

The Hood River Glacier.

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No. 20

CONDENSED REPORT OF FIRST NATIONAL BANK HOOD RIVER, OREGON

At close of business October 10, 1924

RESOURCES	LIABILITIES
Loans and Discounts..... \$ 529,377.09 <i>Carefully selected customers' notes and Real Estate Mortgages.</i>	Capital Stock..... \$ 100,000.00 <i>Stockholders' investment.</i>
Bonds, Securities, Etc. 123,739.19 <i>School and Municipal Bonds, Warrants, Etc.</i>	Earned Surplus and Undivided Profits..... 24,777.30 <i>Stockholders' additional funds held in reserve for benefit of this bank.</i>
United States Bonds..... 152,850.00 <i>The safest investment.</i>	National Currency..... 100,000.00
Federal Reserve Bank Stock... 3,600.00	Rediscounts..... None
Bank Building and Fixtures... 49,773.95 <i>Carried at less than real value.</i>	Borrowed Money..... None
Other Real Estate..... 27,650.00 <i>Carried at less than real value.</i>	Deposits..... 824,449.60 <i>Our Customers' Funds.</i>
Cash and Exchange..... 162,236.67 <i>Cash on hand and credit balances with Federal Reserve Bank and Correspondents.</i>	
Total..... \$1,049,226.90	Total..... \$1,049,226.90

Statement of the Condition of the Butler Banking Company, of Hood River, Ore. at the close of business, October 10, 1924

RESOURCES	LIABILITIES
Loans and Discounts..... \$733,687.27	Capital Stock..... \$125,000.00
Bonds and Warrants..... 108,744.40	Surplus and Undivided Profits..... 61,943.75
Savings Department Loans..... 249,380.42	Deposits..... 1,059,607.20
Furniture and Fixtures..... 19,695.33	Federal Reserve Bank..... 133,477.00
Banking Premises..... 79,155.38	Rediscounts and Bills Payable..... 69,254.20
Other Real Estate..... 21,343.50	Foreign Drafts sold..... 4,438.88
Customer's Liability Account Drafts Purchased..... 4,438.88	
Cash on Hand and in Reserve Banks..... 237,275.85	
Total..... \$1,453,721.03	Total..... \$1,453,721.03

Member Federal Reserve System.

WANTED

Jonathans and Ortleys,
Arkansas Blacks,
Black Twigs and Ganos

See us before selling your crop.

Call at office in Waukoma Hotel Building or phone 2501; Odell 229.

DUCKWALL BROS.

HOOD RIVER, ORE.

FORD AND FORDSON SERVICE

Ruckstell Axle for Fords
\$69.90, (Installed)

Ruckstell Axle for Ford Trucks
\$132.50, (Installed)

These have been the regular prices for the last six months. Why should they sell for more in Hood River?

CASCADE GARAGE

C. S. MORGAN, Prop
Phone 3524 408 Cascade

Prepare for the Fall

Stock up now with a new Hot Water Bottle, Epsom Salts, Castor Oil, Liniments, etc.

A remedy in the house is worth two in the store

KRESSE DRUG COMPANY

The Rexall Store

A purchase here carries that pleasure of satisfaction

A Garage is Now Essential to the Modern Home



THE most important element in the up-keep of an automobile is PROTECTION.

The convenience and added safety of having your garage on your own property is well worth your consideration—besides, the value of that property is increased many times the cost of the garage.

A well kept auto is always more salable than one whose appearance indicates neglect.

Complete working drawings including full specifications, enough for any handy individual to build from—you can't go wrong!

Should you prefer, this company will gladly look after the details. Drop in, select a design that suits your taste and harmonizes with your home.

EMRY LUMBER & FUEL CO.

Everything to Build Anything

The public is cordially invited to attend a LA FOLLETTE-WHEELER MEETING

at
Library Hall, Wednesday, Oct. 22

The speaker of the evening will be REV. SYDNEY STRONG, a nationally known speaker who is on a tour of the Northwest. An inspiring and convincing talker.

