

The Hood River Courier

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No. 15

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GOLF COURSE SOON REALITY

TUESDAY WILL BE DEDICATION DAY Members Will Assemble to Break Ground and Initiate Work on One of West's Best Links

A section of the gently rolling 150-acre ranch purchased by the Hood River Country Club in the Oak Grove district is now being laid out into a nine-hole golf course, and when the warm suns of next spring begin shining, the links, according to experts who have inspected the new grounds, will be as appealing as any to be found in the length of the Pacific coast. The new golf course, it is declared, will form a new appeal for those who motor to the mid-Columbia to see the district's scenic attractions. It is expected that it will bring many new guests to the Columbia Gorge Hotel, with reference to which it is conveniently located. The country club ranch is only 3 1/2 miles from the big tourist hostelry. A good county road, penetrating orchards and scenes of pleasing pastoral life, connects the two.

The farm purchased by the country club from Herman Prange, pioneer rancher of the district, lies on the extreme west side of the community's productive orchards. The high foothills lie immediately to the west and form a protection against the strong winds that prevail along the Columbia gorge and in the more open sections of the valley. The grounds are naturally rolling, a topographical feature declared ideal by golf experts. The initial unit of nine holes will be so arranged that an additional nine may be added without any disarrangement of plans or inconvenience to players.

The Oak Grove farm has a prodigality of water, and by the system of irrigation that will be utilized, the fairways may be kept green the entire year. The soil, it is said, is adapted to lawn building, and the putting greens will be as rich and velvety as any city lawn in the land. Chandler Egan, ex-American amateur golf champion, of Medford, who has charge of building the new links, and who has studied the ground thoroughly, grew so enthusiastic after returning home that he wrote A. W. Peters, one of the promoters of the course, declaring that the Hood River fairway is to be congratulated on their choice of a club home. Mr. Egan says the Hood River golf course will compare favorably with any links on the Pacific coast. The scenic surroundings and evergreen fairways are characterized by him as features that will insure the new links a popularity from the beginning.

Numerous Portland men and women have inspected the home of the Hood River Country Club, and invariably their praise of the site and their comment on possibilities have been gratifying. Rabbi Wise, of Portland, who is the president of the club, and who has studied the ground thoroughly, grew so enthusiastic after returning home that he wrote A. W. Peters, one of the promoters of the course, declaring that the Hood River fairway is to be congratulated on their choice of a club home. Mr. Egan says the Hood River golf course will compare favorably with any links on the Pacific coast. The scenic surroundings and evergreen fairways are characterized by him as features that will insure the new links a popularity from the beginning.

Our reason for printing this now is twofold. The figures are convincing as to the possibilities of compound interest, and we hope some well to do individual, making a will, may be moved to do likewise for some of our worthy local institutions.



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In 1903 Boston's fund had reached \$540,000 while Philadelphia's was \$1,052,257. A portion of the Boston fund has been used to establish the Franklin Union, a vocational training school. The Franklin institute was founded by a part of the Philadelphia bequest.

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a finishing hole. The green site on the hill slope by the club house with that natural hazard running diagonally across the course immediately in front of it is going to make the second shot on that hole a splendid opportunity for him who has the nerve and skill to pull it off.

All the holes in the nine are of good distance with the possible exception of two, numbers 1 and 5, which are each approximately 240 yards long. However, any criticism on the length of these holes should be nullified by the unusual green sites. Each is located in a narrowing ravine so that the second shot is extremely attractive and interesting, particularly when the case, or otherwise, of the second shot depends so much on these holes, on the proper placing of the tee-shot.

Your two 1-shot holes are very good. The second, a mid-iron shot, is a splendid green site, and the seventh, a mangle shot, has one almost as good. No topped tee-shot will ever get 'home' on these holes and, while the penalty for misplay is not severe, it will behoove the player not to miss from the tee on either of these holes.

To play your long hole, No. 3, properly, which is well over 500 yards long, one will have to set his head for a shot on account of the three natural hazards, two of which run diagonally across the course, while the other lies in wait for the unwary player just short and to the right of the green. When they play from this tee it will behoove the long and short players to select different sides of the fairway in order to avoid trouble and get the best results.

The fourth, fifth and sixth holes are not spectacular unless one would call the sixth so with its double dip and with its fairway swinging by the proposed swimming pond. These are all fine two-shot holes, although the fourth is perhaps a little more than two shots for all but the very long player. I know that if I were playing a match on your course, and were on down I should look forward to playing these three holes because I should feel that if my opponent made the smallest mistake on any one of them it would be difficult for him to get four and opportunity would knock at my door. The fourth and sixth have very fine natural green sites and the fifth can be made likewise with little effort.

I think you will find every one of your nine holes a fine test of good golf, the kind of a test that allows the short player an opportunity of playing the holes free from trouble and getting the best score that his distance permits, and yet which also gives the superior player a distinct advantage provided he can properly place his shots.

