

The Hood River Glacier.

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THE TAX EVIL

Bankers, more particularly than almost any other group of business men, see the menace of the growing tax evil. They realize that deposits and savings which must be drawn to pay exorbitantly high taxes mean just that much less money for investment in productive enterprises in the community.

A banker has of necessity been trained to business principles and ways of thrift, and he knows that increasing demands of taxation are dissipating the savings and discouraging investment in productive enterprises.

THE FIRST NATIONAL BANK has every interest in conserving the real interests of its customers and the community.

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HOOD RIVER, OREGON

SPECIAL

KODAK ALBUMS

We have just received a new shipment of Kodak Albums, regular \$2.00 value, which we are offering at this special price:

\$1.49 each.

These are just the thing to put your past vacation snap-shots in, or start a Kodak Story of the children.

KRESSE DRUG CO.

The Rexall Store

Come in and hear the October Victor Records.

COMPARISON OF HIGHWAY COSTS

EARLY HIGHWAY COST NOMINAL

Only \$5,000 Spent on Old State Road—
Mosier Stretch of New Road
Costs \$600,000

With completion of paving of the Columbia River Highway between Mosier and Hood River Wednesday of last week it is interesting to compare the old hill road of dangerous and tortuous grades with the new boulevard, graceful in curvature and of easy gradient. The old road was constructed all the way from The Dalles to Mitchell Point, a distance of nearly 30 miles, for \$5,000. The new road, cutting 6.5 miles of new grade, between here and Mosier and the paving of the stretch in round figures reached \$600,000. Over \$50,000 was required in building less than a quarter-mile of new grade at Mitchell Point, where the open-window tunnel was bored.

Since the old mountain road between here and Mosier was completed in 1874, but little improvement was made in it. The grade was never changed, and the curves remained hazardous for drivers of large cars. At points the sharp curves occurred on heavy grades, and the elimination of the old road has brought sighs of relief from every motorist who has ever negotiated it.

The only material improvement that was ever made in the nine miles of highway was the betterment of a short distance just west of Mosier.

The late John Marden, of The Dalles, was in charge of construction of the original road, known as The Dalles-Sandy road. The late E. L. Smith was engineer in locating a part of it. James Wallace, Civil war veteran and local pioneer, whose son, Charles Wallace, now residing on an Oak Grove orchard place, was associated with Mr. Marden in the construction work. The Oak Grove orchardist worked on the route with his father. The most expensive part of the old road was that portion built around Shell Rock mountain near Wyeth. Here the pioneer road builders constructed, about 100 feet above the grade of the new Highway, a dry-masonry wall. The west end of the thoroughfare was swept away by slides of the mountain made up of a mass of loose stones. The east end, however, remains a relic of pioneer days and a monument to the enterprise of men of those early times.

The old road is overgrown with hazelnut bushes and dogwoods, with their leaves in autumn a vivid purple, now pay nature's tribute to the memory of progressive pioneers. Porcupines and digger squirrels have burrows under the old walls and muskrats chatter there from safe recesses as a stream of motor cars speeds each way over the famed boulevard below. But the old grade, where slides have left it intact, has stood the test of time, and could the brush be cleared away and an automobile be raised to the height of the old road, a driver would have no difficulty in negotiating the remaining smooth surface.

The old state highway was abandoned on completion of the O. R. & N. line, the railway tracks having used portions of the original wagon road's right of way.

The newly paved 6.5 miles of the Columbia River Highway between here and Mosier make available new scenery for the motorist out for a spin over the scenic route. With the surfacing placed on through to the Wasco county fruit section, Mosier, instead of Hood River, as has been the case the past year, will be the goal of many parties out for the day from Portland.

The new stretch leaves Hood River and climbs to an approximate half-way point of the Columbia gorge, and reaches the city by a series of graceful loops. At present these loops, where gravel pits are being worked on the intervening property and other portions being farmed, are somewhat eyesore. It is proposed that eventually the state take them over and landscape them.

