

The Hood River Glacier.

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HOOD RIVER, OREGON, THURSDAY, AUGUST 4, 1921

No. 10

1ST
CLASS

We are as near you as your mail box.
When you can't come to this
bank in person

BANK BY MAIL

Send your checks and drafts for deposit by the
mail man and we will credit them to your
account and return a receipt promptly.

PAY BILLS BY CHECK BY MAIL

USE ALL OF OUR SERVICE.



THE FIRST NATIONAL BANK
HOOD RIVER, ORE.

See us before buying

Arsenate of Lead

We handle

"CORONA DRY"

The Universal Insecticide

Orchard Supplies
and
International Harvester Supplies

The Hood River Fruit Co.

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

IMPROVEMENTS

We are constantly adding to our improvements. Last week we installed the most modern refrigerated show case on the market.

Hood River patronage deserves the best, and we are going to try and supply it. We will welcome any suggestion that will help our service.

This is picnic time. Come in and let us supply you with good things for your lunch basket.

The Hood River Market

A. F. DAVENPORT, Prop.
Phone 4311

The New "Eveready" Spotlight

with the 300 foot range

The Light that says, "There it is!"

"EVEREADY" BATTERIES

Fit and Improve All Flashlights—we have a complete stock.

KRESSE DRUG CO.

The *Rexall* Store

Come in and hear the August Victor Records



High Grade Mortgages

We have some very desirable applications for first mortgage loans on improved Hood River property, both City and Valley.

These loans will net the investor eight per cent and we will be glad to furnish further particulars to anyone who may be interested.

Member Federal Reserve System

BUTLER BANKING COMPANY

We will open for business in our
New Location

Cor. Second and Oak Sts.

MONDAY, AUGUST 8th

Try the new main entrance on
SECOND STREET

—it is there for your convenience.

Visit Us on Opening Day

"Always At Your Service"

VINCENT & SHANK

"The Home of Quality Groceries"

John C. Duckwall Wm. S. Duckwall

DUCKWALL BROS.

Wish to announce that they will be cash buyers of the principal varieties of apples and pears this season and load from all points in the Valley.

We furnish growers' supplies and materials.

**Apple and Pear Boxes
Spray Materials
Paper**

We will have a small supply of the specially prepared oil paper to prevent scald on the late keeping varieties and recommend a limited use of it this season.

DUCKWALL BROS. Phone 229 Odell

BEND, CITY OF GREAT PROMISE

CENTRAL OREGON SHOWS PROGRESS

Lumber Industry and Irrigation Systems On a Large Scale Impress Visitors—Scenery Inviting

Every Oregonian with an automobile should consider his touring knowledge of the great commonwealth complete until he has journeyed to the metropolis of central Oregon, the flourishing city of Bend, already nationally famed for its amazing production of lumber and the excellence of its hostelry, The Pilot Butte Inn.

Much has been written of Bend and Deschutes county, of the fascination of inspecting the mechanical perfection of the city's great sawmills, than which there are larger Oregon wonders of the world's last outpost of great pine forests, of the district's gigantic irrigation and reclamation projects. The casual reader may think he comprehends the vastness of the region and the enterprise of its citizenry; but a journey into the juniper covered desert, some of which today, reclaimed by application of water, flourishes like garden spots that the ancients recorded in their historical lore, by automobile is required before one can fully understand the true immensity of the central Oregon country.

Bend, two weeks ago, was the goal for members of the Oregon Editorial Association, bound for their annual convention, and those present of the publishers and editors, out with their families for the summer vacation, journeyed there mostly by automobile. For those who had not motored through central Oregon before, the trip was a revelation, and Bend and her environs will shine with new luster from the knowledge gained by those who share Oregon's publicity policies. Editors motored from the east as far away as Ontario. They came from southern Oregon and the Willamette valley, and they left with a true appreciation of The Dalles-California Highway, of Bend as an industrial and agricultural center and of the future prospects of the town as a tourist center, placed as it is within easy journeying distance of five snow peaks and a chain of trout-filled lakes as beautiful as the famed Lochs about which Scottish song and story have been builded.

