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EFFICIENCY

The business man, efficient himself, quickly recognizes efficiency in others.

He expects efficiency from those in his employ and from all who serve him in business capacities.

Naturally, then, an institution favored extensively by business interests—as this institution is—must be efficient in the broadest interpretation of the word.

The First National Bank

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WILL YOUR ROOFS LEAK?

You will save time and money by fixing them now. Tell us your difficulty and we will supply materials for repair; we carry everything in materials for any kind of roof.

We have a complete stock in various weights and qualities of

"DURABLE ROOFING"

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If your present roof needs painting, we highly recommend "Black Cat" Fire-Resisting Roof Paint for composition or shingled roofs and for holes and patching we have elastic cement in bulk.

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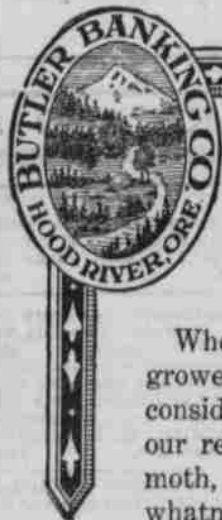
Experts Do Our Kodak Work



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The Rexall Store

Come in and hear the new Victor Records.



EVERY MAN TO HIS TRADE

When a member of our staff attends a fruit growers' meeting in which technical matters are considered, the discussion doesn't get far until our representative is lost in a maze of codling moth, woolly aphis, leaf roller, fungus and whatnot.

It has occurred to us that possibly the average citizen has something of the same feeling when he reads in financial circulars of liquid and non-liquid assets, municipal bonds, industrial bonds, general and refunding debentures, preferred and special preferred stocks, Federal Reserve Rediscouts and other financial subjects.

If we want to know just how woolly an aphis can get and just how much "codling" a moth requires, we go to our well informed friends for information.

Our long experience in banking has given us technical knowledge that is valuable to the investor, and furnishing our friends with information of this kind is just one branch of present day bank service.

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Did you ever figure the cost per month of general service on your car? For \$8 per month we will make all small adjustments, including grinding valves, adjusting carburetors, contact points, greasing, oiling, aligning wheels, adjusting light focus, etc. Drop in and see us about this service.

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ROAD BONDS

SELL WELL

FIFTEEN BOND HOUSES MAKE OFFER

County Court on Saturday Sells \$100,000

Of Loop Highway Bonds to Lumbermen's Trust Co.

With representatives of 15 bond buying houses present from Portland, the county court Saturday awarded to the Lumbermen's Trust Co. \$100,000 of a \$350,000 bond issue voted by Hood River county in June, 1921, for joining the state highway department on a 50-50 basis in constructing the Mount Hood Loop Highway. The Portland concern's offer was 42 per cent and a premium of \$1.150. The next highest bid was by Elyth-Witter Co., for 41 per cent and a premium of \$850. The issue is for five per cent, par bonds. The sale was the best that Hood River county has ever made, and county court officials were jubilant.

The county court sold \$150,000 of the issue last year at six per cent and with a premium of \$1.560. The highway work, as a result of a drop in construction costs, will not require as heavy appropriations as were anticipated when the issue was voted in 1921, and it is expected that more than \$50,000 of the authorized sum will be left over. This money cannot be expended for any other purposes, except those outlined in the call for the bond election. Many citizens, however, favor an election, in order that the people may vote the remainder of the issue to further road work in the county.

APPLES MOVE OUT BY THE TRAINLOAD

With the apple harvest reaching its height last week end, and fruit rolling in substantial quantities to storage and receiving plants, shippers began routing to the maximum number of railroads daily. The shortage of refrigerator cars caused the Apple Growers Association to request that the local handling quantities of fruit to be rushed to eastern storage. A solid train of 26 box cars was rolled by the Association Thursday night. Saturday night 35 cars were rolled in one train. Total shipments for the season up to Saturday night reached 240 carloads.

