

# The Hood River Glacier.

VOL. XXXV

HOOD RIVER, OREGON, THURSDAY, JULY 5, 1923

## During the Summer Months

WHEN it's "too hot to think," it is no small advantage to be able to do your banking business by mail instead of in person.

When you are planning your vacation it is a great convenience to secure through us a supply of Travelers' Checks.

When you are on vacation it means a lot to know that your valuables are safely stored in our vault—

And to have a responsible agent like this Institution pay or collect bills and attend to other business matters for you.



**The First National Bank**

HOOD RIVER, OREGON

## IMPORTANT NOTICE

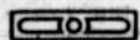
The Butler Banking Company has loaned this space to the Boy Scout Camp Committee in order that we may tell you of the plans for the Boy Scout Camp to be held at Lost Lake from July 18 to 31.

The Camp will conform to National Boy Scout Council Standards in all matters such as Program, Supervision and Sanitation. The total charge for each boy has been fixed at twelve dollars but the actual cost will be quite a little in excess of this amount.

In order to meet the additional cost we are asking those who are interested in this work to mail us a small remittance. Two to five dollars from each of you who will want to help should provide ample funds and the checks may be sent to Boy Scout Committee, care Truman Butler.

## The Quality of our Stringless Green Beans

as grown on our farm cannot be improved upon and they are retailing in Hood River stores for less than the wholesale price in other cities. Try a mess.



**THE 20TH CENTURY TRUCK FARM**

J. H. KOBERG, Prop.

## FERTILIZER

For a Summer and Fall application of EDEN Brand Sheep Manure we will start to haul from White Salmon direct by truck as soon as the new road is opened from Bingen to the Ferry Landing, direct to your ranch. This will effect a saving in delivery charges and we will handle this in ten lots on a Fall account. We believe that a trial of this Fertilizer will convince that it is the best Fertilizer for Trees, Gardens and Berries. We recommend an application now for a set on your trees for next season.

We furnish supplies on apple accounts and make cash contracts before shipping time.

A definite price for a commodity is the logical way to do business in any other line. Why should the Apple business be an exception?

**DUCKWALL BROS.**

CASH BUYERS OF APPLES AND PEARS  
Phone 4702 Odell 229

## A Brownie for the Kiddies

Let them keep a Kodak story of their vacation.

Anyone can take good pictures with a Brownie; they are so easy to operate.

Brownie Cameras from \$2.00 up.

"Get it at Kresse's"

**KRESSE DRUG CO.**

The Rexall Store

Come in and hear the June Victrola Records

## Correcting An Erroneous Impression

PROPAGANDA of one kind and another has lead the average citizen to the belief that lumber has not descended from wartime peak prices.

The fallacy of this impression is conclusively demonstrated by a survey recently taken by the National Retail Lumber Dealers' Association, which proved that in eighteen leading cities

**TODAY'S PRICES ON BUILDING LUMBER AVERAGE 33.4% LOWER THAN THOSE OF 1920.**

By comparing our own present estimates with those of 1920 we find that lumber and millwork that cost \$2,021 for a home in 1920 can be furnished by us today for \$1,547, a saving of 30 per cent.

The Prospective Home Builder has every reason to Proceed with Assurance.

**EMRY LUMBER & FUEL CO.**

"Everything to Build Anything"

Exclusive Representatives of National Builders Bureau

## HOOD RIVER MACHINE WORKS

DETHMAN & LENZ, Props.

**Cylinder Re-boring  
General Machine Work and  
Welding**

We carry a full line of Jahn's Pistons,  
Quality Piston Rings and Mann  
Precision Wrist Pins.

PHONE 3173

## HECK UNGER GARAGE

Successor to TUCKER'S GARAGE

WILL CONDUCT A FREE INSPECTION SERVICE  
ON ALL MAKES OF CARS.

Let me solve your troubles, such as Starters, Generators, Ignition, and Carburetors. Money back guarantee on all trouble shooting. I will specialize on contract work and will call and deliver cars from any part of town.

