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THE FIRST  
NATIONAL BANK  
HOOD RIVER, ORE.

YOU'LL surely be enthusiastic over  
**Kuppenheimer**  
Quality

The best friends this store has are men who have put Kuppenheimer clothes to the test of Service.

It is then and not until then that these splendid clothes show their real worth.

Tailored in quality that gives the lasting fit:

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Some a little less—some a little more.

J. G. VOGT

Is Hood River to be  
**THE CLEANEST TOWN  
IN THE STATE?**

If it is, every citizen must do his share by cleaning up his own property. Ashes should be hauled away, rubbish removed, and everything possible done to make the place neat and clean. With this much accomplished, nothing else will do so much to dress up your buildings as **fresh paint**. See us for

W. P. FULLER & CO. PAINTS

"A Paint For Every Purpose"

We carry a complete stock of Paints and Painter's Supplies. Specify "Fuller Materials" and you will get the best.

Emry Lumber & Fuel Co.

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Do You Know What It Will Cost You?

A flat price for a cash job.

Come in and tell me what you want done and I'll tell you to a cent what it will cost you.

Know in advance what your repair job is going to cost. The man who knows is far ahead of the man who guesses.

"Satisfactory Service Always"

Shay's SERVICE Shop

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**Special Sale Now On**

A BOTTLE OF  
**KLENZO LIQUID ANTISEPTIC**  
will be given  
**FREE**  
with every purchase of a 50c tube of  
**KLENZO DENTAL CREME**

The combination treatment of Klenzo Creme and Antiseptic will insure cleanliness of the mouth, throat and gums; prevent pyorrhea and by dissolving all stale secretions and destroying the germs that lurk in the crevices not reached by a brush, will remove all bad tastes and remove the cause of the much dreaded bad breath.



**KRESSE DRUG CO.**

The Rexall Store

Come in and hear the new Victor Records.



IT IS HARD TO BORROW  
AN UMBRELLA  
ON A RAINY DAY

We have never given away slate pencils, fountain pens, or prize packages of any kind and have always conducted our publicity along conservative lines.

We are not going to change this policy now, but we came very near saying that we would give twenty-five dollars to anyone who would deposit five dollars in our savings department every month for five years.

The account at the end of five years would amount to \$332.32 and the customer who has the perseverance to continue without interruption a monthly deposit of any amount for a period of five years will have acquired a habit that will be worth several times twenty-five dollars.

We have a lot of interesting information on this subject and any of us will be glad to discuss it with anyone who is interested.

**BUTLER BANKING COMPANY**

Member Federal Reserve System

**Gargoyle Mobiloils**

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**Tractor, Truck and Car**

Differential and Transmisson  
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**GOODYEAR TIRES**

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**The Pine Grove Store**

A. F. BICKFORD, Prop.

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Machine Work and Welding of all kinds. General overhauling on all types of cars.

Flywheel ring gears installed at a nominal price discount to the trade. Money back guarantee on all trouble shooting.

Fairbanks Engines and Hayes Sprayers

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**HOOD RIVER  
WILL CLOSE**

CLIMB UP OF LEGION TO BE AIDED

Stores Will Close on Saturday Before  
Annual Ascent of Mount Hood—  
Many to Participate

Hood River will be a closed town on the Saturday before the second annual Mount Hood Climb Up of the local Post of the American Legion. Members of the Post committee in charge of the recreational event, in which it is anticipated that a new record for anyone ascent of the famed snow peak will be made, have conferred with local merchants and all have agreed to closing for the day.

"We plan," says Kent Shoemaker, chairman of the committee in charge of the Legion climb, "on leaving Hood River early Saturday morning for the camp. Everybody will be expected to take lunch at the camp on Saturday noon, and we will have a portion of our program in the afternoon. We expect to have early dinner and an evening program. The camp will be patrolled by a military guard, and nobody will be allowed to come in after eight o'clock. We propose to make it possible for the climbers to get to bed early and get a good night's sleep. Last year late arrivals were getting in at all hours of the night and made it impossible for any of us to get any sleep. We will need all the rest we can get for the strenuous ascent."