"The existing shortage of refrigerator cars," says J. H. Fredrick, "should not be taken as a criterion of what is going to be the condition throughout the season. The present shortage is with us every year at this time. California's huge amount of perishable freight takes the three railroads entering that state to their capacity. They demand the most of the refrigerator cars available, and before we can get them back to the Northwest, our supplies are ready to move. But as the season advances we are going to have more cars and we will be in position to better handle apple shipments."

"One of the reasons for a refrigerator car shortage is because shippers utilize the cars for storage at destination. Frequently they deliver the apples directly to the trade from the cars. This year organizations of apple shippers are using strong influences to discontinue this custom. Every refrigerator car, too, will be placarded with an appeal to release the car as soon as possible. Some shippers, although we have none in the Hood River Valley, pursue the custom of sending out 'rollers,' carloads of apples that have no destination and that may be diverted and redelivered several times before finally reaching a point of unloading. This practice is criminal and ties up cars sometimes for months."

MISSING AVIATORS CAUSE OF ALARM

Persistent investigation in all sections around the hood river valley Monday raised no trace of W. R. Graham, aviator, and Photographer C. S. Woodruff, supposed to have left Portland Friday to make pictures of the Oregon National Forest and Mount Hood Loop Highway. Although numerous local folk remember having seen a plane here last Friday, no Upper Valley resident noted any machine soaring over that district that day. The Dallas reported having seen an airplane Friday, and it is thought here that the machine may have met with an accident returning to the east base of the mountain over the Wapinitia country.

"I was in the open all of last Friday," said Mark Weygant, whose place is at a high altitude in the Upper Valley, "and I would certainly have observed a plane flying over the mountain that day. I do not believe the plane ever reached this section."

When Mr. Graham and Mr. Woodruff arrived here by air route Monday night, the local population supposed them to have just returned from a search over the forested mountain expanses around Mount Hood, where the two missing men were scheduled to spend Friday afternoon taking photographs. Eager crowds watching the returning plane circle over the city and come to a landing on the sandbar north of town, and then the visitors were met by an excited crowd.

"Did you find 'em?" somebody asked as the two helmeted air men came from the lowland jungles on their way up town just after the early autumn darkness had settled over the mid-Columbia.

"Find whom?" asked Mr. Graham, and then everybody talked at once for a while, but gradually Graham and Woodruff comprehended that the hubbub was all about them. They informed the crowd as to their identity and copies of afternoon papers were thrust into their hands. The crowd pressed close to get details. They were few.

The two men at 2:15 Friday afternoon, when their motor became overheated were forced to seek a landing stop a bald butte about 5,500 feet high and at an estimated 15 miles southeast of the mountain. The location they declare was ideal and they landed safely. A shepherd, whose name the men did not remember but who swore with vehemence for the fright they gave him and his sheep, finally pro-

vided the men with sufficient food to keep body and soul together during the three days and nights they were lost in the wilderness. Then Mr. Graham set to work overhauling his plane. He discovered a leaky gasket as the cause of the trouble, and by improvisations succeeded in getting the machine to work all right Monday. The cold of the high altitude the two men declared, was very penetrating at night. The temperature was freezing. Their worst experience, however, came when they had to make seven trips down into a canyon, declared more than 1,000 feet deep for water to fill their radiator. The water had to be carried in their helmets.

"We were certainly glad," said Mr. Graham, "when we were all ready to take off. It was growing very monotonous there on that bald butte. But we made our getaway without the least trouble and here we are healthy and extremely hungry."

The men, who left Tuesday to complete their photography, declared that the meals of civilization and a real bed never appealed to them more than it did last night. They were greeted throughout the evening at the Hotel Oregon by an eager crowd, ready to hear told and retold their experiences in the mountains.

Graham and Woodruff expected to reach Portland some time Tuesday afternoon. The photographer declared pictures taken conditions Friday were ideal, and that he secured some wonderful views of the Oregon and Washington snow peaks and cloud formations.