WILBUR FILES BRIEF IN BIG WATER CASE

Geo. R. Wilbur has just forwarded to the supreme court at Salem a brief of 200 pages, the longest ever prepared in Hood River county, in a general adjudication of the watershed of Hood river. On Tuesday, September 12, at 10 o'clock, is the last day on which litigants in the adjudication can file briefs, and it is expected that the supreme court will soon thereafter advance the case, which sets a record for the amount of data and the aggregate of property rights involved, on the calendar. Arguments, attorneys expect, will be called for immediately and an early decision is expected.

The case, which in the final analysis developed into a contest between irrigationists and power interests, was initiated in 1914, when the Oregon Lumber Co. sought to enjoy the East Fork Irrigation District from use of waters on the East Fork of Hood river. While the irrigation concern claimed the right to appropriate 7,000 cfs because of its original filings, the lumber concern sought to limit appropriations to 1,100 inches. The case was tried out in circuit court here, the irrigation district gaining a favorable decision from the late Judge Braschaw. In 1915 the supreme court sustained the lower court but remanded the case, because of the imminence of similar litigation, and had it referred to the State Water Board for a thorough investigation of the watershed and an adjudication of all claims to water rights.

The Water Board was engaged from 1915 until 1919 in developing the entire facts concerning contested claims and in observing the flow of the river. A survey was made of all the tillable land of the valley and a careful study of soil conditions and the needs of irrigation was made. The board in the latter part of 1920 produced its findings, which were later confirmed by decree of Circuit Court Judge Wilson. The case was immediately appealed to the supreme court.

Because the case for the first time carries to the state's highest court the necessity of ruling equally on the rights of a riparian owner, it is being watched with peculiar interest, it is said, by irrigationists over all Oregon. Riparian rights have been raised by the Pacific Power & Light Co., one of the chief parties to the big case. If the contentions of the power company were allowed, irrigationists would be forced to allow the full, natural flow of the river to pass from the head, unbroken, past the plant sites of the concern near the stream's mouth.

Some speculation as to an appeal of the case to the United States supreme court was heard last year. Attorneys, however, now say that such contingency is entirely unlikely.

GRANGE TO HOLD DEBATES ON POLITICS

The Pine Grove Grange, which has arranged for a series of political debates, announces that Walter L. Pierce, democratic gubernatorial candidate, will address voters of the East Side orchard district, Monday, September 18. A joint debate between Mr. Pierce and Governor Olcott was desired by the Grange committee. The latter, however, has written his inability to be present, and the grangers are endeavoring to secure a substitute.

The grange has asked Mayor Baker, of Portland, to be here on the evening of September 25 to be the 1920 Exposition bill. It is stated that a strong opposition speaker will be pitted against Mr. Baker.

On the Monday evening following the meeting for a discussion of the bill the grangers propose a debate on the "Compulsory Educational" bill. They have written to P. S. Malcolm, of Portland, asking that he be present to defend the bill.

LEGION MEMBERS STUDY PEAKS

PARTY MOTORS TO MOUNT RAINIER Scenery of Oregon and Washington Peaks Declared Not to Be Competitive —Sound Roads Good

Members of a party of Hood River men, just back from a motor tour to Mount Rainier National Park, the ponds district system and tourists hostelry of which were studied, are united in opinion that Oregonians have awaiting them just as rare opportunities for the development of the scenic attractions of Mount Hood as the people of Seattle and Tacoma have availed themselves of at Longmire Springs and at Paradise Inn. And, it is declared by the local men, after a study of the two mountains, that the attractions for motor tourists, who are annually flocking in ever increasing numbers to the Pacific coast and the Pacific Northwest, will be in no way competitive.

While the mountain environs of looming snow peak, flowering meadows and surrounding sharp crags are somewhat the same on each mountain, there is not so much sameness but that a lover of nature after spending a week on Rainier would find his interest in Hood on the following week all the keener.

The difference in Mount Hood and Mount Rainier at the present time, at least that is the way it strikes one who is fully familiar with all the appeals of Hood and the forested base of the great spire, and Mount Rainier is simply this: The people of the northwestern Washington country have taken advantage of the opportunities that God has given them and Oregon folk have not. But Oregonians, apparently, in Portland as well as in Hood River, are today giving serious attention to Mount Hood. It has dawned on them that the full benefits of Oregon's superb highway system are not being received for the reason that the paved stretches lead to no hostelry, where guests among the high forested areas may have care and convenience. The Hood River party found a number of Portland men at Paradise Inn while they were there, all bent on gathering the information that they themselves were there for.

