ODELL

For apple boxes call Odell-229. o5

Duckwall Eros. are loading out a car of d'Anjou pears and one of Winter Banana apples to be shipped from the local warehouse.

Mr. and Mrs. J. E. Ferguson and daughter, Martha, and granddaughter, little Almira Ferguson, motored to Salem Sunday for the opening of the year at Willamette University where Miss Martha Ferguson is a student.

The next meeting of the Willow Flat Mother's Club will be held Tuesday, at the home of Mrs. Milt Downing. This is the last meeting before apple harvest. Notice the day, Tuesday, September 26.

Mr. and Mrs. Lee Allen and children are now at home on their Willow Flat ranch, formerly owned by Geo. Sheppard.

Stranahan & Slavens have the contract for a 40x48-foot addition to the warehouse of Page & Son at Odell. They are at work and expect the building to be in readiness to receive apples of the approaching apple harvest.

W. F. Wagner, of Philadelphia, arrived here Monday and is looking after matters connected with his orchard property near Odell.

Mr. and Mrs. Frank Peyton, of Los Angeles, Calif., were guests in the home of Mr. and Mrs. F. A. Massee several days last week. Mr. Peyton is an apple buyer.

Teachers of Odell grade school and members of the board of directors of School Dist. No. 5 will play a series of three games of basketball, the proceeds to be used for the benefit of the school piano fund. The first game will be played early in November. J. C. Duckwall has been chosen business manager and Miss Wilson coach for the teachers.

A baby daughter was born to Mr. and Mrs. LeRoy Krohn Monday night, but joy was turned into sadness as the little one did not live. Friends express tenderest sympathy for the young parents.

Odell grade school carried off many prizes in the school fair of last Saturday. All interested congratulate pupils, teachers and County Superintendent Gibson.

The local warehouse of the Hood River Fruit Co. opened Monday with Cal J. Martz in charge.

A new apple house is being built at the Wheeler ranch, Summit station.

S. P. Davenport is building five houses for convenience of harvest help at Mrs. Helen T. Hull's orchard.

Sunday services will be held at the church as follows: Sunday school 10 a. m., Allison Fletcher, superintendent; preaching service 11 a. m. Mr. Gleiser will deliver the second of a series of sermons in answer to some of the questions that are being asked about the fundamentals of the Christian faith. Epworth League 7.15 p. m. Preaching service 8 p. m. The public is cordially invited to attend all of these services.

Wednesday, September 27, at 6 p. m. the first church night service of the fall season will be held in the dining room of Odell church. Everyone is invited. Bring one dish for the pot luck supper. Good time assured to all.

Rev. W. S. Gleiser was called to Athena for the funeral Monday of W. T. Hill, who was one of the pioneers of Umatilla county, having settled there in the early 60s. Athena was Rev. Gleiser's first charge and these friends derived comfort from his presence at this time.

PINE GROVE

The patrons are pleased that Pine Grove won first prize in community exhibit. The aggregate of cash prizes reached $19 50.

Mrs. Mary Gilkey and her niece, Miss Lena Stillwell, of Dayton, have been guests of the Lage families recently. Mrs. Gilkey, while a student of Willamette University in 1864, was one of the two first women to climb Mount Hood. They accompanied Mr. and Mrs. Hans Lage and Mr. and Mrs. Ed Lage to the pioneer reunion at The Dalles Saturday.

Mrs. H. Sieverkropp, of Portland, was also a visitor at the pioneer picnic.

Mrs. A. J. Grow and daughter, Miriam, spent the week end in Portland.

Mrs. H. J. Graff entertained the Aloha Club yesterday at the last meeting before apple harvest.

Mr. and Mrs. Clifford Ross left recently for California. Mr. Ross has gone to inaugurate work at a large dehydrating plant at Lodi.

Miss Jessie Turney left for Marshfield last week. She is one of two nurses to conduct health work in Coos county under the Rockefeller Foundation unit plan.

The Sunflower Class will hold a business meeting at the E. E. Lage home Tuesday evening.

Mrs W. J. Bryan will leave for Salem Friday to take charge of Hood River's student delegation at the state fair.

Mr. and Mrs. James Clarke entertained Dr. and Mrs. Westervelt and Mr. and Mrs. Norton, all of Portland, last Thursday.