"We'll have to lay it to Friday, 13," said Woodruff. "Indeed, just as we started, at 12:50 p. m. from Vancouver I remarked to Graham that it would be 13 o'clock in Canada—the thirteenth hour of the thirteenth day of the month. We thought of this remark when we alighted from our plane on the high butte."

MR. BAKER FILES VERY PITHY REPORT

District Attorney Baker, who in his annual report to Secretary of State Koser, reports the collection of \$1,978 for fines of men convicted of prohibition laws, declares that minor details of his office consume a great deal of his time. His report is concluded as follows:

"Hardly a day passes but I am called upon by someone in trouble for advice. Laborers who quit their jobs or are discharged seem to think it my duty to compel their former employer to cough up all wages due immediately. Abused wives and sometimes abused husbands appeal to me for instant relief. They are sometimes peevish because I am unable to prescribe an instant panacea for all their ills. I specialize in quieting riots caused by dog fights, trespasses of neighbors' chickens, herds of sheep or goats, and such like episodes that are the only means of keeping a rural community from growing ruder."

"I might continue at length, Sam, in elucidating my very pleasant subject, but I am beginning to fear that you will not read what I have already written, although, like the queen of Sheba, the half has not been told. I am a good mind to quit right now."

"I fear I am not earning my salary of one hundred iron men a month."

Mr. Baker's report shows seven convictions for game law violations. The fines for traffic violations aggregated \$924. Nine cases were carried to the circuit court with two convictions. Mr. Baker participated in 17 civil cases, most of them concerning proceedings in the acquisition of rights of way on the Mount Hood Loop Highway.

GOV. OLCOTT HERE SATURDAY NIGHT

Although the population here is now engaged in the year's busiest season, expressions from orchardists as well as business men indicate that Governor Olcott, who will be accompanied by Thomas B. Kay, will be greeted Saturday night, when he delivers an address here, by a large crowd. Mosler says evening and arranged for the meeting.

The meeting will be held at the Pythian Temple.

Hood River was one of Olcott's strongest counties in the primaries, and observers here predict that his opposition will be negligible in November. A committee of prominent Republicans met at the court house Monday evening and arranged for the meeting.

ONE ORCHARD SENDS OUT 33 CARS PEARS

One of the busiest packing houses in the mid-Columbia district may be found on the Gilmer, Wash., place of the Mount Adam Farm Co., which has the largest tract of d'Anjou pears in the United States. This company, which also owns a heavy acreage of apple trees, has shipped 33 carloads of d'Anjou from White Salmon, and eight cars of Bartlett's were dispatched. The d'Anjou, one of the best selling of winter pears, were of high quality, and it is expected that they will bring the top of the market. Manager H. W. Hamlin, who was here Saturday, says his crews have now begun the harvest of apples. The orchard's yield for the season is placed at 40 carloads.

The big Klickitat county orchard place employs 30 harvest hands throughout the fall months. The place is well equipped with dormitories and commissary.

TWO COUNTY ROADS HAVE BEEN CLOSED

County Roadmaster W. L. Nichols announces that the River road has been closed to motor truck traffic. The highway is not hard surfaced, and immediately following fall rains, trucks operated over the route leave it in an almost impassable condition.

Mr. Nichols stated that the Neal Creek road was closed to through traffic because of operation of motor truck hauling rock, from crusher in the canyon, for surfacing the Mount Hood Loop Highway.

NEW ROAD

IS PLANNED

COUNTRY CLUB DRIVE IS L. OUT

New Highway Will Open Beautiful Section

of Valley and Result in Many Improvements

Plans have been launched for the building of a combination of West Side highway and country lanes one of the most beautiful drives in Hood River county. It is proposed to improve the road connecting the Columbia River Highway, just east of the Rubicon Hill grade, with the Belmont district, and extensions of the route on through to the new golf course of the Hood River Country Club in the Oak Grove district. The county court has already officially named the route The Country Club Drive.