It appears that the Hood River American Legion men, actuated primarily by a desire to stimulate interest in the annual Mount Hood Climb, launched by the ex-service men of the Hood River valley last year, have struck a psychological time for advancing general plans for Mount Hood development. The Portland Ad Club, its members expressing an interest in the future of Cloud Cap Inn, one of the Northwest's fine mountain resorts, have begun serious consideration of plans for further development of a hotel at the snowline of Mount Hood. It now seems likely that members of the Mount Hood chapter of the Hood River American Legion will take a far more active part in the general development of the Mount Hood scenic asset than was anticipated when the annual recreational venture was first suggested in late June, 1921.

The Rainier trip was initiated by Truman Butler, who is an ardent supporter of all measures looking to the ultimate realization by the state of returns on its unlimited scenery. Mr. Butler provided his automobile for taking the party of seven to the Washington resort.

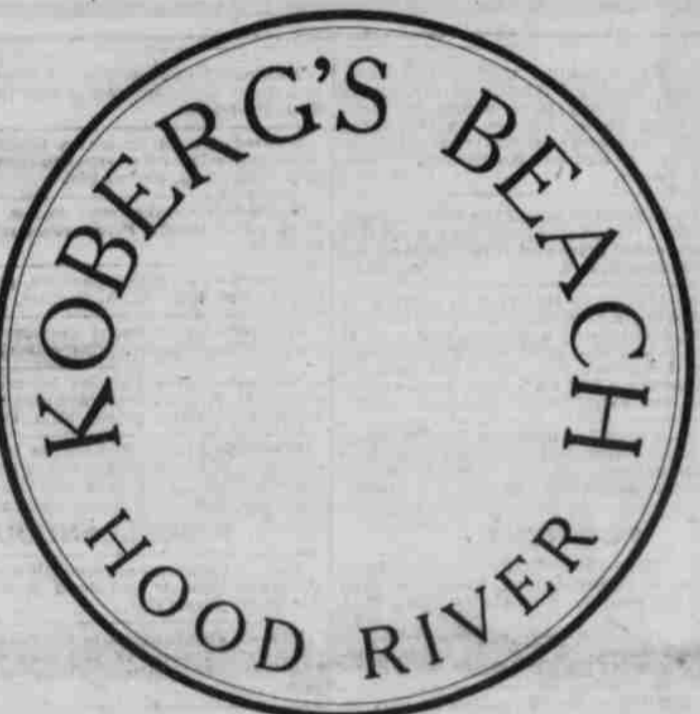
The Hood River men left home at 3 p. m. Saturday, reaching Chehalis, Wash., the first night. They arrived at Paradise Inn Sunday afternoon about 1 o'clock, the speedometer showing just 270 miles. The return trip was begun at 10 o'clock Monday morning. The party visited Tacoma and Olympia on the return. They reached Chehalis by 6 o'clock Monday evening. Traveling by way of Rainier, Ore., the route taken on the up trip, they made Paradise shortly after the lunch hour Tuesday. The party of enthusiasts arrived in Hood River at exactly 6 o'clock Tuesday night. The total distance traveled in the 75 hours away from home reached 675 miles. On the Sunday morning journey over to the Rainier Park road the tanksters took the road to Tenino, this cutting about 30 miles from the regular route through Olympia and Tacoma. The Tenino road is paved with concrete a large portion of the way, indeed a majority of the Washington highways have been paved with concrete, well laid and of excellent quality. These roads are as appealing to the motor car driver as the bihathletic highways of Oregon.

The highways of the great gravel plains south of Puget Sound are tempting for one who has the least desire to speed. Numerous stretches lie before the driver as straight as a string for 10 miles and more. Indeed, they are so straight as to become monotonous.

The so-called Mountain road from Tacoma to Mount Rainier is characterized for some 30 miles out of the city by its lack of curves. High voltage power poles line the road on either side. So uniform are the poles that the ribbon-like highway stretching away before motorists in the vista of poles with their huge insulators has a kind of appealing beauty.

The Mountain road has been paved to La Grande, which is only about 20 miles from the entrance to the national park. The remainder of the road is being regraded in many places, and the entire remaining link will be paved next year or soon after. None of the highway within the park is paved. The distance from the entrance gate to Paradise Inn is just 20 miles. The last six miles, although it is as wide as many of Oregon's mountainous main roads, is operated as a single track highway. Traffic is released on the even hour both from above and below. The up and down cars meet in the middle of the winding stretch. All of the park highway is alighting. One is given a glimpse of wonderful trees. It is likely that no road around Mount Hood will make available such a variety of forest giants. One sees towering Douglas fir and fir of other varieties, cedars, Sitka spruce, hemlocks and an occasional pine. On at higher altitudes are found Alaska cedars and Alpine fir. The latter trees start with heights from the very ground. They grow like spruce, their branches very close together, and when the deep snows of winter prevail the lower branches rest

(Continued on Fourth Page)



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