Mr. and Mrs. F. H. Blackman and O. P. Yoder motored to Portland Friday for a week end visit.

Mrs. E. W. Lamoreaux, of Battle Creek, Mich., is the guest of Mrs. F. H. Blackman.

Mr. and Mrs. Clay Oxford and family left Friday for Sheridan, returning Sunday.

At the annual meeting for the election of officers for the coming year the W. C. T. U. shows the following: Mrs. Isaac Jeffries, president; Mrs. A. J. Grow, vice-president; Mrs. A. I. Mason, treasurer, and Mrs. Julia Hunt, secretary. The main object of the W. C. T. U. the coming year will be to help the children's farm home which is now assured, and to increase its membership to help counteract the efforts being made by the anti-prohibitionists in the boost for a million members to fight against the 18th Amendment and the Volstead Act.

For apple boxes call 4702. o5

MOUNT HOOD

Harry Hilt and family were Hood River visitors Saturday.

Mr. and Mrs. W. T. Wyatt and Misses Gladys and Helen Aubert returned from their trip to Crater Lake last Wednesday evening.

Ernest Monroe has purchased the Ira Williams ranch and will take possession the first of October.

Mr. and Mrs. Roy Ringer, Mrs. Ross Ringer and son, Clarence, and Kenneth Dimmick were Hood River visitors Friday.

F. L. Blagg went to Hood River Saturday to visit his parents, Mr. and Mrs. F. H. Blagg.

Miss Fannie Davis was over from Parkdale last week visiting her aunt, Mrs. J. B. Doggett.

Mr. and Mrs. Paul Aubert and daughter, Miss Gladys, were Hood River visitors Saturday.

Mr. and Mrs. C. W. Kitchel spent Saturday at Hood River.

Mrs. Will Gardner and children, Kenneth, Gordon, Norma and Billie, and Mrs. Ida Everson spent Sunday at Sand Canyon.

Fred Rose moved his family to Hood River Friday.

Edgar Kile has moved his family to the Mulford place recently purchased from F. L. Rose.

The Mount Hood school had a unique exhibit of vegetables and flowers at the school fair.

Several from here attended the sale of Herman Pregge at Hood River Friday.

Mrs. S. E. Porter and daughter, Evelyn Roush, of Milton, have returned home after visiting with the former's daughter, Mrs. R. M. Hanna, and family.

Mrs. Ralph Gibson and four children and Mrs. Mary Ringer are here from Seattle visiting the Ross and Roy Ringer families.

Mr. and Mrs. Gilbert Smith are here from Milton visiting the latter's sister, Mrs. R. M. Hanna.

CENTRAL VALE

Oscar Cameron and son, Jack, have gone to Roseburg to help in the prune harvest.

Mother's Club met at the home of Mrs. Alfred Thompson last Thursday. The next meeting will be held Tuesday instead of the regular Thursday meeting. The meeting will be held at the home of Mrs. Downing.

Miss Olive Moss came up from Portland Friday to spend the week at Mossacres.

The Industrial Clubs of the Central Vale school have completed the year's work and gave an exhibition and program at the school house last Thursday afternoon. There was a good attendance of parents and patrons.

Mr. and Mrs. M. G. Berge and children, of Portland, accompanied by his father and sister, of Eau Claire, Wis., drove up Saturday to spend the week end with Mr. and Mrs. E. B. Moss.

Mrs. Job Sheppard expects to start for the east next Monday to visit her daughters.

Fred Ingalls and family have moved into their new home on Willow Flat.

Lee Allen and family have moved onto their ranch, also on Willow Flat.

Miss Margaret Fletcher left for Corvallis Saturday where she will attend O. A. C. the coming year.

William Gilkerson left Monday to continue his studies at O. A. C.

Mrs. Wm. Mellville and children spent the week end at the home of Mrs. Wm. G. Parmalee in Pine Grove.

Mrs. Mary Nelson, of Armour, S. D., is visiting her daughter, Mrs. Jene Fletcher.

Mr. and Mrs. Frank Gilkerson and son, Horace, returned Tuesday from a motor trip to Seattle, where they vistied their son and brother.