Accompanying Mr. and Mrs. A. D. Moe, the writer motored from Hood River to Bend. A choice of two routes is available after one leaves The Dalles. The greater part of the traffic through central Oregon now goes by way of Wasco and Grass Valley. The worst feature of this route is a bad stretch of the detour, around a section of the Columbia River Highway under construction, on the west side of the Deschutes canyon. Our party chose to go by way of Dufur, Kingsley and Maunin over the route selected for the north end of The Dalles-California Highway. The road from The Dalles to Dufur is one of the worst bits to be negotiated on this route. Dust-filled ruts make driving hard. The five mile grade down into Tygh Valley should be taken with care, as tourists are few and the road is spots in rough. The motorist wonders, as he travels up or down this long grade why county authorities do not expend a comparatively small sum and construct more turn-outs. Points a plenty, where excavation would be easy, are available, and a crew in a few days could construct wide turnouts at frequent intervals. South of Tygh Valley a cut-off route through the Warm Springs Indian Reservation, the road intersecting the main route again at Gateway, is available. This reservation road, however, is avoided, as those who have negotiated it declare it exceedingly rough and steep.

The road between Maunin and Antelope is in excellent shape, although unsurfaced. The smooth earth surface is broader than the paving of the Columbia River Highway, and the motorist can make just as much speed as he desires. We proceeded down through Trout Creek canyon, where the road is slightly rough and a little narrow, traveling as long as daylight lasted. At 8:30 o'clock we were just 120 miles from home, and were pitching camp in the shelter of poplars beside a farmyard.

Camping out in a pleasant venture while on a central Oregon motor trip. Just try it and you will become an enthusiast.

We were up at daybreak Friday morning, and after an appetizing breakfast, cooked over a campfire, branched, were on our way. From Metolius on into Redmond, while sections of the highway, freshly treated with loose crushed rock, bid fair to be very inviting after they are packed by the winter rains, and they are now difficult to travel and are wearing on tires. At some points this rock surface was applied a year ago, and here the hard-packed road is fine. One of the rear tires of Mr. Moe's car picked up a nail near Metolius and the wheel was wobbled. At the time the car was traveling over this loose stone, and the flat tire was not detected for some time. We lost an hour and a half at Redmond, while having the punctured inner tube vulcanized. It was found, however, that the short journey over those loose stones without air had practically ruined the tube. Motorists on such roads would do well to inspect their tires at frequent intervals.

The 15 miles of highway between Redmond and Bend, while it is comparatively good now, will be better next year. It is surfaced with gravel, which remains unpleasantly loose for much of the distance. The winter's rains will leave this section well packed, and with a little maintenance it will be like a boulevard. Despite our delays we drew up to the Pilot Butte Inn a few minutes after noon.

This central Oregon hostelry doesn't need any additional publicity to add to its popularity. No less a globe trotter than Irvin S. Cobb has characterized it as one of the best hotels in the world. The bonifaces of small towns as well as some that claim metropolitan proportions ought to hold a convention at Bend and get a taste of service at the Pilot Butte.

As Hood River has become a hub for activity in viewing scenic attractions of the mid-Columbia Cascade district, so has Bend become the center of such movement on the part of tourists who travel to see the Cascades in the vicinity

ity of those beautiful snow peaks, the Three Sisters, Broken Top and Mount Jefferson. Highland meadows and a chain of lakes extend all the way down the Cascades from Mount Hood to Crater Lake. Odell, Elk and Gold lakes are perhaps talked of most around Bend. The sportsmen, encamped on their shores, in a paradise. Marvelous are the stories told of catches of trout. While the fishermen from the outside visit Elk and Odell lakes for the most part, the Bend angler plays Gold Lake as his favorite this year.

While the motorist crossing Central Oregon and visiting Bend for only a day or two can get an exhilarating and least vast expanse any way he turns, this empire of natural resource and scenic attraction deserves a more leisurely visit. The more, brief stay whets one's appetite for a return.

The Dalles-California Highway proceeds from Bend over logged-off land, left in the wake of crews of the Brooks-Scanlon and Shevlin-Hixon Lumber companies, on into the virgin forest, yet untouched by the axe, to La Pine. For 50 miles the way is through these great trees. The timber brush is scant, and the traveler can imagine he is riding through a park. Since a visit of Steven T. Mathier, chief of the national parks department of the government three years ago, Bend citizens and civic bodies have been working toward the preservation of a strip of pines the full length of the highway. County Judge Robert W. Sawyer, editor of the Bend Bulletin, has been accomplishing gratifying results, and the Brooks-Scanlon Lumber Co. has agreed to leave a strip of timber 300 feet wide on each side of the highway. Judge Sawyer is a keen good roads enthusiast, an arch-booster for Bend and Deschutes county and sincerely imbued with the preservation of the region's scenic assets. He is watching with interest a bill that has been introduced in Congress by Representative Sinnott, providing for the transfer, in part payment to the government for ripe timber in the national forest, of logged-off land. The bill contemplates the inclusion of portions of the logged-off areas in the national forest and its reforestation.