Phone 2373

75%

of the large manufacturers of automobiles have adopted the Honing system of finishing cylinder walls as to giving a better finished wall than boring or grinding. I just received a Honing machine two weeks ago and have turned out two jobs that are satisfactory in every way at a saving to the car owner of a good many dollars. Come in and let me show you what it does.

**Shay's SERVICE Shop**

AT THE FASHION GARAGE  
Shop 1201 Res. 3721

## LOOP ROAD NEARLY READY

EDITORS WILL TRAVEL NEW ROUTE

Crew Rushing Fill at East Fork Bridge in Order That Legion Climbers May Use Highway

Oregon editors will have an opportunity while here for their 10th annual convention of a journey over the Loop Highway. The trip will be made by the editors of the Hood River Post, American Legion, and the Hood River Glacier. The trip will be made by the editors of the Hood River Post, American Legion, and the Hood River Glacier. The trip will be made by the editors of the Hood River Post, American Legion, and the Hood River Glacier.

The newspaper folk of the state, who this year will be honor guests of the legionnaires on their unique outing, will leave their automobiles with a military guard of Company C, 188th Regiment, Oregon National Guard, at a parking camp, about 1 1/2 miles above the Homestead, and at intervals of about 2 1/2 miles up a trail passing along the ridge that divides Sand Canyon and the canyon of the Tully Jane creek, both tributaries of the East Fork of Hood River. Sand canyon runs like a chasm below the hikers who climb to the mile high base camp of the legionnaires, and at intervals one is able to glimpse ribbonlike falls, where torrents fresh from glacial snows dash hundreds of feet over sheer precipices. It is a strenuous hike from the end of the road to the campground and yet one that is never tiresome because of the inspiring views of the mountain's glacial crags and the great landscapes of forest and mountains.

The new grade, which begins at an elevation of 141 feet and climbs to an altitude of 5,345 feet at the entrance of the Oregon National Forest, where it exceeds five per cent. It is constructed on identical the same plans as the Columbia River Highway and other state roads. Broad, banked concrete, with a 10-foot shoulder on each side, and a 10-foot shoulder on each side. The fills are solid and the traveler is inspired by the evidence of permanency.

The Valley Trunk of the Mount Hood Loop will form a magnificent supplement to the Columbia River Highway. Not only will it form a thoroughfare to carry hundreds of motor tourists on to the Oregon National Forest, and thence to the Mount Hood Loop Highway, but it will be utilitarian in that it will become the Hood River Valley primary market road. All traffic between the Upper Valley and the city will pass over the new trunk road. It will carry the heavy fruit tonnage of Odell and other upvalley points. Formerly the Upper Valley, as a result of steep and tortuous grades, has been cut off from the Lower Valley during the bad weather of wintertime. The new road will provide highway communication between the districts practically all the year.

The new road is not lacking in the scenic appeal. As the traveler leaves Hood River he motors for the first half mile along the Loop Highway, and from thence on into the Upper Valley, the motorist will have an opportunity of observing the far famed apple and pear orchards and tracts of Clark Seedling strawberries. The road east of Odell, near the geographical center of the valley, takes to a ridge which it follows to Booth Hill, a barrier between the Upper and Lower Valleys. The road skirts the west base of Booth Hill, rising to a level whence all the Lower Valley country, with its thousands of acres of well kept orchard tracts are seen in a remarkable bird's eye view.

All the way up through the valley, from the Pine Grove section, the motorist in a backward glance can glimpse Mount Adams. From the lower levels only the top of the Washington peak can be seen, but when Booth Hill is reached, Adams looms in massive majesty. As the new highway dips down into the Middle Valley, Booth Hill shut off Mount Adams, the glittering snow fields are again sighted, topping the magnificent forested base after one drives south of Parkdale and begins to climb the base of Mount Hood. By the time the 3,500-foot elevation is reached at the Homestead, located about a mile to

the west of the elbow of the Loop Highway within the National Forest, where the road turns to pass down into the canyon of the East Fork, Mount Rainier, 170 miles distant, is also visible. From a point on the Legion Camp trail one glimpses Mount St. Helens as well as the other two Washington peaks.

