

Hood River Glacier

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THE COOPERS SPUR ROAD

Some 12 years ago Oregon citizens with vision began to realize their dream of years. The Columbia River Highway was begun. Since that time this great thoroughfare, now internationally known as one of the world's most scenic highways, has been completed. Today it is a ribbon of asphaltic pavement from The Dalles to the Pacific ocean.

When the Columbia River Highway was completed it stimulated construction of other roads. The Mount Hood Loop Highway was projected and in another year it will be complete. Nowhere in all the world do highways penetrate a more scenic region than here in the Cascades of Oregon. A day's motor trip, from Portland up the Columbia River Highway, up through the fertile orchard area of the Hood River valley and then back to Portland around the east side of Mount Hood over the Loop Highway, will give the traveler scenic thrills enough to last for a lifetime. Already Oregon has spent over \$5,000,000 in laying out, grading, paving and surfacing portions of this wonder loop.

But the climax of this loop is still to come. The Columbia river and Mount Hood have been the main inspiration for these great roads, aside from their utilitarian value—the one with its majestic gorge, the other with its spine of eternal snow and ice. To reach the snowline of the mountain has been a chief goal since the Columbia River Highway was first started. That goal has not yet been reached. It is nearly in sight. It only remains for the Coopers Spur lateral to be completed. Then the climax in road building of Oregon for the past decade will be reached.

Already the Bureau of Public Roads, working in conjunction with the officials of the Oregon National Forest, have made a survey of the proposed spur. The survey has been approved by departmental heads, and as soon as the sum of \$80,000 is available from the Bureau of Public Roads the spur highway will be built. Just think what an insignificant sum, compared with the millions that have already been spent in reaching this main objective, is needed to make the Coopers Spur road possible.

The Coopers Spur road should be completed next year. It will be, if the people of Oregon will devote a little sincere time in studying the road and in gaining for themselves a comprehensive idea of the need of it. If Oregon citizens, through their organized bodies, will but express their sentiment for this Coopers Spur lateral, which will only cost \$80,000 for construction, we believe the funds will be forthcoming immediately, and by next spring we will see the last gap between the Loop Highway and the snowline of the mountain completely.

The Hood River American Legion Post, interested in the road because of the realization of its members that it will do more than anything else toward bringing about a popularization of the most beautiful mountain in America, has given impetus to a movement that will bring about the Spur road. The Legion Post, which three years ago initiated its annual Mount Hood climbing party, has been hampered each year because there was no road up to the timberline camp. The Legion Post has spent more than \$1,000 in packing up food, bedding and supplies for the annual camping parties. Its guests, who all told have reached more than 750, have been wearied by the long 2-mile trek over a dusty and tortuous trail. The legionnaires came to the conclusion that they must have a road up to the snowline and they set about constructively to realize on their plans. Last summer the Legion Post entertained the members of the Oregon Editorial Association, who held their annual convention in Hood River, on the annual climb. The newspaper folk, hiked over the dusty trail, beneath a beaming summer sun; utterly fatigued they reached the Legion camp, wondering if the jaunt was worth the extreme effort. But the bracing mountain atmosphere quickly brought about recuperation, and after the Legion camp lunch Oregon editors were added to the list of enthusiasts over the road climb. Through necessity they had hiked over that tortuous trail. They expressed a wonder why the road had not already been built. They saw the surrounding world from the lofty heights, they were inspired. They thrilled at the abysses of Sand Canyon, the towering white cone of Mount Hood at its head. Many of them grew silent and awestruck as they looked out over Oregon from the summit. The massive ice cascades of Eliot glacier left their lasting impress. Oregon's editors said to themselves and to the public through their papers:

"Here on Mount Hood the state of Oregon has the most inspiring and appealing scenery it is given to man to behold. It should be accessible." The Oregon editors went on record, through formal resolution, as favoring an early completion of the Coopers Spur road. The resolution pledged the members of the association to use their influence in securing an early construction of it.

Following the Legion climb of last July some sentiment was developed for other ways than Coopers Spur of approaching the snowline and glacial formations of the peak. The Hood River American Legion Post, thinking that perhaps some other route for a road might be feasible, appointed a general

committee, representative of all interests of the city and valley, and the members of this organization spent several weeks in a thorough study of all available routes. This exhaustive study of the Coopers Spur route as the most feasible of all. The investigation went further and resulted in a crystallization of Hood River county sentiment back of the Coopers Spur road. Through the Legion's efforts this county has found out exactly what it wanted, and now Hood River county, as a unit, is behind it.