Mr. and Mrs. Chevron and little daughter spent the week end in The Dalles visiting Mr. and Mrs. Frank Schultz. Chester and the Chapmans went up for Sunday. Little Mae Shultz returned with them for a visit at the Chevron home.

MIDDLE VALLEY

Miss Nina Montgomery is spending the week at Husum, Wash.

Miss Ethel Shull, of Odell, spent Friday night with the Montgomery girls.

A number of our people attended the fair at Hood River Saturday.

The Christian Endeavor Society gave a party at the home of B. J. Montgomery Friday evening. About 40 young people were present. Refreshments of ice cream and cake were served and everyone had a good time.

Miss Myrtle Hillstrom expects to leave for Monmouth Sunday where she will attend school for the next year.

Mrs. E. Hillstrom had a telephone installed in her home last week.

Sunday school will be at 2 o'clock next Sunday. Rev. Hutchinson will preach at 3 o'clock. Christian Endeavor will be held at 7.30. Miss Caudy will have charge.

MOSIER

The Mosier Fruit Growers Association shipped the first car of d'Anjou pears of the season Monday. The car was sold to a New York operator at a satisfactory price. The first shipment of prunes will start this week. The prune crop is much lighter than last year although of good quality.

The Mosier Hotel after being closed for the past two months will be opened again to the public Thursday. The public has been invited to a free chicken dinner at the hotel this evening.

Miss Roberta K. Krout, of Crawfordsville, Ind., and J. D. Bigelow, of Terre Haute, Ind., are guests at the H. M. Scearce ranch.

Miss June Graves, Mrs. W. E. Clark and Clay Clark were visitors in The Dalles Tuesday.

Mrs. D. M. Duvall stopped in Mosier to visit her sons here before returning to Portland to be with her son, Guy. Friends of Guy Duvall will be glad to know that the young man is steadily improving in health and is able to sit up now.

H. M. Scearce returned from Canada Monday after visiting the principal cities in the interests of Northwestern fruit producers.

Bishops are Named

Seven nominations were made in the house of bishops at the general Episcopal convention to succeed Bishop Robert Lewis Paddock, bishop of the diocese of eastern Oregon, who has just tendered his resignation to the convention.

Those nominated were: Right Rev. Paul Jones, known as the socialist bishop and who, during the late war, was forced to resign his charge because of alleged unpatriotic remarks; Rev. Thomas Jenkins, rector of St. David's church in Portland; Rev. William Goodwin, of St. Paul's church at Rochester, New York; Rev. Benten Bagwell, rector of the Church of the Ascension, Pueblo, Colo.; Rev. Edward M. Cross, rector of St. John the Evangelist church of St. Paul, and the Very Rev. J. Wilmar Gresham, dean of San Francisco cathedral.

Truck Makes Short Run

In buying an orchard truck many people don't figure on whether it will turn short or not. A truck with hounds will hardly make a quarter turn. The Hardie Orchard Truck has a full circle fifth wheel in place of hounds and will turn practically in a circle. Also it has five-inch tires and extra stout construction throughout. See one at Bennett Brothers.

NATURE LOVER PARTY EXPLORES MOUNTAIN

A party of nine people from the Oregon Nature Lovers' Club spent the last week end in further exploration in the vicinity of Eden Park, the newly discovered mountain park on the Northwest slopes of Mount Hood. The members of the party were Mr. and Mrs. F. W. Rockhold, Mr. and Mrs. D. C. Baker and Miss Thelma Salisbury, of Parkdale, Mr. and Mrs. C. E. Graves and Paul Hoerlein, of Hood River, and Miss Mildred Cushing, of Portland. The trip was made via the trail to Red Hill from Parkdale and the new trail from Red Hill to the mountain. This trail has been further slashed and blazed during the last week and now leads to the top of the ridge directly east of Eden Park. Any one of several grassy glades on the western slope of the ridge will lead into the park by an easy grade. The whole trip from Lava Beds Park near Parkdale to Eden Park can now be made in from four to five hours without a pack and five to seven hours with a pack, depending on th size of the pack and the ability of the packer.

