in a stone's throw of Wyeth. Their descent at the point was impossible. They decided not to attempt to retrace their steps further into the brakes of the head of the Wyeth trail until daylight. As they emerged into the cleared space of the Columbia River Highway at Wyeth they met a searching party going in for them.

County Clerk Shoemaker is wondering if the practice of transferring automobile licenses, utilized in circumventing the law, has had its effects on dog owners. Mr. Shoemaker has just received a letter from an Underwood merchant who states that a stray canine, wearing Oregon dog license tag No. 6, has appeared at his place.

Looking over his records, Mr. Shoemaker ascertained the name of the owner who applied for state dog license No. 6. He informed the owner that his dog was at Underwood. The latter, however, refuted the story, supplying the proof by showing his dog. The license tag, however, was missing.

A brown and white carrier pigeon broke its neck last week on Second street when it flew into a telephone wire. A leg band bore the following: "530, A. I. 19 V. V." No message was carried. The pigeon was not owned locally.

St. Mary's Catholic Church

Services Sunday morning are as follows: Low Mass, 8 o'clock; High Mass, 10:30 o'clock. Instruction for the children at 9 o'clock, each Saturday morning.

Immanuel Lutheran

9th and State Sts. No services Sunday. Pastor attending convention at Seattle. Sunday school at 9:45.

The Baptist Church

Pine Street, near 12th. Dr. E. Herbert Hayden, Pastor. Residence, 1107 Pine Street, Phone 2723. Sunday School at 10 a. m. Public Worship at 11 a. m. and 7:30 p. m. Epworth League at 6:30 p. m. Prayer Service Wednesday at 7:30 p. m.

St. Mark's Episcopal Church

Cor. 11th and Eugene Sunday school at 10 o'clock. Hereafter evening prayer service will be conducted at 8 p. m. each Sunday. Rev. C. G. Hoibolt, Rector.

Seventh Day Adventist Church

Corner 15th and C streets Sabbath school Saturday 10 a. m. Preaching service 11:15 a. m. Prayer meeting, Wednesday 7:45 p. m. All are welcome. Minister F. F. Oster. Residence 810 Columbia St. Phone 3474.

Christian and Missionary Alliance

Sunday School at 9:30 every Sunday morning. Regular services at 11 o'clock. Regular Sunday evening services. Special musical programs. All cordially invited. Rev. D. M. Carpenter, pastor.

Christian Church

The pastor was greeted by good audiences last Sunday on his return from the state convention. Regular service next Sunday. Bible school at 9:45 a. m., preaching at 11 a. m. Topic, "Growth With Grace." Christian Endeavor at 7 p. m., preaching at 8 p. m. Topic, "The Vision from Life." The pastor's family will soon occupy the new parsonage and a dedication service will be held August 7, with a full day's program. Plan to spend the day with us in worship and good fellowship. J. C. Hanna, Pastor.

First Church of Christ, Scientist

Services will be held in Church Building, 9th and Eugene, Sunday, 11:00 a. m. Subject: Truth. Tuesday, 11 a. m. Sunday School at 11 a. m. Wednesday service, 8 p. m. The reading room is open daily from 3 to 5 p. m. in the Church.

O. W. R. & Co. Time Table

WEST BOUND No. 23, Portland Express, 4:40 a. m. No. 11, Spokane-Port. Pass., 5:55 a. m. No. 19, St. Louis, Kan. City, 6:10 a. m. Denver, passenger, 6:10 a. m. No. 1, Pendleton-Port. Local, 7:20 p. m. No. 17, Chil., Omaha, Denver, Kan. City, Salt Lake, 5:15 p. m. to Portland, passenger.

HOOD CLIMB MADE BY LOCAL PARTY

L. M. Baldwin, who was guide for a party climbing Mount Hood Sunday, had to call in a physician Monday to open his eyes. Mr. Baldwin, who since childhood has made ascents of Mount Hood almost annually, has never worn glass to protect his eyes against the glare of the snow and ice. Sunday night, the party made a late start from their camp into Hood River. "My automobile lights were working poorly," said Mr. Baldwin, "and I had to peer ahead into the darkness constantly. The great contrast of the brilliantly lighted snowfields and the darkness of the homeward drive overstrained my eyes."

While his eyes remain inflamed, Mr. Baldwin was back at his desk again Tuesday. "I have never seen the snow on Mount Hood deeper for this season than at present," says Mr. Baldwin in telling of the Sunday climb. "This is a condition that makes climbing all the easier. After the snow has melted, leaving fields of bare ice, the mountainside becomes slippery and climbing is a greater task and more dangerous. Sunday, as our party included many girls, we took our time. Although we were late in reaching the summit, it was much better than had we rushed and brought the party to the top overfatigued. The girls were served hot drinks on the crest by the forest service lookout. The snow is still so deep on the summit that only the cupola of the lookout house peeps through the drift. But a way has been cleared in to the door of the 2-mile high structure."