The Legion has now given the Hood River Chamber of Commerce the task of furthering interest in the road throughout the state. The latter body is seeking the cooperation of various Oregon civic and public organizations in an effort to hasten construction of the spur highway. Oregon editors have been urged to recall the wonders they saw last July—and the grueling task of climbing the dusty trail—and to use their influence toward stimulating a statewide sentiment for bringing about the climax to highway construction of the Cascades—a climax that presents an anticlimax when the matter of the \$80,000 cost is considered.

During the past summer a total of 115,000 people registered in Rainier National Park. How many people traveled up to the snowline of Mount Hood we do not know, but more than 2,200 climbed to the summit, while in Rainier the total of those ascending to the summit reached less than 500. Mount Hood is not only beautiful, but it is the most easily climbed of any of the Northwestern snowpeaks. One can arise early at Cloud Cap Inn, have breakfast and be back at the hostelry for an early supper after an ascent of the peak. Indeed, one may drive up to the end of the proposed road and make the ascent and return in six hours. If a less strenuous trip is desired, a motor party can be out on Eliot glacier in five minutes after leaving their car.

The Coopers Spur road, which will be 16 miles long and on a grade of five to six per cent, will stimulate construction of trails to scenic points around the base of the mountain near the snowline. A trail entirely circling the base near the snowline has already been projected. This trail, which will require four days in its negotiation, will offer one of the finest mountain-ering excursions of the nation. Motorists may make short excursions to various crevasses, which are far more appealing and picturesque than those on Rainier and far more accessible. Innumerable half-day hiking or horseback trips will be worked out by a system of trails.

Even though one does not wish to step from his automobile, he will be able to gain inspiration from the magnificent view at the snowline end of the road. Off to the east the golden grain fields of eastern Oregon will spread out before him. Off to the south the snow white heads of Mount Jefferson and the Three Sisters will be in sight, and off across the orchards of the Hood River valley the great snow peaks of Washington—Rainier, St. Helens and Adams—will rear themselves on display. From one point on the road five magnificent waterfalls will be in sight.

Another trail that should be mentioned is that projected from Cloud Cap Inn to Eden Park, the beautiful, flowered park on the Northwest base of the mountain. This trip will require but two hours. It will probably become one of the most popular of the trails trips. The proposed lateral road will solve the problem of the legionnaires, as it will pass within 1800 feet of the base campsite. It will pass close to Homestead Inn and Cloud Cap Inn, existing hostleries on the mountainside, and make these easy of access to motor tourists. The proposed road, despite its moderate cost of \$80,000, will be one of the most valuable highway assets in the state of Oregon. It is not merely a matter that Hood River folk should be interested in. It is of the utmost importance to the entire state. And we feel confident in predicting that the Legion and Chamber of Commerce program will result in crystallizing a statewide sentiment, similar to that already existing here, for the Coopers Spur lateral.

AN OPPORTUNITY

Orchardists are given a rare opportunity of getting a shipment of sodalite, high explosive, suitable for land clearing. If they will hasten in turning in their orders to the Hood River Experiment Station. The federal government has a large supply of the explosive for distribution. Free caps will be given as long as they last. It behooves the growers who wish this powder to get in their applications at once. The product is shipped out only in carload quantities. Leroy Childs tells us that the explosive will be just the thing for clearing defunct trees of old orchards.

The eye of man never beheld more glorious coloring than can now be seen along the Mount Hood Loop Highway up around the base of Mount Hood. Words fall mortal on beholding the color-splashed canyonsides of the East Fork.

It's a dangerous thing to tinker with the stars, Arthur Covell, intent on observing what astrology pointed to for others, failed to note that it definitely erected a gallows for himself.

Send those Germans some of our apples. A taste of good fruit may create a desire for stability, in order that they may import more of Oregon apples.

Decent citizens cannot contemplate

the brutal Siskiyou train robbery and murder and at the same time feel kindly toward an annulment of the capital punishment statute.

Have you noticed that some of our orchardists are wearing a look of satisfaction? They have completed their picking.

The plans for a more commodious automobile park are worth serious consideration.

If the apple prices are right we'll all be happier in the springtime.

We hope the H. R. H. S. boys keep up the winning streak.

SNOW ENDS LOOP ROAD GRADE WORK

W. G. Peters, resident engineer for the Bureau of Public Roads, here yesterday from the Upper East Fork of Hood river, reported that a six-inch snowfall had ended operations on grading of the last link of the Loop Highway in the vicinity of Bennett Pass. The 23-mile stretch is 95 per cent graded and the work can be completed in 30 days next spring.

James F. Clarkson & Co., who had the contract on the road work, are moving crews from the headwaters of the East Fork to White river. The snow will not affect the surfacing crews of the Shotwell Construction Co., who had completed a contract on miles of surfacing and have just broken camp.