Addresses will be delivered at the campfire sessions of the climbers by Governor Olcott, Mayor Baker, Frank Branch Riley and Lane Croell, state commander of the Legion. Participants in the climb are expected from a number of eastern cities.

July 16 in the date set for the climb. The event, however, as a result of the unusually heavy accumulation of snow in the high forested area, may have to be postponed.

**MOSIER MAN LIVES  
AFTER 300-FOOT FALL**

Those who have viewed the wreck of an automobile driven over a bluff of the Highway between here and Mosier Wednesday night, of last week by Wheeler Clark, member of the office force at the Mosier O-W-R & N. station, declare it a miracle that the young man came out of the wreck alive. At the point where the car fell the road, the bluff drops 300 feet almost sheer. Young Clark's injuries are limited to a few uncomfortable body bruises and a bad bump on his head.

The young man, who says his machine was catapulted into the abyss when a front wheel struck a fallen boulder, disengaged himself from the car after it had turned over two or three times. He continued, however, to roll down the cliffside, until stopped by a growth of bushes on a jutting ledge. Here he was knocked unconscious when a large stone struck him on the head.

Near the same point year before last another Mosier young man, C. Bailey, Bailey, plunged over the cliff and escaped serious injury.

When Mr. Clark recovered consciousness he was lying on an automobile robe from his car. The robe was under him as though it had been spread out purposely for him.

Apple Growing Costs  
**LESS THIS SEASON**

The cost of producing a box of apples will show a material decrease the coming season over last year when the drop from the year before, characterized by war-time inflation was very heavy. Last year boxes cost around 15 cents apiece. This season growers are buying boxes for 13 cents. The cost of paper, used in wrapping fruit, shows a decline of a cent a pound in price this year over last. Slight decreases are shown in the prices of spray materials and fertilizers. The labor cost this year will be less. While an average of nearly 40 cents an hour was maintained last year, growers are able to secure labor this year for 30 cents an hour.

Harvest help this season will be plentiful, according to shipping concerns. Although the strawberry harvest will not begin until about the second week in June, inquiries are beginning to pour in to the Commercial Club. Orchard help has been more plentiful here this spring than any time since 1915.

**DAN WUILLE & CO.  
CLEAN UP FOR YEAR**

Dan Wuille & Co. report that they have sold their entire tonnage of last season, aggregating 400 cars, and that final returns will be issued to growers within the next two weeks. While the company specializes in export of Newtowns and other varieties that are favored by the English consumers, they also handle much fruit on the domestic market.

"Our export sales this season, however," says Walter E. Wolpert, "have been much more satisfactory than domestic sales. We have just received cable advices that the last block of export apples has been sold and we expect final returns from England immediately. All but about 10 cars of our domestic sales have been paid for."

**APPLE RATE WILL  
STAND TILL AUGUST**

Increases in through rates on apples from the north Pacific coast to eastern consuming points, which would have become effective April 24 under railroad alternatives in existing freight schedules, were prevented last week by the interstate commerce commission, which ordered the railroad proposals suspended until August 22. An investigation will be instituted mean-

while to determine the reasonability of the advance. The increase in the rates would have resulted from the cancellation of through rates now in effect, which in most cases are lower than a combination or local or joint rates. The time for the hearing has not yet been set.

Local apple shippers do not comprehend the announcement of a further suspension of rail tariffs. It may refer, it is said, to a request of rail lines to secure provisions that will enable them to govern specifications for fruit containers. Or, it is declared, it may pertain to an appeal of rail lines for abrogation of the standard tariff on storage in transit, the rail lines seeking for the privilege of individual tariffs.

**DR. MACRUM ADVISES  
TERMINAL STORAGE**

The development of adequate cold storage terminals on Portland docks, according to Dr. C. A. Macrum, president of the Mosier Fruitgrowers Association, will ultimately result in the marketing of a heavy tonnage of mid-Columbia cherries and other small fruits in European markets.

"If we can just get these cold storage facilities," says Dr. Macrum, "we can ship our cherries, peaches, apricots, prunes and frozen fresh berries directly by boat to the big European markets. Our pears have been marketed in a limited amount in England, but a development of the water service will enable us to do a great deal more in this form of marketing. Our Oregon cherries, which, according to United States horticultural experts, are the best of their kind produced anywhere, would create a sensation abroad. Development of cold storage facilities and making the most of water shipments would result in a wide distribution of our products at handsome returns, I believe."

