

The Hood River Courier

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HOOD RIVER, OREGON, THURSDAY, JUNE 8, 1922

No. 2

Why This Bank Offers You this Positive Protection. BECAUSE

We believe that the positive safety of the \$1000.00 bond for every depositor, without charge, is much better policy "than taking chances" that no losses may occur on uninsured checks.

We believe it is good public policy to do everything possible to give depositors greater POSITIVE safety and protection for their money.

We believe in insuring you against check-raising menaces. For your safety's sake we have discontinued using unsafe checks which we had in stock to avoid needlessly exposing our customers to risks of any kind whatever.

Every commercial account depositor of this bank receives a vest-pocket \$1000.00 insurance policy protecting him against loss thru fraudulent alteration of checks. Ask for yours.



The First National Bank

HOOD RIVER, OREGON

Use All of Our Service

TWENTIETH CENTURY TRUCK FARM

Nonpareil

Vegetables

JOHN KOBERG, Owner

Shut The Door in His Face



Mr. 'House Fly' will soon be sneaking in at the doors and windows.

Shut the door on him—screen the windows against him.

Come to this office for Screen Doors and Windows.

Emry Lumber & Fuel Co.

"Everything to build Anything"

Phone 2181

Fourth and Cascade

Exclusive Representative of National Builders Bureau

675

New Fenders, New Lamps, practically new tires, Spotlight, Motometer, Snubbers. Mechanically A1. Will demonstrate with any car in the Valley, new or second hand.

Will take a second hand Ford in on it. Oh yes, it's one of those famous Buick 6's.

"Satisfactory Service Always"

Shay's SERVICE Shop

AT THE

FASHION STABLES

Shop 1281

Res-2772

Eastman Kodaks and Films

Our Stock is Always Complete

Kodak Developing and Printing

24-Hour Service

The quality of our developing—the tone and finish of our prints—the success we have in bringing out unfavorable exposures—prove that

Experts Do Our Kodak Work



KRESSE DRUG CO.

The Rexall Store

Come in and hear the new Victrola Records.



Speaking of Bank Publicity

One of the interesting developments of present day Bank Publicity is a sort of Clearing House for Advertisements, known as the Bankers' Advertising Digest.

We are members of the organization and our Ad man has just finished reading five hundred and seventy-seven Ads that have appeared in cities and towns all over the United States during the past few weeks.

In tabulating them we find they are divided as follows:

Thrift and Savings	174
General and Commercial Banking	89
Bond and Trust Departments	64
On the Making of Wills	50
Safe Deposit Boxes	42
Human Interest Stories	27
On Information and Advice	24
About Window Displays	12
Special Ads for New Business	17
Miscellaneous	69

We will use this space occasionally to tell you some of the interesting things we discovered in this quest for information.

BUTLER BANKING COMPANY

Member Federal Reserve System

OUTING CLOTHES

For Both Men and Women

Whip Cords, Gabardines and Khaki.

Distinctively tailored and patterned to fit.

It's "Summers" quality and that means a satisfactory garment.

J. G. VOGT

We announce to the trade the installation of a Universal Bearing Machine. We will be able to re-babbit connecting rod bearings for any make of car, truck or gas engine.

Better service and better bearings at all times. Contract prices an all bearings.

Fairbanks Engines and Hayes Sprayers

HOOD RIVER MACHINE WKS.

Unger & Lenz

Tel. 3173

VALLEY TRUNK ROAD PROGRESS

BONDS WERE VOTED A YEAR AGO

Twenty-Three Miles of Grade Will All Be Completed This Fall—Rock Surfacing to Follow

On June 7 a year ago, the people of Hood River valley were absorbed in a bond election contest, citizens of the community having been appealed to by the State Highway Commission to enter on a 50-50 basis the construction of the valley trunk line of the Hood River Loop Highway, an approximate 23 miles of road that would become an orchardists' market route for growers of the entire West Side, Odell, Middle Valley and Upper Hood River sections and an important link of the great loop road around the base of Mount Hood.

The bonds were voted by three to one and by July of this year the new grade will be found under way from end to end. Indeed, as a result of the \$350,000 bond issue, the Hood River valley proper has never witnessed such an activity of road construction as is at present in progress. The trunk line grade is being built in three units, the total of the three contracts reaching \$243,000.00.

Late last fall Joplin & Eldon, Portland contractors, were awarded for \$54,546.50 the contract for cutting the new grade from the Rhoades ranch, in the Odell section, around the west side of Booth hill into the Upper Valley, a fraction over five miles. It was anticipated that the work would be largely finished during the winter. Heavy snows and continued low temperatures, however, kept the winter cramp inactive. Another delay was met with in the discovery of huge boulder formations, where ordinary earth excavation was expected. The contractors are equipped with a small steam shovel, which will not handle the large boulders without blasting. Work on the Booth hill section will be drawn through the summer months. Simultaneously last winter the Highway Commission awarded contracts on the other two units. E. A. Webster, for \$114,392, was given the award on building the 6.5 mile grade, which intersects the Columbia River Highway just south of Hood River, to the Odell district. The Johnson Construction Co. is building the 12 miles from the Middle Valley to the base of the Oregon National Forest. The figures of the latter contract are \$54,546.50. Although nearly 12 miles in length, it utilizes more of existing county road than any other section, and the work is largely an alteration of grades and common excavation.

