

GIBSON GIVES STATISTICS ON SCHOOLS

To the people of Hood River County: Once a year the County Superintendent of Schools is required to make a report to the State Department of Education in which detailed data is given on the schools of the county. Since the public schools cost more than any other public activity except war, and since the work of the schools is so vital to local and national life some of the data contained in this report should be of lively interest to the people.

For all purposes from all sources the county school system during the last year raised \$209,698.84. Of this amount \$253,672.73 has been spent—built into intelligence and character in young life, we believe. There is yet on hand \$35,927.11, most of which is in the treasury of one district to be used to pay for a new building now being constructed. Our registration for the year was 2,172 pupils. The average expense per pupil was \$107.59. For salaries \$82,197.74 was paid to 77 teachers. An average of \$1,069.49 was paid each teacher. For new building and sites \$80,576.32 was expended. For all other purposes \$70,975.67 was paid.

Our total indebtedness, bonds and warrants, is \$261,311.54. The estimated value of all buildings and sites as appraised by school boards is \$369,412. Approximately one third of our school properties is paid for. We still owe the holders of our obligations for about two-thirds of our school plants.

May we offer a few opinions and suggestions, if you please. The closest care should be exercised in the selection of teachers. The margin of difference between a good teacher and a weak teacher is slight. The cheap teacher is often the more expensive in supplies wasted and building and equipment damaged.

All bonds and other obligations should begin to fall due within five years after the date of issue. Too much is being paid in interest. Our school system is becoming weighted with too many long time obligations.

Our overhead expense would appear to be too heavy. Teachers should be urged to keep down running expenses by economy in the use of power, supplies, and repairs.

Our school attendance is not perfect; but it does approximate perfection. Few children are out of school who should be under instruction. School clerks are doing much work for little pay. Members of school boards are doing a fine faithful work gratuitously.

Sincerely,
L. B. Gibson.

Taxes

Editor Glacier: To go a little further in the tax matter and the salmon canners: It is no secret that the canners have at times paid for fish that later they threw back into the river when they could not secure the price that suited them. Perhaps if the canners paid a tax on the fish they would be willing to sell fish a little cheaper at times when the demand was lower than the supply instead of trying to hold up the price by the dumping process. I am not sure.

The state legislature passed a law at the last session empowering a committee to ascertain what further taxable resources the state possessed. This committee is now making its investigation. The real answer to the problem is that the state like the individual must do with less money, to which the state replies that the people demand the things that the state is compelled to furnish money to carry out. Therefore the matter comes back to the individual. It is the voters who have carried most of the measures that increased the taxes. Therefore it will be the voters who will refuse to pass more measures to provide more money for the state to spend. The fact remains, however, that the measures would not have been on the ballot in a great majority of cases if the legislature had not referred them. Perhaps it would be a good idea to initiate a measure to keep the legislature out of session for a longer period than two years. The time to initiate such a measure is now, however. We must not let the legislature get into session again until we wish taxes raised.

The last legislature passed an act requiring all milling companies putting up any mixtures sold under brand names to have the mixtures analyzed by the state at \$3 per analysis. Then the miller has to file a statement with the state setting forth the results of this analysis and swearing that it is true at \$10 per swear. Each year he re-swears and re-pays. Then in order to give some business to the printers who are asking for a 44 hour week, the state requires a label on each package stating what the contents are. This isn't so expensive, but it costs money. Who pays for it, the millers? One is reminded of the words of the preacher, "All the rivers run into the sea, yet the sea is not full." Citizen.