In his opinion the opportunities in frozen fresh berries, shipment of which has been developed by Robert Ireland, of Portland, are unlimited. Mr. Ireland through experiments found that frozen berries, packed in five-gallon cans, can be dispatched to any part of the nation. They can also be shipped to Europe direct by water."

Dr. Macrum says the construction of large terminal storage plants in Portland will work an economy for growers of small districts tributary to the port. He cites that it would eliminate a number of inefficient small plants by providing one well managed. It will aid the growers of the smaller district, who, he says, can better afford to pay heavy expense of building a cold storage plant of their own.

**TRUNK ROAD WORK  
WELL UNDER WAY**

Work on the six-mile unit of the Mount Hood Loop Highway just south of the city is now well under way. The Webster Construction Co. has 60 men at work. A steam shovel has been put into commission, and by use of dump cars and a short rail line, earth from excavations will be hauled to a heavy fill that must be made where the new road intersects the Columbia River Highway. The fill will require 3,000 yards of material.

A spur rail line was extended from the O-W-R & N. tracks to the point where the heavy excavation has been started. The big steam shovel was transported to its point of attack over the rails. For three miles the new grade is heavy construction. Crews have already slashed the sides of the Hood River gorge, and rock men have prepared numerous holes for blasting. Travel between the city and East Side grade is being detoured over the first wagon road opened in pioneer times. Contractors who have the award for constructing a 12-mile unit of the road just north of the bounds of the Oregon National Forest, have made camp and are assembling equipment. The long unit is comparatively easy construction.

**NORTH BANK HIGHWAY  
CLOSED TO TRAFFIC**

Louis Thun, commissioner of Skamania county, Wash., here Sunday, reported that crews of men are now engaged on the Cooks grade unit of the North Bank Highway have blocked the route to motor traffic. The road will be closed until about July 1. Work has been in progress for about two weeks, and it had been planned to keep the road open on Sundays. Mr. Thun stated, but contractors find that it will be best to close the road entirely. Four crews, aggregating 100 men, are engaged on the road. "Fishermen wishing to reach the upper Little White Salmon river, where sport is said to be very good, may cross the barricade by taking the ferry to White Salmon, going thence by way of the Northwestern power plant and back down the White Salmon river to Underwood," says Mr. Thun.

**HIGHWAY BLOCKED  
BY PAVING CREWS**

The Columbia River Highway will be blocked again for several months as the result of paving operations, resumed Monday morning near Rowena, about nine miles west of The Dalles. A four-mile gap in the paving remains to be closed. Most of this is over Rowena point, the eminence carrying the highway in much the same manner as it runs over Crown Point.

A regular schedule when cars may cross the barricade has been arranged. The highway will be open after 4 p. m. and until 7 a. m. and will be opened for 15 minutes between 10 and 10.15 and from 12 to 12.30 p. m. At other times automobiles will be required to use the seven-mile hill detour out of Mosier. This is the old route, passable but somewhat rough.

**Legion and Auxiliary Meet**

A joint frolic of the American Legion Post and the Women's Auxiliary was held at the Oriental Cafe last night. The organizations chartered the big cafe for the entire evening. Dancing and cards were participated in.

**LEGION WILL  
HONOR GRANT**

HIGH SCHOOLS TO HEAR SPEAKERS

Noted General's 100th Birthday Today—  
Nationwide Celebration to be Held  
—Veterans Recall Grant

Ulysses S. Grant day will be observed here today, in celebration of the 100th birthday anniversary of the noted general, by members of the American Legion Post. The celebration has been planned in accordance with plans of the national legion. Members of the organization will visit the four high schools of the county and deliver addresses on the life of General Grant. Speakers have been appointed as follows: Geo. R. Wilbur, Hood River; Edward W. Van Horn, Cascade Locks; Kent Shoemaker, Odell; and W. S. Dowd, Parkdale.

Considerable interest is being displayed in the celebration, and it is anticipated that a large number of citizens in the vicinity of the various schools will be present for the address by the Legion members. Next year the Legion will hold a similar celebration in honor of Robert E. Lee, commander-in-chief of the Confederate army.