The country between Eden Park and the Sandy river basin was explored on this trip. Although many beauty spots were found, none of them were comparable to Eden Park for beauty and variety of scenery. The flowers were practically all gone at this time of the year, except in a few damp shady glades. Their absence was somewhat compensated for by the brilliant pink and red hues of the alpine huckleberry bushes and mountain ash, which cover the upland plateaus in places. Bird life was unusually abundant for the high altitudes. Many species were observed that had not previously been seen on the higher slopes. Their presence is perhaps accounted for by the fact that migration is now in full swing and the birds were stopping en route for the luscious menu of wild fruits and berries and flower seeds that are so abundant in the alpine parks.

Two members of the party crossed Sandy Glacier to Reid Glacier and made some explorations in the park country below the latter glacier. They also discovered a hitherto uncharted and unnamed glacier in the region between Sandy and Ladd glaciers but entirely separate from either one of them. It is a secondary glacier, having its origin on the side of the mountain instead of on the top. It has probably been considered a snowfield in the past, but photographs were obtained which prove conclusively that it has all the distinguishing marks of a genuine glacier, moraines, a bergschrund and crevasses that compare favorably in size with those on Sandy Glacier. It was named Eden Park Glacier, because it drains into the west fork of Ladd creek which flows along the western edge of the park.

Further explorations were also made at the northern end of Eden Park to get further data as to its length and northern boundary. It is not as long as first supposed, probably not over two miles from its southern boundary at the terminal moraine of Ladd Glacier to the confluence of East and West Ladd creeks at its northernmost point. It drops down quite abruptly for several hundred feet at the northwest and northeast corners, well wooded on the northwest, but gravelly on the northeast. The whole northern tip of the park abounds in magnificent groves of mountain hemlock and fir, but the open spaces between them are not so large and sweeping as in the main part of the park.

The miniature mountain lakes in the park not only add to its scenic beauty, but they have a recreational value as well. Three members of the party demonstrated this fact by donning their bathing suits and taking a plunge in a group of these lakes. They are comparatively shallow, not over three or four feet deep, and are not fed from the glaciers, which allows the sun to warm them up to a comfortable temperature. Their beaches are velvety lawns which earlier in the season are masses of brilliant hued flowers. It is a setting from fairyland, and all of its delights are now easily accessible to ordinarily good walker who can find means of transportation to the starting point at Lava Beds Park.

Given proper snow conditions in the early winter or late spring, it should be entirely feasible to travel the Red Hill trail by snowshoe or ski. By spending the night at the Tony creek ranger's cabin, which is approximately half way to Eden Park, it would be an easy winter sports trip to the park, where there are unlimited opportunities for skiing and tobagonning. Thus the recreational facilities of the park might be developed. Its primary appeal, however, will always be to the nature lover, especially to the lover of beautiful scenery and of wild flowers. In these two respects, it can never be surpassed, because it is too near perfection.

SCHOOL FAIR EXHIBITS GOOD

(Continued From First Page)

first; George Palmiter, second, and Hazel Sandman, third.

Tomatoes—Don Dunbar, first; Milton Graber, second, and Tom Annals, third.

Potatoes — John Krieg, first; Oak Grove school, second; Eugene Annals, third.

Cabbage — Hazel Sandman, first; Marguerite Sandman, second; Rozy Cernac, third.

Onions—Velma Wallace, first; Hazel Sandman, second; Lois Sheirbon, third.

Beets—Roy Mauritson, first; Lillian Hull, second; Don Dunbar, third, and Margaret Sandman, fourth.

Best Packed Box of Apples—Holbrooke Galloway, first; Ormund Hukari, second, and Harold Fletcher, third.

Best Grapes—Helen Copple.

Rag Rug—Dorothy Hull.

Manual Training, grade schools outside of Hood River—Kenneth Larson, first; Gilbert Weaver, second; John Krieg, third.

Five chickens, large breed—Helen Hawley, first; Marguerite Kissinger, second.

Best Bantams—Eugene Sinter, first; Roy Mauritson, second, and Fred Miller, third.

Rabbits—Fred Miller, first; Esther Davis, second; Ansten Phelps, third.

Geese—Fred Miller, first.

Turkeys—Wilbur Nealeigh, first.

The best of the exhibits have been assembled for a school exhibit at the state fair at Salem.