The Shevlin-Hixon Company has a tract of timber approximately 60 miles long and an average width of 11 miles, enough to run their big mill, which has a capacity of 300,000 feet daily, for the next 40 years. The Brooks-Scanlon Company has sufficient timber to operate a like period. The latter mill, however, has a capacity 50 per cent smaller than the first named company. A large tract of pine, privately owned by another large syndicate, lies off to the northwest of Bend. Huge areas of timber in the national forest will ripen and be available by the time the Bend companies have cut their last stumpage. This Bend can look to at least a half century of activity as one of the nation's largest lumber centers.

While agricultural activity in the immediate vicinity of Bend is negligible, because of topographic conditions, the center of irrigation activity for the country to the north, because of these same topographic conditions, must remain around Bend. The water has to be lifted from the Deschutes to the south of Bend. Already two large systems are supplying life-giving water and turning the desert into productive fields of alfalfa, grain and potatoes. The region has gained a wide fame the past few years for its potatoes, which grow to perfection in the vicinity of Redmond and Bend. Growers are applying rigid inspection of seed and because of the freedom from disease of their tubers, they have created a Pacific Coastwide demand for their output for seed purposes. The potatoes of this section being a premium on the market over those of most other sections.

The irrigation concerns of this section cover areas of 100,000 acres, figures gigantic in comparison with the water systems of the Hood River valley, the largest of which supplies only 15,000 acres. A system larger than any already in operation is reaching the point where actual construction on a huge dam seems imminent. This is known as the Benham Falls project. It will water the country around Madras.

The sheep industry in the immediate vicinity of Bend reaches no small proportions, and the traveler is impressed by the great numbers of herds grazing in the district. The impression is not a favorable one when he is traveling through a blinding dust cloud raised by the woollies. The cattle industry thrives in the sections off to the north of Bend, and the O. W. R. & N. Co. recently began its annual Sunday schedule, moving out trainloads of fat steers to Portland.

The motorist in the Bend country wonders where all of the cinдера, used in surfacing many roads, are obtained. They appear identical with those drawn from the ash pit of a locomotive or coal-burning boiler. The Deschutes county road building material, however, is derived from a battle to the south of the city. The deposit was made by process of some volcanic upheaval. Just south of Bend, too, paralleling the Klamath Falls highway for a short distance, is a wide deep cleft in the earth's surface. It is explained as an earthquake fault. It extends far down toward the California line. Numerous evidences of volcanic action and the flow of lava is observed in the country, and geologists find objects of interesting study on every hand. Benham Falls of the Deschutes, it is said, resulted when the artemes was blocked by a flow of lava across its course. A short distance above the Falls Spring river, only about a mile in length, flows into the Deschutes. This large stream flows from the earth in three huge springs, crystal clear and ice cold.

In pioneer times homesteaders traveled across the sagebrush plains by wagon train to the present site of the city of Bend. This was the only point at which they could cross the Deschutes, flowing at all other points in a deep canyon. They were guided by a large battle, arising high above the plains, and this eminence became known as Pilot Butte. The Deschutes curves around the great butte, and the homesteaders, as they left over McKenzie Pass for the Willamette valley could look back to the east and see the silver thread of the river's turn. They came to call it Farewell Bend. Later it was called The Bend, and pioneers of the section today so term it.

The big Bend country is not merely interested in big spectacular things, but its citizens are displaying a thrift characteristic of a steadily growing agricultural community. Dairying has

LEGION HOOD CLIMB SUCCESS

ANNUAL ASCENT OF PEAK PLANNED

Governor Olcott Commends Proposal After Ascent—Young Matron Remains Over Night on Summit

So successful was the first annual ascent of Mount Hood under auspices of the Hood River Post of the Can Legion last Sunday that the final suggestion of members of the Post, who initiated plans for the national stunt, to develop a yearly feature of national American Legion activities has been confirmed. The Hood Posts of all parts of the nation are invited to participate in the 1922 American Legion ascent of Oregon's most accessible snow-capped and glacier-girdled peak, Dr. J. W. Sifton, who is delegate to the approaching national convention, will carry a formal invitation to be presented to the body. He will exhibit a large number of photographs taken on the excursion of last Sunday. The Pacific Legion, organ of ex-service men, and other Legion publications will promote the outing. The Post will organize a permanent committee to arrange for the recreational feature.