Both Mr. Webster, with whom is associated J. W. Ramsey, an experienced steam shovel and heavy rock excavation man, and the Johnson Company are making rapid progress on their stretches. It is anticipated that all contractors will have completed their units by early fall, and tentative plans call for the beginning of surfacing sections of the road immediately after the grading is done.

Sentiment of Hood River valley folk a year ago was fairly well crystallized in support of the proposed trunk highway, but a difference of opinion as to location of the route aroused violent opposition to the road bonds. An element of citizens declared that the survey should have extended higher on the bench of the Hood River canyon, in order that more of the old East Side road could be utilized, while other disapproved for the reason that the new road would not pass directly through Odell and Parkdale, chief up-valley shipping points.

The former contention was met with by engineering experts on the ground that the survey as made would eliminate all possible grades and curves. The route suggested, that over the high ridge projected above the Hood River gorge, would necessitate a heavy grade to get in and out of the valley proper. It was also cited that the trunk road would pass within a half or three-quarters of a mile of the valley shipping points and could be easily connected by short laterals, that the trunk road, if it should pass directly by shipping warehouses would be subjected to congestion during the rush of apple hauling season.

While the objections resulted in the chief opposition to the bond issue, they have largely disappeared within a short year's time and when the road is completed it is not anticipated that a single citizen of the valley will express anything but pride in the valley trunk line road. An approximate 25 per cent of the community's voters expressed disapproval in 1917 of the county's \$75,000 bond issue for participation in opening the Columbia River Highway. Today not a single opponent of the great scenic thoroughfare, which has proven a utilitarian boon to the city and valley, but admits of his mistake, and so it will probably be with regard to the new complement of the Highway up the Columbia gorge.

The new valley trunk, as local folk are prone to call the 23-mile unit of the Mount Hood Loop road up through the orchard district, is going to add new beauty to Oregon highways. From the standpoint of scenic appeal, no short link of any of the great systems built in the last eight years will be more sensational than the first three miles of road lying just south of the city of Hood River. For over a half mile the new grade, already cut, winds around the precipitous Hood River canyon. Native fir trees, with a covering of wild shrubs around their base, lie below the grade of a portion of this, and the rushing stream flashes among vistas of the vivid green branches. The road will sweep by a graceful curve, out of sight of town and an expanse of the broad Columbia, around a hummock of the orchard of A. A. Schenck, pioneer railroad builder who was with the old O. R. & N. crews here in early days and who was attracted to the community by its scenic appeal and that of its possibilities as a great horticultural section. South from this curve may be seen a long stretch of the silvery cascades of the swift stream, lying far below in the bottom of the canyon. Soon the motorist gets the first glimpse of Mount Hood, the snow-capped peak which will be the real goal of thousands of motor tourists as soon as the highway is completed. This section of the Mount Hood Loop Highway will be the first road of easy grade, built especially for

motor traffic, to open a way from the valley lands into the wooded base of the state's great snow-capped mountain. For this reason alone, it will become one of the most popular roads of the state.

After a three-mile distance the new grade will cross the canyon of Whiskey creek. Near the concrete crossing is the site of an early day distillery. Here in the dim days of the past pioneers were wont to secure the contents of broken jugs. The section's first prune orchards were used for a distillation of a potent beverage. From Whiskey creek on into the Middle Valley graceful curves and appealing straightaway amid prolific trees, the valley trunk will penetrate communities of rare pastoral appeal, a community where fruit farming is practiced as a science. The visiting motorist will be given an opportunity to study orchards that have been visited by horticulturists from the four corners of the globe. Fruit acres will be resulting from a collaboration here Tuesday of growers and shippers from Hood River and Wasco counties and from Skamania and Klickitat counties, Washington, come to maturity.

A special trainload of fruit buyers will make calls at Wenatchee, Yakima and Spokane, where growers, shippers and civic organizations are preparing elaborate entertainment. Mid-Columbia fruit men, who will be aided in their entertainment by civic organizations, declare that they will not allow the big Washington sections to eclipse them in greetings to the interests that distribute the products of the local valleys.

