

HOOD RIVER GLACIER. THURSDAY, OCTOBER 18, 1928



MOSIER PACKING FINE APPLE CROP

son Business, the monthly publi-of the Oregon State Chamber of erce, in the current issue, gives boost to H pod River. The cover Oregon Business, the monthly publi-ation of the Oregon State Chamber of a big boost to Hood River. The cover page of the magazine shows, in colors, Miss Hood River, as represented by Miss Myrtle Gundry, smiling over con-templations of the state's \$6,000,000 apple crop. Miss Gundry was photo-graphed amidst the boughs of a New-town tree.

The magazine carries a comprehen-dive story on the state's herticultural adustry and Wm. P. Allyn has written an interesting story on the activi-ties of the local Chamber of Commerce

LOOP ROAD IS BEAUTIFUL

ond story of the organization's main warehouse is devoted to packing. Bat-teries of power grading machines are in operation. A total of 60 people are employed in sorting. grading and pack-ing the apples. B. H. Betz, probably the best known professional apple pack-er on the Pacific coast, has a contract for packing the fruit. He has crews engaged at a number of other North-western points among them Dufur. Mr. Betz will pack 500,000 boxes of ap-ples this fall. His crews, who have (Continued from First Page)

ples this fall. His crews, who have been with him for a number of years, As a result of the Mount Hood Loop Highway, one, five years hence, may see luxuriant alfalfa fields and sleck herds on the roadside instead of de-serted cabins in a wilderness of wil-wilderness of wil-

Twenty-three miles south of the city the new highway penetrates the Ore-gon National Forest. Let it be said saving device. The cull apples, which gon National Forest. Let it be said saving device. The cull apples, which that the entire length of the highway are sold to the Starr Fruit Products Co. in Portland for \$8 per ton, are for-about a mile, has been surfaced with macadam. Even this mile has had the first course, of sub-base haid. The ma-cadam is of a type that is appealing to motorists. Visiting road engineers have complimented Capt. C. C. Seeley, resident state highway engineer, and

have complimented Capt. C. C. Seeley, resident state highway engineer, and the contractors who have laid the road. It is said no better macadam road has been laid on the Pacific Coast. For motoring, the long stretch-es of roadway up through the valley are far more appealing than the pave-ment of the Columbia River Highway. And within the Oregon National Forest, for a distance of 10 miles, sur-facing has been laid that is every bit

Forest, for a distance of 10 infles, sur-facing has been laid that is every bit as appealing as that down among the orchards. Crews of the Shotwell Con-struction Co., completing their con-tract on the 10-mile link, have broken tract on the 10-mile link, have broken tract on the 10-mile link, have broken tract on the 10-mile link have broken tract tract on the link have broken tract tr camp and only a few men have been left to clear ditches and "clean up the works." For several miles the high-has ever produced. Ideal fall weather way passes through a growth of young is making harvest conditions excellen firs and suddenly it breaks out into the

open above the gorge of the East Fork of Hood river. It is here that men and women are made co exclaim or watch in silent wonder at an amazing panorama of tinted canyonsides. The willow lands on the fringe of the can-CAR LACK A WORRY

willow lands on the fringe of the can-yon, where the soil is of lesser depth, have turned goldén. Dogwood copses add purple patches-among the green of fir banks and everywhere are splotches of the scarlet of vine maples. The whole floor of the river gorge is silvery and golden with the autumn-tinted foliage of willow and cotton-wood. At the depths of the magnifi-cent canyon, the stream winds like a

cent canyon, the stream winds like a they were able to receive only a meagre lacy thread.

lacy thread. In graceful curves the road leads down almost to the very water's edge and crosses the stream at a narrow point. Then for four miles the motor-ist spins up avenues bounded on one side by the precipitous canyon and on the other by the cascading stream, the opposite bank marked by dense for-ests, the canyon receding with less declivity back toward the giant base spurs of Mount Hood. At intervals the opposite shore is the motor. spurs of Mount Hood. At Intervals the opposite shore is interated by the canyons of tributary streams. At one point the crystal clear mass of Falls creek's water tumbles over a natural boulder cascade into the East Fork. The road turns from the rocky can-yonside, where cuts were chisled from straight up and down crags, into tim-berland, and a straight mile in one place it passes through a vista of up-standing young firs. All the time climbing, but never at any point on a grade more than six per cent, the road winds around the east base of the snow peak of Mount Hood up to the elevation is 4,675 feet. The East Fork of Hood river is county. Oregon. In the County Court of Hood River The East Fork of Hood river is County, Oregon crossed five times. Three of the bridges, one a steel span and the others steel and concrete, are already In the matter of the Estate of Cosby-Chitty, Deceased. Notice is hereby given that George R. Wilbur has filed a petition to the County Court of Hood River County, omplete. Another concrete span will soon be done. At the last crossing of the East Fork, the bridge, which will Oregon, alleging that Cosby Chitty, be a magnificent concrete arch, the whose last known place of residence was at Madisonville, Kentucky, dis-appeared from his said last known roadbed about 90 feet from the water, will not be built until next year. This concrete arch will set across the chasm of the river bed about 150 feet below a beautiful falls, which leaps 100 feet lace of residence on or about July 28, 1916, and has not been heard from since that date: over massive crags to a punchbowl. One of the most appealing views along the entire highway will be formed at this point. Bennett's Pass lies just a mile south of the East Fork falls, and a mile north the highway crosses a That more than seven years have passed since his said disappearance and that he is now, under the law, presumed to be dead. Said petitio therefore prays this Court that letters a mile north the highway crosses a fill at the foot of Hood River meadows, an of administration upon the estate of the said Cosby Chitty, presumed to be open, level expanse which in the sumdeceased, be issued to him. mertime is a mass of wild flowers. All persons interested are hereby notified that on November 24, 1923, at From this fill, the motorist will obtain one of the grandest views of Mount Hood, the meadows in the foreground. 10 o'clock a. m. on that day, such peti tion will come on for hearing and th . G. Peters, resident engineer for W. G. Peters, resident engineer by the Bureau of Public Roads, who has charge of the Loop Highway within the Oregon National Forest, says that he Clarkson Construction Co., which Witness: has the contract for grading the 9% miles from the falls of the East Fork over to the section of the highway that will replace the old Barlow road, will complete the job this fall. Crews of men, aggregating 150, with a fullcom-[Seal] The Honorable H. L. Hasbrouck, Judge of the County Court of Hood River County, Oregon, with the seal of this Court affixed this 10th day of October, 1923. Attest : plement of teams and scrapers, are hastening the work. Six camps have been established along the route. The Kent Shoemaker, Clerk. o11n8