Night Prowler Frightened Away

S. S. Turnbull, who resides on Cascade avenue, gave a would-be burglar a bad scare the other night. Mr. Turnbull saw the man skulking in his back yard. As automobiles passed along the street he would hide from the glare behind a tree. Mr. Turnbull extinguished the lights in his residence and watched the man. He approached the house of a neighbor, A. S. Keir, and examined the windows of the first story. Mr. Turnbull left his home and walked up behind the man, who suddenly took interest in his spying and hastened away. It is believed the prowler was a sneak thief, looking for loose articles around the premises.

Clipped Here and There

Every tourist visiting Portland should be urged to make a trip through the Hood River valley before leaving this section of America. Hood River valley should not be hoisted to the detriment of other parts of the state, but it is so near Portland that it is well to include it in one day's starting from this city in the morning and returning that night. Tourists with very limited time to spend in Oregon can make this trip.

The tourist, expecting to "make" the entire Pacific coast, starting at a California point, is often talked into spending seven-eighths of the time allotted in the coast—in the southern state. Then the strangers "see" the rest of the coast by giving Portland a hurried once over, tarrying a day in Seattle and then hurrying to Vancouver, B. C., to start east over the C. P. R.

That is one reason why Hood River valley may be stressed here. It is simply to permit the man in a great rush to see more of the beauties of Oregon than he sees only in Portland and its nearby scenic spots. A run over the Columbia River Highway to Multnomah falls and return is better than no drive on that famous road, but a few hours more added to the trip and one could gain a good impression of the great orchard country watered by a most picturesque river. The Columbia River Highway from Hood River to The Dalles is one of the most beautiful drives in North America. It is worth the time of any globe trotter to see the great gorge of the Columbia as viewed on the way to the old frontier city so rich in the lore of the west. The day is long gone when the Portlander wanted to "hog" all of the tourists' trade. We want strangers to see Portland to be sure, but Oregon is the real attraction to visiting tourists. The Columbia River Highway and the Old Oregon trail, the Hood River valley, the Deschutes valley, Klamath lake, Crater lake, Josephine caves, the Umpqua valley and the great orchards along the Rogue river, old Jacksonville—all these should be seen by the tourist. But, if you find one who must take a "quick look around," tell the stranger that Hood River valley must not be missed—Portland Telegram.

SOCIETIES

- Hood River Commandery No. 12, K. T. Meets every first Tuesday evening each month. W. F. Laraway, T. I. M. A. Canfield, Recorder.
MT. HOOD COUNCIL NO. 8, K. E. S. M. Meets in Masonic Hall every third Tuesday in each month. W. F. Laraway, T. I. M. A. Canfield, Recorder.
MT. HOME CAMP 3469, R. N. A. Meets second and fourth Fridays of each month at K. of P. Hall. Mrs. Emma Jones, Recorder.
HOOD RIVER CHAPTER NO. 25, O. E. S. Meets second and fourth Tuesday evening of each month. Visitors cordially welcomed. Mrs. Anna M. Abraham, W. M. Lois C. Fuller, Sec'y.
HOOD RIVER CIRCLE NO. 524, NEIGHBORS of Woodland—Meets at K. of P. hall on the first and third Tuesdays each month. Mrs. Katherine Slavens, G. N. Mrs. F. H. Bagg, Clerk.
HAZEL REBEKAH LODGE NO. 126, L.O.O.F. Meets first and third Tuesday evening in each month in the Odd Fellows Hall, seven miles south of Hood River. Vera Stebbins, N. G. Gertrude Canby, Treas.
Marie Kemp, Sec.
IDLEWILDE LODGE NO. 107, L. O. O. F. Meets in Fraternal hall, every Thursday night. Ralph Barton, N. G. Geo. W. Thomson, Sec'y.
WAUNA TEMPLE PYTHIAN SISTERS No. 2 Meets the second and fourth Thursdays of each month at K. of P. hall. Mrs. Elizabeth Rodgers, E. C. Mrs. Mary C. Rogles, M. of R. and G.
WOMEN'S AUXILIARY OF HOOD RIVER Post, American Legion, No. 25 Meets 2:30 p. m. 1st Saturday of each month at Legion Hall, Mrs. Ethel Butten, Pres.; Mrs. Leon Bentley, Sec'y.
EDEN ENCAMPMENT NO. 41, L. O. O. F. Regular meeting second and fourth Mondays of each month. John Calandra, G. P. Geo. W. Thomson, Sec'y.
KEMP LODGE, No. 18, L. O. O. F.—Meets in Odd Fellows hall every Saturday night. Visitors cordially welcomed. H. G. Glickson, N. G. H. J. Marts, V. G. H. R. Canby, Secretary. Geo. Clark, Treasurer.