The Highway breaks out on the Columbia about a mile east of Hood River at an elevation that provides many charming views of the river and the lowland arms of the Bingen section in Klickitat county, Washington. A maximum elevation of more than 500 feet is reached at the summit just east of the Hood River-Wasco county line. A turnout has been provided on the summit, and here the motorist may drive to the side of the protecting parapet walls and look for many miles, both east and west. Twin tunnels have been bored through a promontory jutting out into the gorge about a mile east of the county lines. It has been suggested that these tunnels should be named Gateway tunnels, for they really mark the dividing line between eastern and western Oregon. Traveling to the east the motorist, when he leaves the bore and reaches an elevation that gives a view up the river is at once struck with the brown hillsides, the barren expanses of the north bank of the Columbia. He has left the fir-clad hills of the mid-Columbia, and instead of green shrubbery hugging every fold of the gorge, brown or gray areas greet his eye. A new phase of Oregon's scenic attractions is opened up.

The county court has announced that motor truck loads will be further limited, when roads are softened, and in case of such precipitation as to result in damage to roads, they will be closed temporarily, the court states.

Finish the Season's Spraying
(By M. D. Armstrong)

Many orchards have not yet received their fall application of Bordeaux. In order to successfully complete the season's work it is of prime importance that this spray be applied soon. November has a record of being a very rainy month here, which not only makes it difficult to apply the spray but makes the anthracnose very active in causing new cankers where the spray has not been applied. Every available hour of good weather should be used in completing this work soon.

Apple Cargo Leaves
The steamer Northumberland cleared through Portland customs Monday afternoon, declaring a cargo of 75,248 boxes of apples, 43 boxes of fresh pears, and a quantity of canned goods. The big freighter started down the river at daybreak Tuesday morning.

Wet Weather is Carnival Dampener
Indications Monday pointed to a poor week for the American Legion carnival. A crew of men engaged on a soggy and wet lot at the corner of Tenth and Cascade streets in setting up tents and entertainment features for the week of fun. A heavy rain lasted throughout almost the entire day. The concessions and shows are furnished by a traveling carnival outfit. The Legion Post has taken charge of the event for a portion of the gate receipts.

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WATER DECREE FILED MONDAY

FIVE LITIGANTS ANNOUNCE APPEAL

Decree Covers 130 Pages—Appeal Notices to be Mailed to All Parties to Big Suit

Following filing of a decree Monday by Circuit Judge Wilson notices of appeal to the supreme court were formally announced by the Pacific Power & Light Co., the Oregon Lumber Co., the East Fork Irrigation District, the Mt. Hood Water Co. and the Glacier Irrigating Co. The decree, one of the most lengthy ever filed in local cases, it covered 130 pages.

The decision of the case, a confirmation of the findings of the State Water Board, is a decided victory for the East Fork Irrigation Co., which were attacked by the Pacific Power & Light Co., eight years ago, at that time resulting favorably for the irrigation concern, having one to the supreme court. The case was remanded with instructions that the State Water Board assume jurisdiction and conduct a thorough investigation for the basis of a complete adjudication of all claims on the watershed. The Pacific Power & Light Co. attacked the rights of all irrigation concerns, maintaining that through rights incident to riparian ownership it was entitled at times to the entire flow of the river. The decision denies the right of riparian ownership.

The appeals of other litigants in the big case are based on claims to priority rights to use of waters of the stream.

The case, as it will set a precedent in riparian ownership, is being watched by irrigation attorneys in all parts of the state. A host of out-of-town attorneys was here Monday for the session of circuit court. The parties to the appeals have joined and will furnish but one abstract and transcript. As this document will be voluminous, a saving of more than \$1,000 will be thus effected. It is not expected that the case will be at issue before the supreme court before next summer. A decision is not expected until about January 1923.

The Oregon irrigation laws require that notice of appeal bonds be sent to all parties directly named in the litigation. This will require that attorneys for each of the five appealing contestants mail within the next few days their formal appeal to some 250 orchardists of the valley. The law requires that such action be taken in order that all parties may be given an opportunity to approve of the abstracts. Attorneys, however, state that the notices of appeal in this case are a mere formality and that growers when they receive the documents may simply drop them into the wastebasket without further attention.