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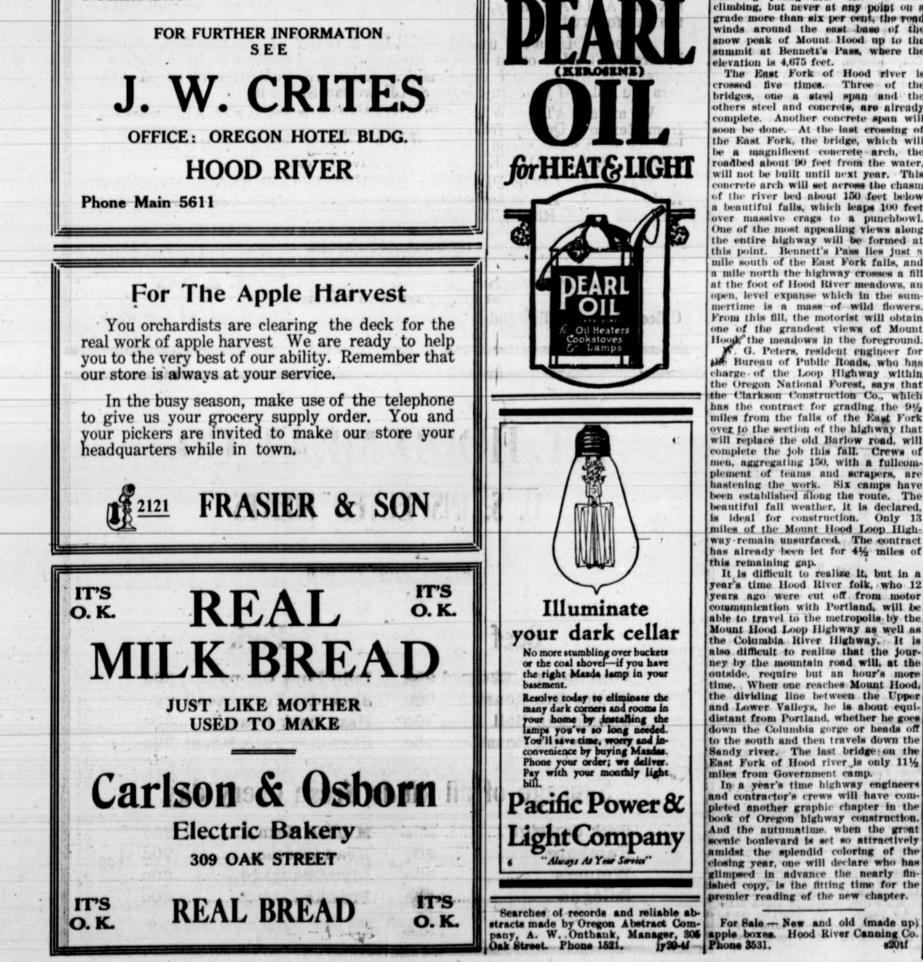
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STANDARD OIL COMPANY

SUMMONS beautiful fall weather, it is declared,

In the Circuit Court of the State of is ideal for construction. Only 13 miles of the Mount Hood Loop High-way remain unsurfaced. The contract has already been let for 4½ miles of Oregon for the County of Hood River. Minnie B. Locke, Plaintiff, vs. S. G. Douglas, Defendant. To S. G. Douglas, the defendant.

way remain unsurfaced. The contract has already been let for 4½ miles of this remaining gap.
It is difficult to realize it, but in a year's time Hood River folk, who 12 years ago were cut off from motor communication with Portland, will be able to travel to the metropolis by the Mount Hood Loop Highway as well as the Columbia River Highway. It is also difficult to realize that the journey by the mountain road will, at the outside, require but an hour's more time. When one reaches Mount Hood the dividing line between the Upper and Lower Valleys, he is about equidistant from Portland, whether he goes down the Columbia gorge or heads off to the south and then travels down the Sandy river. The last bridge on the East Fork of Hood river is only 11½ miles from Government camp.
In a year's time highway engineers and contractor's crews will have completed another graphic chapter in the

pleted another graphic chapter in the book of Oregon highway construction. And the autumatime, when the great scenic boulevard is set so attractively amidst the splendid coloring of the closing year, one will declare who has glimpsed in advance the nearly fin-ished copy, is the fitting time for the premier reading of the new chapter.

13025 Attorney for Plaintiff, 1517 Yeon Building, Portland, 13025 premier reading of the new chapter.

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