From Hood River on to the Homestead over the Loop Highway the motorist sees Mount Adams and Mount Hood from a hundred different interesting points of view. At some places, where a ridge intervenes, only the summit of Mount Hood may stick over the skyline. From other locations, the entire surface of snowfields and glacial crags of the north, northeast and northwest sides sparkle in the sunlight of brilliant summer days.

The Oregon editors will gain a comprehensive idea of what the Mount Hood Loop Highway will mean. Those of them who wish will be permitted to continue on the sections of the scenic thoroughfare, already cut for more than 15 miles up around the east side of the mountain along the East Fork of Hood River. Incomplete sections of road pass thence on through Hood River Meadows and over Bennett Pass, which rises over 4,000 feet on the east base of the snow peak, with the snow fields a short distance above the grade. About seven miles of the forest section have already been surfaced with rock. The Shotwell Construction Co. is busy with a crew this summer, closely following the grading crews of the Shotwell Construction Co., which has been working on the grade for the past two summers. The entire grade around to the Government Camp side of the mountain will be completed this fall, if plans carry, and by the end of next year it will be possible to drive all the way around the snow peak on a fine type of macadam highway.

A pleasant and unique feature of the Mount Hood Loop Highway is that its cost will be less by more than \$100,000 than the original estimate. It was anticipated that the grading of the road would cost \$250,000, the road would cost \$700,000, the expense to be borne half by the county and half by the state. Hood River county voted a \$250,000 bond issue in June, 1921 to care for its share of the work. The county will have left over \$50,000 of the bond money.

The grading of the road was let in three units. The Western Construction Co. built the six miles from Hood River to the Odell country. The five-mile unit from Odell over Booth Hill was graded by Joplin & Hildon. The Shotwell Construction Co. is now grading the 12-mile grade from Booth Hill to the boundary of the Oregon National Forest. The surfacing of the road will cost an approximate \$150,000. The remaining cost will be borne by the state. The grade, culverts and bridge across the East Fork. This span, concrete slabs placed on steel framework, is 80 feet long, and two 30-foot concrete approach spans are on the east side. The side railings are of massive concrete construction. The new road crosses the main ditch of the East Fork bridge, and the road is paved with heavy concrete culverts. Wherever the road curves in deep cuts, the lands are cut away back to the line of the right of way, in order that motorists may be given a view of the scenery as great a distance ahead as possible.

A survey has already been made for a lateral highway which will connect the Loop Highway, near the Homestead, with Cooper's Spring, Cloud Gap Inn and the Legion Camp. It is anticipated that the lateral grade may be open by next year, in which case motorists will be able to drive to the Legion Camp, thus eliminating the 2 1/2 mile hike. By next year, too, the entire length of the Valley trunk will be rock surfaced.

The character of macadam that is being secured on the Loop road is attracting the attention of motorists. Engineer Seely, as well as the surfacing contractors, gave considerable study to the choice of rock, and crushed rock is spread on the road, pressed down with a 10-ton roller it is asked. Thus the surfacing is bound together, and motorists who have toured over the sections already surfaced declare it is more appealing for speed than the smoother bitulithic of the Columbia River Highway.

The writer last Thursday accompanied Mr. and Mrs. C. A. Bell on a journey over the Loop Highway from the city to the rock crusher in the forest bounds. Mrs. W. B. Tewksbury was a guest of Mr. and Mrs. Bell on the trip.

Mr. Bell, who has taken a keen interest in the road construction, declares that Hood River will be amazed when the highway is completely surfaced and the motoring public is given an opportunity to see the fine work that has been accomplished.

## CRITIC HAVE BEEN UNJUST

CITY RECORDER REPORTS

Reports Characterizing Hood River as Hard on Motor Tourists is Decried

The city council Monday night branded as unjust and false criticism that has been recently current to the effect that local traffic officers and City Recorder Howe were engaged in indiscriminate arrests and punishment of minor infractions of rules of the road.