Mr. Baldwin says that the climb from the north side of the peak is made more difficult this year than most seasons because no life line has been placed from the summit down the 1500-foot, almost perpendicular side of the conical peak. The ascent of Sunday was made all the more interesting because of the presence of some 160 Mazamas and the stunts of a United States Forestry aeroplane around the top of the mountain. The big plane, carrying a photographer, dipped and cartwheeled above the weary climbers, the pilot daring the whiplash currents of air around the top of the snow peak.

The Sunday party included the following: Miss Carrie Evans, of Albany; Misses Winifred Palmateer and Mildred Canfield, of Portland; Oral Palmateer, of Silverton; Misses Helen Forbes and Frances Moe, Mr. and Mrs. F. L. Moe, Roger and Howard Blackman, Mark Moe, L. M. Baldwin, Isaac McGrew and Jack Bagley, of Hood River. Mr. Baldwin and Mr. McGrew journeyed to the camp in Mr. Baldwin's car. Mr. Bagley carried the others from the city to a camp near Cloud Cap Inn Saturday afternoon in his Oldsmobile commercial car. The latter did not make the climb, although he was once the most noted big game hunter of the community. He declared that he is getting too old for wasting energy on mountain hikes. He acted as camp cook, and the recreationists return singing his praises. All other members of the party made the journey to the top of the mountain except Mrs. Moe and Miss Forbes. Mrs. Moe had sprained an ankle and was unable to leave camp. Miss Forbes became ill as the party approached the top of Cooper's Spur.

The only incident to mar the pleasure of the jaunt occurred Saturday afternoon, when the automobile was held up at the entrance of the national forest. Unknown to the recreationists, a rule has been applied keeping motor trucks off the toll road. The party pleaded vainly for three hours, citing that their car was no heavier than many touring cars of large size. The tollgate keeper finally secured permission for the party to proceed on payment of double toll.

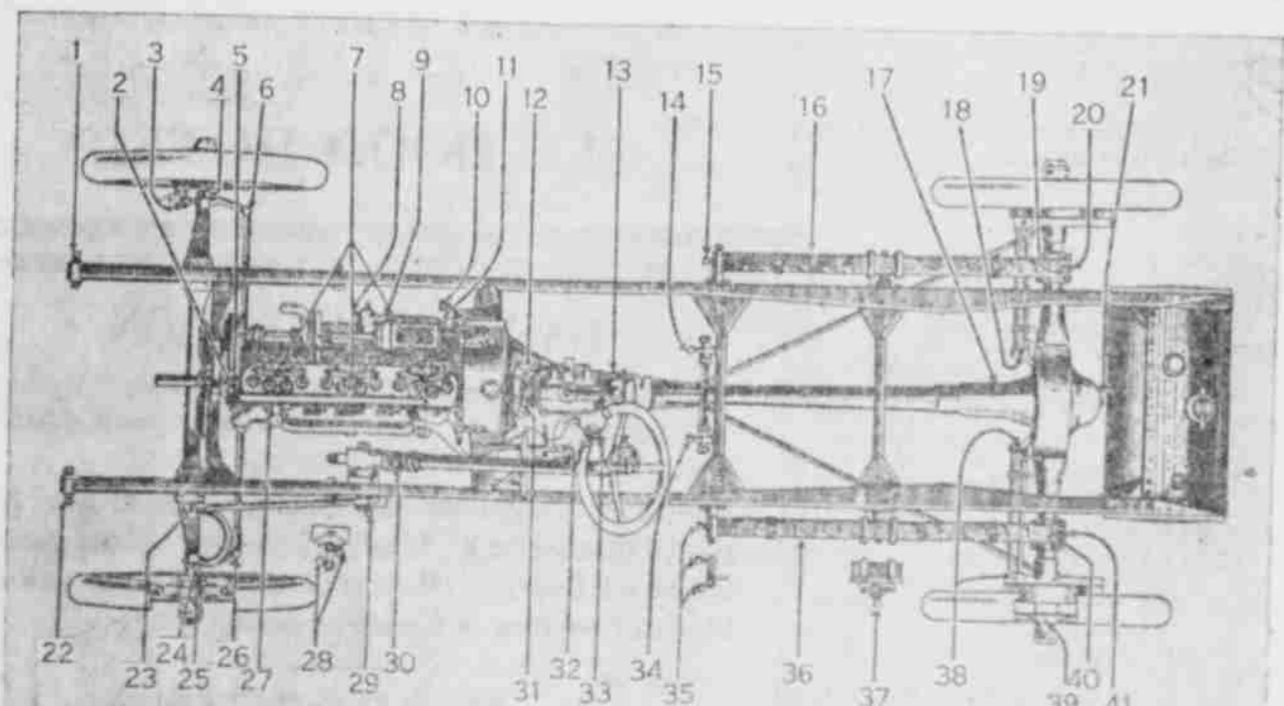
Although he is 70 years old Mr. McGrew proved one of the most active climbers in the party. He was a competitor of Olympia, who stated that 15 horticulturists of Washington would attend the local session. The Washington fruit experts will journey from Yakima, where they will spend this week attending meetings, to White Salmon, where they will inspect orchards before coming here.