APPLE GROWERS

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

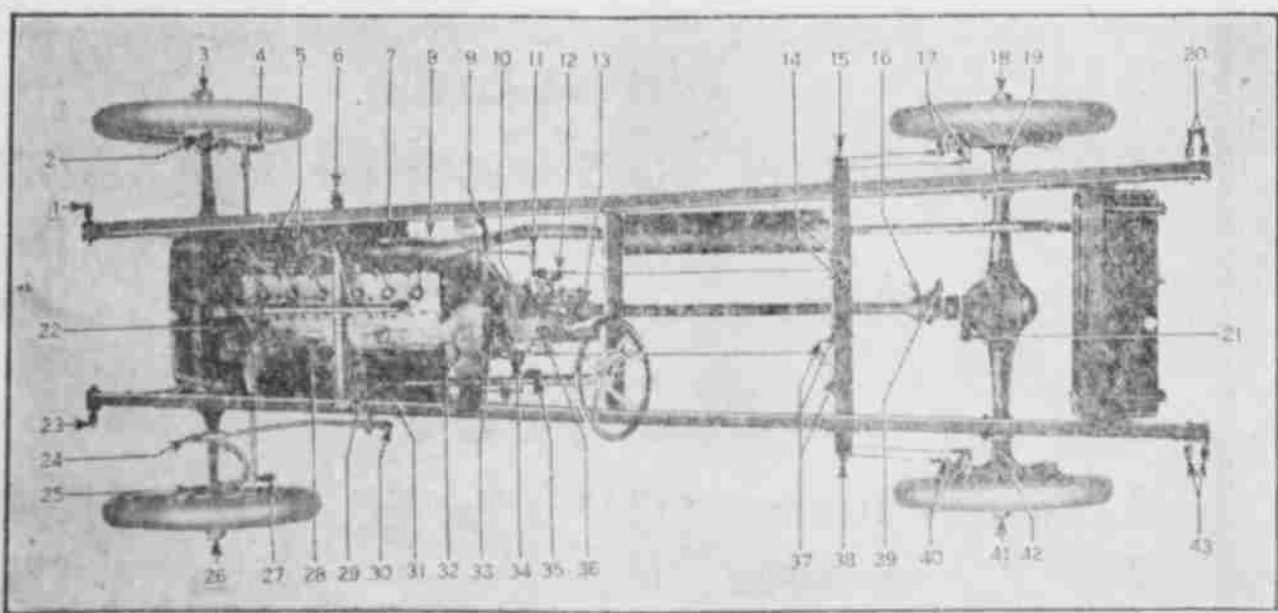
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HUDSON CORRECT LUBRICATION CHART



Engine—28. Daily, or every 100 miles, pour fresh Zerolene No. 3 into crank case through filler pipe until oil level gauge on crank case registers "full." Avoid overfilling. Best results will be obtained if the oil level is maintained between "half full" and "full" marks on the gauge. To get a correct reading of the oil level gauge, the automobile should be approximately level and the engine not running. When engine is running, the oil pressure indicator on the dash should show pressure which will vary with the speed and temperature of the engine. If no pressure is registered, the indication is lack of oil in crankcase, oil pump not working properly, or some

obstruction or break in oil passages. The engine should immediately be stopped and the trouble located and remedied. At regular intervals, as recommended by the manufacturer, or, in the absence of such instructions, every 250 miles, the oil in the crankcase reservoir should be entirely renewed in the following manner: First, remove drain plug in bottom of crankcase, allowing all old oil to drain. This should preferably be done when engine is warm, as the old oil when heated will drain faster, and less of it will adhere to the inner surfaces of the crankcase. Next, replace drain plug and remove side plate enclosing valves. Pour into

crankcase through valve compartment four quarts of Calol Flushing Oil. Then start and operate the engine under its own power at a moderate idling speed for from one to two minutes, by which time all oil passages and inner surfaces will have been cleaned by the action of the flushing oil. Again remove drain plug and when certain that crankcase is thoroughly drained, replace plug and refill crankcase reservoir with fresh Zerolene oil as specified. Approximately eight quarts of oil are required. When filling the reservoir through filler pipe care should be taken that no dirt or other foreign matter is carried into the engine with the fresh oil.