HART, SCHAFFNER & MARX FINE CLOTHES FOR MEN. The Store of Biggest Values. The Winter Mode at its Best. Overcoats and Raincoats For Men. Rubber Footwear. New Brushed Wool Sweater Coats. New Pleated Skirts. NEMO, GOSSARD AND AMERICAN LADY CORSETS.

QUEEN QUALITY SHOES FOR LADIES. HOOD RIVER CAMP, NO. 708, M. W. A.—Meets in K. of P. hall every first and third Wed. of each month. V. K. Wolgamott, E. C. F. Frazer, Clerk.
HOOD RIVER LODGE NO. 105, A. F. and A. M.—First and third Wednesday nights of each month. K. W. Sinclair, W. M. Kent Shoemaker, Sec'y.
HOOD RIVER CHAPTER NO. 27, R. A. M.—Meets first and third Friday nights of each month. G. B. Nye, H. F. W. M. Post, Secretary.
W. O. W.—Regular meetings are held every Thursday night at K. of P. hall. Visitors cordially invited. H. C. Foster, C. C. I. L. Blagg, Clerk.
WADSWORTH LODGE NO. 20, K. of P.—Meets in K. of P. hall every Tuesday night. L. M. Baldwin, K. of R. and S.
LAUREL REBEKAH LODGE NO. 81, L.O.O.F. Meets first and third Mondays each month. Mrs. Nettie Moss, Sec'y.
HOOD RIVER VALLEY HUMAN SOCIETY Hood River, Ore. James Stranahan, Pres. Mrs. Edna Carter, N. G. Leslie Butler, Treas. Call phone 1201.
CANYON W. B. C.—Meets second and fourth Saturdays of each month at K. of P. hall. Mrs. Jennie Bentley, Secretary.
OLETA ASSEMBLY NO. 108, UNITED ART. Meets at K. of P. hall on the first and third Fridays of each month at K. of P. hall. C. D. BIRCHM, M. A. J. H. KOSKO, Secretary.
ANCIENT ORDER OF UNITED WORKMEN No. 108—Meets every Tuesday night and 3rd Saturdays, old K. P. Hall. Chester Shute, Recorder.

20th CENTURY GROCERY. 29 STORES 104 OAK STREET 29 STORES (UNDER MT. HOOD ANNEX). Your purchases of Food items are made with the expectancy of getting full value for your money. Saturday and Monday YOU CAN BUY. Do you want FLOUR? If you do, we'll sell the kind you like, 49 lb. sack, \$1.79. Do you bake Bread or make Rolls? If so, we will sell. FLEISHMAN'S YEAST 3 FOR 10 CTS. RAISINS, 2 FULL 15 OZ. SEEDED OR SEEDLESS PACKAGES, 25 CTS. MILK, 3 TALL CANS FERRAL MILK, 28 CTS. LARD, BULK, 3 LBS FOR 50 CTS. Do you make Doughnuts, Waffles, Fried Cakes or Pancakes? If so, you'll want CALUMET BAKING POWDER ONE POUND CAN, 28 CTS. WESSON, MAZOLA OIL OR AMAZO, QUART CANS, 49c. RICE, 2 LBS. BLUE ROSE HEAD RICE, 15 CTS.; 10 POUNDS, 69 CTS. If it's Pastry or Pie, you want KINGFORD'S CORN STARCH, 10 CTS. PURE EXTRACT, VANILLA OR LEMON, 2 OZ. CARNATION BRAND, 25 CTS. 4 POUNDS PURE COCOA 25 CTS. Cakes or Cookies? Then KNOX GELATIN, 20 CTS. WALNUTS, 1923 CROP, CALL-FORNIA, LB., 29 CTS. OREGON AND WASHINGTON WALNUTS NOT YET READY FOR MARKET. Then you will want FANCY SWEET POTATOES, 4 POUNDS, 22 CTS. HOME GROWN CELERY LARGE CRISP BUNCHES, 8 CTS OR 2 FOR 15 CTS. SAPOLIO, FOR CLEANING, POLISHING, BAR, 9 CTS. SWEET ORANGES, SMALL 3/4 SIZE AT 15 CTS. A DOZEN; 3 DOZ., 42 CTS. FRESH CREAM CHEESE, 32 CTS. PER POUND. FINE MCFARLAN CRAN. BERRIES, POUND, 19c. POP CORN, 4 POUNDS, 25 CTS. HEINZ RIPE OLIVES, PINT JARS, 33 CTS. HEINZ GREEN OLIVES, PINT JARS, 35 CTS. P. S. CREAM SUCCO-TASH, No. 2 TINS, 25 CTS.