All of the 150 members of the party, who camped Saturday night and Sunday, the major portion of them ascending the mountain Sunday, enthusiastically approve the plan. Governor Olcott, who with Secretary of State Sam A. Koser, accompanied the party to the top of the peak, declares the scheme one of great promise, not only as a recreational feature of the American Legion, but as a boosting asset for Oregon's scenic attractions. The necessity of hiking a mile and a half from the end of the road to the camp near Cooper's Spur made this year's excursion a very strenuous one. The completion, however, of the Mount Hood Loop and a spur into the snowline will make it possible to start on the climb unfratigued by any long hike to camp.

"It has been one of the most wonderful experiences of my life," said Governor Olcott, "as he dusted snow from his clothing after a slide of 2,000 feet down the snowfields Sunday afternoon. Mr. Koser smiled at the governor's motion and both of the high officials proceeded to buy blankets from Guide Mark Weygant in preparation for future mountain climbs.

While numbers of the party suffered mountain sickness and were forced to turn back after reaching a comparatively high elevation, no accident marred the party. The sensation of the event occurred when Mrs. Beatrice Crawford-Newcomb, young matron of Buffalo, N. Y., who is spending the summer with her mother, Mrs. John Crawford, of Salem, became so ill on the summit that she was unable to return. Mrs. Crawford remained overnight at the lookout house manned by Forest Rangers Harry Smyth and Clem Blakeney. She soon recovered and is unstinted in her praise for the care given her by the rangers. Mrs. Blakeney returned her to Cloud Camp Inn Monday and Tom Lethlean, Baker legionnaire, and C. L. Woodrum, of Salem, met her with an automobile. She returned home none the worse for the thrills. Mrs. Newcomb says:

"I am a native Oregonian and have been ambitious since a small child to ascend the mountain. We had planned a half dozen parties for this summer, and something always happened. The Legion announcement here seemed an opportunity. Saturday I arrived too late to join the cars bound for the camp. I finally secured transportation and did not get to the camp until Sunday morning. We were up again at four, and I was in no physical condition, of course, to attempt the climb. It was too much for me. But the views of a sunset and a sunrise from Hood's top were worth all of the discomforts."

The Saturday night campfire was a feature of the event. Mike Brennan led songs. Adjutant General White sang French songs. Oliver Houston gave some vocal numbers and Capt. Geo. R. Wilbur instructed the prospective climbers on their actions for the following day.

Harry Sines, old cook of 12th Company, Oregon Coast, was invited to come up from Salem especially to take charge of the mess camp, won the hearts of all by his treats of substantial foods and innumerable dainties. Nobody went hungry.

The stars of the climb were Miss Marian Butler, 15-year old daughter of Mr. and Mrs. Truman Butler, and Miss Bessie Wittenberg. Both reached the summit without apparent difficulty and fresher than many veteran hikers. Fred W. Donnerberg and Dr. V. R. Abraham, led by W. A. Langille, experienced mountaineer, formed a photographing party. Although these men skirted around the line of climbers, visiting various points, and points of vantage for photographs, they did not tie in until they had reached an elevation of 10,000 feet. Then, in spite of the fact that they had traveled a much greater distance than the line, they led the way over the summit at 1:15 p. m. Sunday. Mr. Langille, although Sunday was the first time he had climbed the mountain in 24 years, was on the 29th ascent.

The following is the list of those who registered at the top of the peak: W. A. Langille, Dr. V. R. Abraham, Fred Donnerberg, official photographer.

Company A: Mark Weygant, guide; C. M. Hurlburt, Gov. Olcott, Secretary of State Koser; Capt. Lyman G. Rice, E. E. Goodrich, Kert Shoemaker, C. A. Smith, Geo. R. Wilbur, Hubbard Taylor, C. E. Kelars, A. C. Johnson, Bert Head, Martin Artillery, A. W. Sanden, various rangers, and Miss A. H. Hood River; Miss M. A. Couper, Kalfth M. Walter Dr. and Mrs. J. M. Ingalls, of Portland; Tukham Gilbert, Miss Edna Gilbert and James Crawford, deputy state treasurer, of Salem, and Lillian Mallory, of Cascade Locks.

Company B: W. O. Sheppard, Earl Fleischman, Bessie Wittenberg, Ben Lewis, Mr. and Mrs. Algie Weinheimer, Cecil Hammon, Lloyd Cameron, Edythe Spruce, John R. Kelsey, Mr. and Mrs. R. W. Skibbe, L. A. Bennett, Vernon Horne, of Hood River.

Company C: H. L. Shoemaker, Joe Winchell, H. W. Johnson, Don Metz-

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