Recorder Howe reported that 38 cases had come before him for the month of June. Out of this number 57 fines had been suspended. The city ordinance prohibits parking over 30 minutes in restricted areas of the downtown district. No motor tourist had ever been fined for infraction of this law. In the case of local residents, fines for such offenses had been suspended. Fines ranging from \$10 to \$25 had been assessed for reckless driving and speeding, according to the report.

In a letter to the council Mr. Howe stated that Hood River had been gaining an unsavory reputation from recent stories of the alleged harshed traffic officers. He cited a story that had appeared in a recent issue of the Portland Journal in which Hood River was characterized as approaching the reputation gained some years ago by towns on the lower Columbia. Both the city recorder and members of the council expressed resentment at the story, based, it was declared, on pure myths.

Mr. Howe and members of the council pointed out that a speed over the limit had been down the steep streets of the city, where the grades of cross streets were heavy and where many families with children reside, was dangerous. Fines for fast driving on such streets were declared essential. The council voted the action of the city recorder as shown by his report, as very lenient.

In disproof of the story alleging discourteous treatment of tourists, the council was presented with a letter from L. M. Thelsson, Portland landscape gardener, who had been accompanied by Oliver Wood for a local officer and who had called his attention to it and asked the visitor to report to the city recorder by mail. Mr. Thelsson wrote Mr. Howe, thanking him for the courtesy. In his letter he stated that on the day of the offense he was accompanied by visitors from out of town, who were impressed with the courteous action of the traffic officer.

The council, adopting a recommendation of the Fire and Water Committee, voted to pay the expense of the Portland Journal and the Oregon Fire Chief's Association to be held soon at Bend. The council declared that the discussions of the council would prove valuable to the fire officers.

The council adopted at first reading an ordinance that will require all dairymen furnishing milk within the city to register the name and place of their dairies, specify the number and breed of cows and give an estimate of the quantity of milk to be furnished. The herd owners will be required to operate their dairies in a sanitary manner and all cows must be tested annually for tuberculosis.

The new law, based on a similar ordinance in force in Clatsop County, will enable the state dairy and food commission to keep a better check on the dairies of the county.

On recommendation of the Fire and Water committee the council voted to permit W. P. Edling, West Side Orchardist, to use water from the Tuckers spring main for domestic purposes. The Edling home is so located that it is difficult to secure good drinking water. A charge of \$24 per year will be made for the service, Mr. Edling paying all costs of connection.

City Water Superintendent Clark reported that he and Health Officer Edgington last Saturday visited the office of the state board of health to discuss the water supply. Recent tests have shown the water to be pure, and the bacteriologist of the office in discussing the condition of the water said that it was good. The reservoir was recently thoroughly cleaned, a growth of moss having been removed.

The Apple City Electric Co. was given a permit to erect an illuminated sign on the old K. F. building for the W. O. W. lodge.

A report of viewers who investigated property of owners on east State street awarded damages of \$325 for the cut that will be necessitated in a change of that thoroughfare. The council ratified the report.

**INTERSTATE MOTOR COMPANY LAUNCHED**

Plans for the new Hood River-White Salmon bridge across the Columbia river here inspired their first business name when James and A. K. Stranahan and Charles Rathbun announced the first of the week that they would call a place of business just purchased from Mark Cameron the Interstate Motor Co. The purchasers of the Cameron place have been engaged in Hood River in transportation service for 20 years. Formerly they operated one of the largest livery stables in the mid-Columbia, having had 35 horses at their stables. Their old place of business, the Fashion Stable, was located on the corner where the Cameron business is located. They moved from the location they will again occupy 15 years ago.

To-day the firm operating the Fashion Garage, has not a single horse but maintain a motor stage between here and Parkdale and furnish automobiles for all mid-Columbia points. At the new place of business in the Bell block, the Interstate company will handle Studebaker and Gray automobiles.

The new residence of C. D. Richards on Columbia street is nearing completion.