Davenport Ships First Gravenstein Car

The valley's first car of apples for the season was shipped by H. K. Davenport, of Odell. It was erroneously stated that the Association and Davidson Fruit Co. routed the first cars of fruit. Mr. Davenport was ahead of them by several days.

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Other Fall and Winter Suits $19.75 and $29.75

THE LARGEST CHAIN DEPARTMENT STORE ORGANIZATION IN THE WORLD

OREGON'S HIGHWAYS OPEN SCENIC BEAUTY

(From the Roadrunner, published by Standard Oil Co.)

The people of Oregon have made a great and wise investment in good roads. They have provided themselves with means for both commercial and pleasure transportation. The people of other states owe Oregon a debt of gratitude for her work in bringing many of the state's scenic wonders within easy access. This debt will increase year by year as additional miles of durbale highways are built.

The tentative state highway system of Oregon, as outlined in the fourth biennial report of the State Highway Commission, contains a total of 4,458 miles. This mileage is composed roughly of three east-and-west and three north-and-south trunk lines crossing the state, with various connecting local and incidental roads. Forty roads have been considered important enough to be designated by name in the state highway system. The first and most important trunk line running north and south is the Pacific Highway. This highway runs from Portland to the California line south of Ashland. The second north-and-south route is The Dalles-California Highway from The Dalles south through Klamath Falls into California, and along the entire coast line is the third route, the proposed Coast or Roosevelt Highway.

The primary east-west route is the Columbia River Highway from Astoria to Pendleton and its southeasterly extension, the Old Oregon Trail. A second route runs east from Newport on the coast through the center of the state to the Idaho line, and a third road, comprising sections of several highways, crosses the southern part of the state.

The paving work completed or under process at this time is practically all included in the form of a great "T," of which the Columbia River Highway is the horizontal and the Pacific and West Side highways the vertical.

The Colubmia River Highway is 340 miles long. It consists of 200 miles of paving from Astoria to The Dalles, and 140 miles of gravel and crushed rock surfacing from The Dalles to Pendleton. The construction of some of the paved parts of this highway was probably the most difficult highway construction ever undertaken in the United States. For many miles it was necessary to construct the roadbed upon the rugged, nearly vertical walls of the Columbia River Gorge, necessitating that the road be carved out of solid rock. In many places rock bluffs overhang the finished highway, and at six places tunneling was done through rock points which could not otherwise be passed. For almost its entire length the highway presents a series of bridges, rock walls, overhanging bluffs and tunnels.

Crown Point is one of the famous spots on this highway. From this vantage ground reached by the road in a succession of curves, with no grade over five per cent, a vista of river and mountain scenery over seventy miles in extent is opened up to view. Not far from here is the site of the mythical bridge of the gods, which, according to Indian legend, once reached across the river for a distance of five miles at that great height.

The entire distance from Astoria to The Dalles, with the exception of a stretch of a few hundred feet, is paved with asphaltic concrete. The first units were laid in 1915 by Multnomah county, and construction was continued year by year until this year, when the last gap is being completed. In the earlier years the type of pavement was two-inch asphaltic concrete surface, Warren type, on a crushed rock base. Practically all the later units have been three-inch asphaltic concrete base and two-inch asphaltic concrete surface (Warren type.)

The Columbia River Highway is famous throughout the United States, and on this account carries a large amount of tourist travel each year. As the best route from the grain and cattle country east of the Cascades to Portland and the coast, commercial vehicle travel is heavy.

The Pacific Highway is 345 miles long, and, with the West Side Highway, which joins it at Portland and Junction City, comprises an extent of 460 miles. Paving on these roads was commenced in 1914 by Jackson county under state engineers, and the present summer should see the completion of paving on the highways, since every section from the California line to Portland over the West Side Highway has been completed or placed under contract. About 350 miles, or nearly 75 per cent of this road, is paved with asphaltic concrete. Here again, as in the Columbia River Highway, the older pavements are usually two-inch asphaltic concrete surface, Warren type, on a crushed rock base, while the last few years have shifted predominance to the five-inch asphaltic concrete laid in two courses.