The new road, which utilizes some of the earlier day public roads of the Belmont district, is on an easy grade for the most part. It will be necessary to reconstruct the grade where the road climbs from the level of the Columbia River Highway to the top of the canyon at the Gus Miller place, Clifton. Where the highway leads up from the west edge of the Frankton district into the Belmont section, it will again be necessary to improve the grade. But the entire improvement can be accomplished at a minimum of cost because of the beauty of the countryside in this section of the valley, the new drive, it is expected, will enhance the pleasures of a trip up from Portland to the country club. The road passes at the edge of the big West Side orchard district. The foothills off to the west are covered with oaks and shrubs.

In the spring months the golden blooms of Oregon grape and the pink of the wild currant add color to the landscape. When the first frosts of fall prevail, the yellow maple leaves and the trees of larger species of maple present a glory of silver and gold. The countryside is pastoral. Much of the land is in pasture, and cows may be seen grazing at frequent intervals. It is also a favorite haunt of China pheasants, and, except in the open season, when the gay-decked cocks have fled to highland coops, the birds may be seen strutting over the fields in numbers.

The intersection of the Country Club Drive and the Columbia River Highway is just west of the Columbia Gorge Hotel. With the new road opened and improved, the hospitality will be brought closer to the gold links than the city. Indeed, it is expected that the new road and Highway west of the city will become a favorite route of travel between town and the golf and country club.

The west Frankton and west Belmont districts have many delightful homesites, and it is expected that the development of the golf club and the new road will result in development of the section.

UNION HIGH SCHOOL PROPOSED AT CLUB

A movement that may ultimately result in the organization of a union high school district of all of the Hood River Valley north of Odell was launched at the Tuesday Lunch Club meeting at The Pheasant Inn, which was addressed by I. R. Acheson, member of the city school board. Mr. Acheson cited that the point had been reached where the city high school for lack of space was unable to take care of the students from outlying districts, which, under law, merely pay a tuition fee covering operating expenses but contribute nothing toward any building fund.

"Thirty-five students will leave the city high school at the end of the current year," said Mr. Acheson, "and we will have an estimated 105 new students next fall. We must erect additional room or discontinue allowing out of town children to attend our school. We do not wish to do this, and it has appeared to the board that the problem may be solved by organizing a union high school district, which under tentative plans would include our own district, the district of Fine Grove, Barrett, Frankton, Oak Grove, Wyeth, Viento and possibly Cascade Locks."

"At present 40 per cent of the students of the high school are coming from outside districts. They are getting more than they pay for."

Mr. Acheson stated that the city school board had already negotiated for the purchase of a four-acre site on the Heights, an ideal location of a high school building.

"We are seriously handicapped as a school district now," said Dr. V. K. Abraham, chairman of the city school board, who cited that the district was heavily bonded and that the annual interest reached \$7,000. "The proposed union plan would equally distribute the burden over all the districts. While some of the districts would have to pay more than they are at present called on for, I think they will see the justice of the proposition. If the proposed union is carried through it will eliminate the necessity of new buildings on the part of the city district building any new structures for 15 or 20 years."

Dr. Abraham cited methods of circulating petitions and holding an election for the organization of a union district. He urged citizens to give the matter thought and get back of the school board in plans. The plans will be taken up by various school boards at the annual county institute in November, when, according to plans, State Superintendent Churchill will come here to discuss the move.

On the motion of City Attorney Smith, the club will devote its meeting next week to the union high school plan, and County School Superintendent Gibson will be chief speaker of the day.

Chairmen of the club at early meetings were announced as follows: W. H. Eddy, A. W. Stone, R. B. Perigo, Dr. Pines and J. M. Calbertson.

Cassidy Stone

The wedding of Forrest Cassidy and Mrs. Adelle Stone was solemnized Saturday at the parsonage of the First Christian church, Rev. J. C. Hanson officiating. Mr. and Mrs. Cassidy will make their home in Hood River.