Grady Women's Relief Corps Saturday entertained veterans of the Grand Army celebration of General Grant's 100th birthday anniversary and the 33rd anniversary of the organization of the Corps. Four veterans, S. F. Blythe, Jonathan Johnson, S. Copley and Thomas Goss, present at the celebration, were with Grant at the battle of Shiloh. The Corps and Post members participated in a social hour. The following program was rendered: Piano solo, Mrs. Ernest L. Scooby; story of the organization of the Corps, Mrs. John A. Wilson, a charter member; vocal solo, Mrs. A. S. Keir, address on Grant, Edward W. Van Horn.

The occasion, too, was turned into a reception for Judge and Mrs. Geo. R. Castner, who recently arrived from Portland to make their home here. Mr. Johnson's experiences at the battle of Shiloh are interesting because of his extreme youth. He was only 14 years and a month old when the battle was fought. He suffered a wound there, and was in a hospital following the terrific conflict, for 15 months. He saw the noted general several times at the battle and later General Grant visited the hospital where he was confined several times. Mr. Johnson, on his recovery, re-enlisted and was with General Sherman's army on the march through Georgia.

Mr. Copley gave an interesting recital of the battle of Shiloh and the capture of Fort Donelson and Fort Henry, as he remembered the events. Mr. Blythe read a communication to the Oregon department from national headquarters. He also read a history of the local post as compiled by the late Newton Clark, a pioneer in Grand Army affairs in Oregon. Mrs. Wilson and Mrs. Geo. P. Crowell were the only two charter members present for the event. Mrs. Elizabeth Decker, of Portland, Oregon department president of the Corps, was present for the meeting.

A handsome bouquet was presented to Judge and Mrs. Castner. Bouquets were also given to Mrs. Wilson, Mrs. Crowell, Mrs. Decker and Mrs. Alida Shoemaker, the latter member of the executive committee of the state department.

H. P. Packard, who with Mrs. Packard is here from Minneapolis visiting their daughter, Mrs. L. L. Murphy, was present for the meeting and gave a short talk, complimenting local veterans for their choice of a home in a valley so beautiful. He is a past-commander of a post at Redfield, S. D.

**MRS. FRANK CHANDLER  
DIES IN WALLA WALLA**

On receipt of news Monday of the death at Walla Walla, Wash., Sunday of Mrs. Frank Chandler, early day pioneer of the valley, the Hood River Chapter of the Eastern Star, telegraphed to the chapter at the eastern Washington city to take charge of funeral services held there Tuesday afternoon. Mrs. Chandler, who moved with her husband, who survives, to Walla Walla last year, succumbed to complications following an attack of influenza.

News of Mrs. Chandler's death, reaching Hood River through a letter to E. O. Hinchman from Geo. W. Dimmock, former local man, brought a severe shock to many local friends.

"Many families will hear of her death with sincere grief," said Mrs. Phoebe Morse, an old friend. "I do not think there is a pioneer home in which she has not visited to administer in time of sickness or distress. She will be missed."

Mrs. Chandler, who is also survived by a son, William D. Chandler, overseas war veteran, came to the valley with her husband from Nebraska 27 years ago. They first settled on a West Side orchard place. Mr. Chandler for a time was engaged in the mercantile business here.

**BABY BOY KILLED  
BY LOCOMOTIVE**

Funeral services were held at the Anderson chapel at 4 o'clock Tuesday for 20-month old William Sunday, son of Mr. and Mrs. Charles V. Sunday, who was instantly killed Monday afternoon when his head was crushed by the driving shaft of a freight locomotive on the O-W-R & N. track. Rev. Gabriel Sykes officiated. The family lives near the rail line at Sorey and the child had become so familiar with passing trains as not to be frightened at the approaching locomotive. Members of the crew say that the child, playing beside the track with other youngsters, ran directly under the side of the big locomotive, holding up its little hands and smiling. He darted under the death-dealing eccentric so suddenly that trainmen were unable to avert the accident or cry a warning. Coroner Sifton, who investigated the accident, decided that an inquest was not necessary in addition to the parents five older children survive.