The Pacific Highway passes through the Rogue River, Umpqua and Willamette River valleys, the heart of Oregon's richest agricultural country. Its use as a market road for the movement of farm produce is extensive, and the pavements have carried heavy traffic since they were laid. The summer tourist travel is growing from year to year on account of the beautiful scenery and the many trout streams, and, with the completion of the remaining links in the highway this year, bids fair to still further increase by leaps and bounds.

Crater Lake, unique among natural wonders, is reached from Medford, on the Pacific Highway. This deep blue lake is set 2,000 feet down in the crater of an extinict volcano.

Where the Pacific and Columbia River highways join stands the city of Portland, the metropolis of Oregon. From Council Crest, the city's showplace, is to be seen one of the famous views of America.

Practically all of the paving in Oregon's highway system has been laid on the Columbia River and Pacific highways, although short sections of asphaltic concrete have been laid on secondary highways for a short distance out of Portland, between Astoria and Seaside, from Pendleton to the Washington line near Walla Walla and near La Grande. It has been the policy of the Highway Commission, however, to complete the two major highways first.

On December 6, 1920, the Highway Commission had expended slightly over $21,000,000, and the amounts since made available have raised this total near the $50,000,000 mark, including county and government funds spent by the state. The main source of funds has been state bonds, voted by the people, although federal aid funds have also been utilized to the extent of several million dollars. These funds have been expended not only for paving, but also in grading and rocking many hundreds of miles of highways which will be paved at some future date.

Of the 4,458 miles in the Oregon state highway system, 600 miles have been paved with asphaltic concerte, and 161 miles with hydraulic concrete. The total of 761 miles of paved highways compares very favorably with what has been done in other states of greater population. This mileage includes sections now under contract.

The predominance of the asphaltic concerte type of pavement is immediately noticeable in Oregon. This type of pavement has carried the traffic for varying periods ranging up to eight years in the state system with splendid success. In doing so it has adequately met the widest extreme in climatic and subgrade conditions. One condition which is quite uniform on most of the patvements is that of heavy annual rainfall, usually over 40 inches a year. The impervious asphaltic concrete pavements have proved their ability to protect the subgrade from dilution and consequent loss of supporting strength due to water percolating through the pavemment.

The fact that Oregon has seen fit to lay 600 miles of asphaltic concrete pavement in a country of heavy rains proves confidence in the durability of asphaltic concrete.

Fruit Cleaners are Popular

The Oregon Fruit Cleaner Co., composed of fruit men of The Dalles, has revived the manufacture of a machine used in cleaning and polishing apples. The apparatus was first placed on the market in 1911. At that time, however, growers were not accustomed to wipe or polish their fruit before packing. Recent rulings of the United States Department of Health that all residue of spray material on apples must be wiped off to prevent possible confiscation of the fruit has resulted in shippers demanding cleaned apples.

Growers have found that they can clean their apples more efficiently and economically by use of one of the mechanical cleaners than by hand, and The Dalles company is selling the machines as fast as they can be manufactured. The apples are polished by passing between hog bristles.

Weeds Cause Accident

Weeds growing along an embankment of the boat road on the east side of Hood river, have resulted in two serious accidents the past week. The road is narrow at the point and motorists, the ground covered with the growth of weeds, have driven on the shoulder, which is loose gravel and quickly gives way. The two cars were overturned, although the occupants were only slightly bruised.

County road authorities have been urged to cut the weeds.

East Gets Divorce

Dr. Harry H. East, assistant city health officer, was granted a default divorce decree from Irma Vaughn East by Presiding Circuit Judge Stapleton last week in Portland. Dr. East testified that he made a trip to Hood River several weeks ago and found his wife occupying rooms in a hotel with C. A. Manuel, of Portland. Dr. East said he "beat up" Manuel, but that the latter wouldn't fight. The Easts were married June 20, 1916, in Butte, Mont.

Immanuel Lutheran Church

Regular services at 10.45 a. m. Sunday school at 9.45 a. m. Box social of Y. P. S. Friday at 7 p. m. Come and enjoy the evening.

P. Hilgendorf, Pastor.

The Equinoctial

Period is at hand, and the wise automobile owner is going to be prepared against the rains that always accompany this season of mid-Autumn.

If your Top is leaky don't worry

just pilot your car down to

SEVENTH AND COLUMBIA STS.

and the

WARREN AUTO TOP SHOP

WILL DO THE REST!

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