Mr. Robinson stated that but two members of his party would participate in the ascent of Mount Hood, a feature of the convention.

Strawberry Tests Made

Gordon G. Brown, who is making similar experiments, says he is experimenting with interest tests being made by E. P. Wray, nurseryman and fruit grower of White Salmon, of various varieties of strawberries in an effort to find one that will have the long keeping quality of the Clark Seedling and at the same time produce greater yields. The Clark Seedling, now grown exclusively in mid-Columbia sections, is the best shipping berry known to the trade, but its yields are light in comparison with many commercial berries.

Mr. Wray is trying out more than 20 varieties, while Mr. Brown has 59 kinds of berries under observation this year.



BUICK CORRECT LUBRICATION CHART

Engine—Daily, or every 100 miles, pour sufficient fresh oil into crankcase oil reservoir through filler pipe to bring level of oil to full mark on oil level indicator. Oil level should never be above full mark, nor below the half full mark on the indicator. When engine is running, the oil pressure gauge on dash should show pressure, which will vary with the speed and temperature of the engine. If no pressure is shown it indicates lack of oil in reservoir, oil pump not working properly, or some obstruction or break in oil passages. The engine should be immediately stopped and the trouble located and remedied. Every 750 miles, drain off old oil from the crankcase in the following manner: First, remove the drain plug in bottom of crankcase, allowing all old oil to drain off. This should preferably be done when engine is warm, as the

oil when heated will drain out faster, and less of it will adhere to the inner surfaces of the crankcase. Next, replace the drain plug and pour four quarts of Calol Flushing Oil into crankcase through the filler pipe. Then start and operate the motor under its own power for not longer than one minute, by which time the oil conduits will have been thoroughly flushed and cleaned by the flushing oil. During this period of operation

the motor should not be "raced," but should be controlled so as to operate at a speed slightly faster than a slow idling speed. Again remove the drain plug and allow all Calol Flushing Oil and dirty oil to drain off. When certain that all flushing oil has been drained from crankcase, replace the drain plug and pour into the filler pipe sufficient Zerolene Oil to fill reservoir to proper level.

Whenever oil is put into engine, care should be taken that strainer in filler pipe is in place and free from all dirt and foreign matter.

Rocker Arms—Every 200 miles, fill oil reservoirs in rocker arm shafts, situated on top of the motor, with Zerolene Heavy. The oil is distributed through these reservoirs to the rocker arm bearings and valve lift ball joints by means of felt wicks.

Fan—Every 1,000 miles, remove plug in fan hub, and inject enough oil therein to reach to the lower line of the fan shaft.

Pump Shaft Bearing—Every 500 miles, insert one or two ounces of oil into this bearing through oil hole provided for the purpose.

Timing Gears—Every 500 miles, remove wing plug from left hand side of timing gear case and insert therein one-half pint Zerolene Heavy. Electric Generator and Starting Motor—Every 100 miles, apply a few drops of oil to the bearings of the generator and motor through the oil holes provided for the purpose.

Transmission—Every 500 miles, remove filling plug from transmission case and pour in sufficient fresh lubricant to immerse fully the lower teeth of the smallest gears on the countershaft. Replace plug. Every 2,000 miles drain off old lubricant through drain plug in bottom of the case. Replace drain plug and fill transmission to proper level with Pearl Oil (kerosene.) With one rear wheel

jacked clear from the ground, and with motor started, operate transmission through its several gears, by means of the gear shift lever for about two minutes. This operation will thoroughly clean the gears and bearings in the transmission case.

Next, remove drain plug in bottom of case and allow all Pearl Oil (kerosene) to thoroughly drain therefrom. Replace drain plug and fill to proper level with lubricant.

Note—As the rear axle requires flushing and cleaning at the same interval of time as does the transmission, the above procedure should be followed at the same time that the rear axle housing is being flushed.

Rear Axle Housing—Every 500 miles, remove filling plug in rear of axle housing and with oil gun put in sufficient fresh lubricant to bring oil in housing to level of opening. Replace plug.

Every 2,000 miles, gears and bearings in axle housing should be cleaned out in the following manner: Remove drain plug in bottom of housing and allow old lubricant to drain off. Replace drain plug. Remove filler plug and pour into case through this opening one quart of Pearl Oil (kerosene.) Replace filling plug. Jack up one rear wheel and with gear shift level in "high" position, run engine for several minutes at moderate speed, thus revolving all gears in rear axle housing. Then stop engine and again drain housing through lower drain hole. Replace drain plug and fill housing with fresh lubricant to level of filling plug.

Note—As the bearings, in both transmission and rear axle are entirely lubricated by splash from the revolving gears, hard grease should not be used as a lubricant in either place.

Universal Joint—As the universal joint is lubricated by the oil from the transmission, no attention is necessary