This meeting is held under the auspices of the LA FOLLETTE-CAMPAIGN COM. of Oregon. (Paid Advt.)

FIRST LOOP TRIP IS MADE

CARAVAN AROUND HOOD LAST WEEK

Oakland Piloted Party, Which Included Covered Wagon Pioneer, Rev. Troy Shelley

Although in the course of the day's motor jaunt of 150 miles they encountered snows and wintry gusts that characterized mid-winter on the lower levels, a caravan of 100 folk, who Wednesday, October 9, made the first pilgrimage from here around Mount Hood over the new Loop highway, returned home delighted and breathing new laurels of the great scenic thoroughfare. Without exception every man and woman declared that in 1925 the Mount Hood Loop highway will be the season's sensation for motorists among the great states who are lured from other states to glimpse the charm of Oregon's mountains, forests and rivers and taste the delights of her summertime climate.

The recent journey of Hood River folk, who traveled in four cars and formed the first caravan to tour the newly opened road from here, was built about the desire of Rev. Troy Shelley, pioneer valley minister, who in 1848, was carried down Laurel hill by his mother. His father was lousy at the time, negotiating the almost impassable hillside with the wagon and ox team. So steep was the grade that it was necessary to tie trees behind the wagon, their drag acting as a brake. Mr. Shelley has long been interested in the new Loop highway. Before it was completed he drove by way of The Dalles and Wapinitia several years ago in his buggy. In order that he might inspect the old route, he found the immigrant trail overgrown, but after a half century of time the marks left by the wheels of the primitive schooners and rigs cut into the hillside by the tree brakes still remained.

Mr. Shelley, who lacks a few months of reaching 80 years, is like Ezra Meeker in his zeal to have the old Oregon trail and Barlow route properly marked. It is his wish that those who travel today in magnificent, high-powered motor cars may see how the pioneers to Oregon accomplished the almost impossible with the clumsy vehicles of their day. Mr. Shelley traveled in the pilot car of the caravan, an Oakland touring car, driven by J. F. Volstorff. In discussing it may be said that the Oakland performed marvelously. Mr. Volstorff demonstrated the efficiency of the four-wheel brakes. Although the road at the higher altitudes was covered with a skin of snow, he was able to bring it to instant control on steeply ascending grades. In addition to Mr. Shelley he was accompanied by A. D. Moe and C. S. Reeves, who secured some excellent photographs. Mr. Shelley declared an attempt to measure the grade of transportation of today with that of the middle of the last century like a dream.

The pilot car was just 27 minutes in making the distance from Hood River to Parkdale. In 45 minutes the passengers were disembarking at Homestead Inn, where Mr. and Mrs. J. O. Hannum served the caravan with a sumptuous breakfast. It is a beautiful and interesting drive, that up from Hood River valley on an autumn day. When one starts in the early morning, the first smoke from homes of orchardists may be seen ascending in a straight column, plainly outlined in the fall atmosphere. Little tented villages of harvest hands may be seen coming to life, apple pickers preparing the morning's meal and preparing for the day's harvest of apples that bend the boughs of acre after acre of trees.

From Hood River on to the boundary of the Mount Hood National forest the climb is a steady one, except as one tops the summit of the west side of Booth hill and dips down into the Middle Valley. A steady climb over a magnificently graded road, where the gradient never exceeds five per cent and where the curves are wide and graceful. The caravan was due for views that were no less than sensational when they emerged from a stretch of forest-lined roadway and traveled down into the canyon of the East Fork of Hood river. Here the ravines and canyons are heavily overgrown with vine maple, occasionally a dogwood shrub finds root. The main coloring is the vivid green of the fir bough, but interspersed are numerous patches of color, the scarlets, reds and golds of the vine maple, the deep purple of the dogwood and the silvery leaves of the willows on the fringes of lowland and bordering the cascading mountain stream. The highland colorings of the Mount Hood forests are now almost beyond imagination.