Every 2,000 miles it is advisable to remove the lower crankcase and clean the oil strainer surrounding the oil pump suction pipe. **Clutch—32.** Every 500 miles remove plug from clutch housing and allow oil to drain off. Plug is reached through small shutter on left forward-side of flywheel housing. Pour one quart of Pearl Oil (kerosene) into clutch housing and replace plug. Then run engine for one or two minutes, moving clutch pedal back and forth. Remove plug, allowing kerosene to thoroughly drain, and refill with one-half pint of Standard Auto Clutch Oil. Then replace plug and close shutter. **Electric Generator and Starting Motor—7-8.** Every 500 miles apply a few drops of Zerolene No. 3 through oil holes in front and rear end housing of generator. **Steering Gear Housing—29.** Every 500 miles use grease gun to fill housing with Zerolene Transmission Lubricant "B" through plug hole provided. **Universal Joints—13-16.** Every 500 miles remove grease plug in front and rear universal joints and with grease gun fill joints with Zerolene Cup Grease. These joints hold only a small amount of grease, and as they are constantly in action and transmit a driving power from engine to rear axle, it is important that they be kept well lubricated. **Transmission—36.** Every 500 miles remove oil level plug on side of transmission case, and, if no oil runs out, use oil gun to inject Zerolene Transmission Lubricant "B" until it begins to overflow through opening. Then replace plug. **Every 2,000 miles** remove drain plug from bottom of case and allow all old oil to drain. Then remove cover and wash all gears, shafts and interior of case with Pearl Oil (kerosene.) When transmission is clean and thoroughly drained replace drain plug and fill to

correct level with Zerolene Transmission Lubricant "B." **Rear Axle Housing—21.** Every 500 miles remove oil filling plug in rear housing and use oil gun to inject Zerolene Transmission Lubricant "A" until it reaches level of elbow in filling pipe. Then replace plug. **Every 2,000 miles** remove rear cap or cover on housing and wash gears and bearings with Pearl Oil (kerosene). Wipe out all old oil and kerosene from bottom housing with clean rags. Do not use waste. Replace cover on housing and fill with Zerolene Transmission Lubricant "A" to proper level. **Note:** As bearing in both transmission and rear axle are entirely lubricated by splash from the revolving gears, hard grease should never be used attached. **Wheel Bearings—3-18-25-41.** Every 2,000 miles remove wheels and wash bearings and hubs thoroughly with Pearl Oil (kerosene). Repack bearings with fresh Zerolene Cup Grease and replace wheels, being careful to get proper adjustment on wheel bearings. **Springs—**Every 500 miles, or whenever springs squeak, clean off all dirt and old oil and apply small quantity of Standard Household Lubricant along the edges of spring leaves. A small brush may be used for this purpose, or the oil applied by means of Standard Household Lubricant Handy Can with spout attached. **Grease Cups—**All grease cups should be refilled with Zerolene Cup Grease when empty. Parts lubricated by grease cups and the attention required are as follows: **Daily, or every 100 miles—**one complete turn: Spring bolts (1-6-15-20-23-38-43), steering knuckle bolts (2-25), steering gear drag link (24-30), cross steering rod pins (4-27), clutch thrust washer (10). **Every 200 miles—two complete turns:** Fan bearing (22), water pump

shaft (5), steering gear (29-31). **Every 300 miles—two complete turns:** Starter gear shifting shaft (9), clutch throwout yoke (33), transmission control (12), pedal shaft (35), rear axle pinion bearing (39), rear wheel bearings (19-42). **General Lubrication—**Every 300 miles use squirt can to apply Zerolene No. 3 to all joints and small working parts not otherwise provided with lubrication, such as starter gear shift rod (11), brake pedal (34), brake rod clevis pins (14-17-37-40), and all brake connections. Care should be taken that all oil holes and passages are free from dirt so that clean oil may reach the surfaces to be lubricated. **Schedule of Lubrication—**
Daily, or every 100 miles: Engine, spring bolts; steering knuckle bolts; steering gear drag link; cross steering rod pins; clutch thrust washer.
Every 200 miles: Fan bearing; water pump shaft; steering gear.
Every 300 miles: Starter gear shifting shaft; clutch throwout yoke; transmission control; pedal shaft; rear axle pinion bearing; rear wheel bearings.
Every 500 miles: Transmission; rear axle housing; clutch; electric generator and starting motor; steering gear housing; universal joints; springs.
Every 750 miles: Drain, flush and refill engine crankcase.
Every 2,000 miles: Transmission; rear axle housings; wheel bearings.

Lost Lake Has 247 Acres

To settle an argument among local citizens who recently visited Lost Lake, W. A. Langille wrote to forestry authorities, who announce that Lost Lake covers an area of only 247 acres. Estimates of the visitors ranged from 300 to 800 acres.

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