Tuesday's meeting was called by P. F. Clark, who is a member of the general Northwestern committee on arrangements. The following district chairmen were appointed to arrange for the coming of the apple buyers: Ira Hyde, White Salmon; C. W. Gibbs, Underwood; Judge F. S. Gunning, The Dalles; and R. D. Chaffield, Mosier. A schedule of the itinerary of the delegates to the International Apple Shippers Association at present calls for their entertainment in Portland Sunday, July 30. The next day the Portland fruit interests will bring them by automobile to Multnomah Falls, where Hood River folk will take charge of them. They will be brought here for a luncheon at the Columbia Gorge Hotel. Thence, following a ride through local orchards they will be taken to Mosier. There, after the buyers have visited the orchards and have seen the community packing plant of the Mosier Fruitgrowers' Association, they will be taken in tow by a motor delegation of The Dalles fruit growers. The Wasco county capital will entertain them over night and return them on the following day to Underwood and White Salmon. Growers of the Washington districts will entertain the buyers at buffet luncheons at ware houses. In addition to those named on committee, mid-Columbia fruit men here for the meeting of Tuesday included: J. E. Slade of Bussim; Paul McKeercher, E. S. Baker, A. E. Mills, G. Reed, C. T. Dewey and J. W. Dickey, of White Salmon, and E. L. Curtiss and W. S. Nelson, of The Dalles.

The visitors were luncheon guests of the Tuesday Lunch Club, the following giving short talks: Mr. Slade, Mr. McKeercher, Judge Gunning and Mr. Nelson. The latter is manager of the new horticultural bureau established by The Dalles Chamber of Commerce. Mr. Clark addressed the visitors and the local business and professional men, declaring the convention would offer boxed apple fruiting an excellent opportunity of showing the distributing elements of the industry their plants.

"Any manufacturing enterprise," he declared, "would consider an opportunity of displaying its factory to the concerns handling its product of inestimable value. We have the opportunity to show the apple buying interests our plant. We must utilize every influence to let them know that they are welcome."

The information has somehow gained currency that the buyers in Seattle for the convention would hurry home immediately "he sessions were over. A canvass among the prospective delegates, however, shows that the opposite is true. Most of the buyers will make a vacation of the trip. They will expect to spend a week or more seeing as much of the Northwest as possible before they go back."

President Murphy, of the Lunch Club, expressed an appreciation of himself and his fellow members at having the neighboring fruit men present. He assured them of the organization's fullest support in entertaining the fruit buyers.

LEGION STATE DELEGATES NOMINATED

The American Legion Post Monday night nominated the following members for delegates to the annual state encampment to be held at The Dalles in late July: Edw. W. Van Horn, Robert G. McNary, Dr. J. W. Sifton, Banks Mortimer, Walter Ford, Dr. H. D. W. Pines, Dr. V. B. Abraham, Miss Elizabeth Campbell, Glenn Hunt, Fred H. Bell and Harry W. Farrell. Three will be elected and three alternates named at the July monthly meeting.

The Legionnaires at their meeting Monday night were addressed by Robert Frey, overseas veteran, suffering from gas poisoning, who has just returned from Hospital No. 77 in Portland. Mr. Frey had the greatest praise for the treatment accorded the men by the Red Cross. He also declared that the meals of the hospital, which is now in charge of the Veterans' Bureau and used exclusively for ex-service men, are excellent.

Nelson Gets Chairmanship
Friends of Neils Nelson, prominent member of the staff of the Oregon Lumber Co. at Dee, are congratulating him on his receipt from County Clerk Shoemaker of his certificate of election as Democratic chairman for the Dee precinct. Although one of the county's youthful politicians, Mr. Nelson, it is stated by those who are well acquainted with him, bids fair to shine in high circles of Oregon's great May and November sport.

ENTERTAINMENT PLANS MADE

FRUIT MEN MEET HERE TUESDAY

Lunch Club Members Are Hosts—Committee Appointed to Arrange for Apple Shipper Visitors

The 300 or 400 apple buyers of eastern and middle western cities, who are expected to come to Oregon and Washington mid-Columbia fruit districts following the annual convention of the International Apple Shippers Association at Seattle July 26, 27 and 28, will be given a hospitable greeting, if plans resulting from a collaboration here Tuesday of growers and shippers from Hood River and Wasco counties and from Skamania and Klickitat counties, Washington, come to maturity.

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LEGION CLIMB NOT TO BE POSTPONED

The warm weather of the past week has melted the snows packed in canyons in the high forest around the base of Mount Hood very rapidly. The American Legion Post which several weeks ago had anticipated that it would be necessary to postpone its annual climb of Mount Hood from July 16, the date originally set, now announces that the snow will probably be sufficiently melted by mid-July to permit of carrying out plans without any changes.

The snows that have been holding back work of road crews on the Mount Hood Loop Highway and in the Lost Lake district are almost gone, and the highway work is now in progress on both sides of the mountain.

SLIDE NOW REMOVED FROM PAVEMENT

J. R. Nickelsen announced Tuesday night that his crews had just completed removing the last of the slide of rocks which fell from an overhanging cliff on Rubthorn hill Tuesday night of last week. Portions of the debris still remain on the side of the road, but the paving is entirely clear. The slide was estimated at 2,000 tons.

"I was pleasantly surprised to find that the paving was unimpaired," said Mr. Nickelsen. "The rocks were preceded by a slide of earth that made a cushion for the mass of rocks."