NO EMBARGO GIVES HOPE TO SHIPPERS

The fact that no embargo has been placed by rail lines on apple shipments is taken by shippers as a real indication that the strike announced will not materialize. Last week shippers, fearing an immediate embargo began appeals for additional refrigerator cars and many box cars were loaded out. Reapers and as many box cars as can be secured, are still loaded out, but shippers declare that they believe no strike will prevail, or that if it does it will not be serious enough to the up movement of trains loaded with perishable products.

Up to Saturday night the total of apple shipments from the valley had reached 571 carloads, with the Apple Growers Association leading with 318 cars. These shipments represent less than 25 per cent of the valley's tonnage.

Apples are moving into storage warehouses here at a rapid rate. The Association up to Saturday received 601,290 boxes, an approximate 50 per cent of the apples picked by its affiliated growers. Other shipping concerns report receipts in proportionate percentage. During the coming week, with picking over and packing crews augmented to the limit, apples will be rushed to shipping points in greater volume than ever.

BOYS IN TOILS FOR TAKING AUTOMOBILE


Andrew Imrie, aged 20, of Goodenough Hills, Wash., was bound over to the grand jury Saturday by Justice of the Peace Onthank on a charge of appropriating the automobile of Wm. Rush, of Mount Hood. Joseph Carroll, 17, who accompanied Imrie, was remanded to jail to await action of the juvenile court. Imrie stated that he made use of the car in order to make a trip to The Dalles to see a brother. The machine, according to his explanation, was wrecked in the Twin Tunnels of the Highway between here and Mosier when the lights went out. Both boys were slightly injured in the wreck. Sheriff Johnson arrested the boys.

Carroll claims that he was on the eve of leaving for California to join a sister in a motor trip back to Chicago, where he expects to reenter high school following the holidays. Indeed, a telegram from California relatives, advising him to hasten south, was received Saturday. Imrie's bail was fixed at \$500.

Young Carroll's brother was expected to arrive here last night from California. It is anticipated that he will be paroled to the brother.

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Bring in your troubles and let me help you in any way I can.

Satisfactory Service is what you need; why not get it at
Shay's SERVICE Shop
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BUSINESS OUTLOOK

One of the leading Portland banks just issued a report on the general business conditions in the State of Oregon.

The report on Hood River County is one of the three best reports in the state and it is gratifying to know that we are well in the vanguard in working out the many post-war problems.

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When ordering FLOUR insist on getting BLENDED PURITY FLOUR

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WAVERLY OILS

Our FREE CRANKCASE SERVICE in combination with WAVERLY OILS is very attractive to an ever-increasing number of car owners. Drive your car in, let us drain the crankcase, flush it, if desired, and fill with Waverly. The charge will be one for the materials used.

MT. HOOD MOTOR CO.

Mt. Defiance Gets Snow

A sure harbinger of winter, snow has covered the peak of Mount Defiance, the high wooded point to the west of the valley. Annually snowstorms prevail on the valley level within a few weeks after they have covered the top of Defiance. New snow, too, appears on some of the higher foothills surrounding Mount Adams.

It's here! Buick Four. Hood River Garage.

BOY SUCCUMBS TO LOGGING ACCIDENT

The body of 19-year old Homer Johnson, son of Mr. and Mrs. William Johnson, of Oregon City, was shipped to Chehalis, Wash., Saturday. Funeral services were held Sunday. The young man died Thursday night from injuries sustained the previous Wednesday when two sets of trucks of a logging car of the Oregon Lumber Co., by whom he was employed, ran over his abdomen. The boy fell between the trucks while riding at the end of one. It is considered remarkable that he was not killed instantly, but the spine was apparently not injured, and he remained conscious up to five minutes before death came.

In addition to his parents, young Mr. Johnson is survived by the following brothers and sisters, George, Rudolph, Luther, Marie, Fredolph and Herbert Johnson. He was a native of Pike county, Ky. The family has resided in Oregon and Washington for the past nine years.

S. E. Bartsness shipped the body to the Washington town.