At the bottom of the canyon, but a few feet above the tumbling East Fork, the road crosses to the east bank. For miles it takes the gentle upward course again, crossing the stream several times. They are miles of delights and more delights. Occasionally the road is straight, through vistas of towering firs. The East Fork is left at Sahale falls, where the 90-foot deep canyon is spanned by a concrete bridge. Wednesday of last week, as the party stopped there for the scenic view, snowflakes filled the atmosphere. Their feathery whiteness weighted down the boughs of the conifers. The falls, with a profusion of white and green, were never more beautiful.

The summit, in Bennett Pass, an elevation of 4,200 feet, is reached a quarter of a mile after crossing the Sahale falls bridge, and then the descent around the White river and Government Camp is gradual.

The surfacing of the road, except for four to five miles near the summit, is complete. A string of trucks was working on this section. Every effort will be made to finish the surfacing and move the rock crusher to a quarry near Homestead in the fall. If the crusher can be moved this year, crews engaged on surfacing the Coopers Spur lateral of the Loop highway will be enabled to get

started a month earlier than other

The United States Forestry Service and the Bureau of Public Roads have been busy the past summer in making ready the Loop highway for tourist traffic next summer. All along the route the motorist today notes convenient parking places. Forest vistas are provided with inviting campsites. The Loop highway will make the Mount Hood National forest known to motor tourists of the entire United States in another year's time. While the greater number of motorists will travel out to glimpse the snowfields and glaciers of Hood in their varying aspects, as glimpsed from the turns of the scenic loop, others will linger there in the wooded camps. Indeed, one can profitably spend a week on a leisurely tour of the Loop highway.

Drinking fountains have been installed at intervals on the highway. One of the most appealing of these stands on the west bank of Hood river at Sahale falls. En route, too, monuments are being constructed to instruct the traveler of the historic significance of the famed old immigrant trail. The insignia of the Old Oregon Trail is being placed along the route south of the mountain, for here it was that the intrepid pioneer speared on his fortuitous trip, where now the motorist whisks off the miles in minutes and hours.

While waiting for lunch the members of the caravan enjoyed an excellent impromptu piano concert by Mrs. Fred Johnson.

The caravan stopped for lunch at Arrah Wannah. They left this appealing mountain resort at 3:30. Mr. and Mrs. C. A. Bell and Mr. and Mrs. J. O. Hannum proceeded directly from Gresham to Portland. The others turned east again at Gresham, returning home. They reached the city limits of Hood River at 3:30 p. m. The distance traveled, by way of Gresham and thence back to Hood River, was an approximate 150 miles.

The personnel of the caravan was: Mr. and Mrs. J. O. Hannum, Mr. and Mrs. C. A. Bell, Rev. Troy Shelley, A. D. Moe, Mr. and Mrs. Fred Johnson and son, Fred, Jr., J. F. Volstorff, C. S. Reeves, Walter McDonald, W. A. Huckabay, Mr. and Mrs. H. F. Morse and C. D. Havens.

LEGION GETS READY FOR ARMISTICE DAY

One of the principal features of the Armistice day celebration, active preparations for which are under way by a committee of the American Legion post, Harold Hershner, Kent Shoemaker, Lowell Nickelsen and John McLean, will be the formal receiving by the city of Hood River's first flag, made in 1861 for the valley's first pioneer celebration. The old flag, now at the quarters of the Oregon Historical society in Portland, was recently given to the city by Capt. H. C. Coe, of Manhattan Beach, Calif. Following a patriotic meeting at the Regatta theatre, the flag will be escorted by a color guard and members of Company C, O. N. G., to the city hall, where it will be placed on the wall in a glass case.

City Recorder Howe and Mayor Perigo are enthusiastic in their approval of the flag ceremony as a feature of Armistice day. Members of the G. A. R. will participate in the ceremony. A patriotic program and an address by a prominent speaker, not yet announced, will be features of the meeting. A football game has been scheduled for the afternoon, and the annual Legion dance will be held at Pythian hall on the night of Armistice day. The high school team will participate with some of the town team. Coach Garigus promises that the game will be one of the best of the year.

A dinner is being planned for ex-servicemen only at the Columbia Gorge hotel, where the former soldiers, sailors and marines will talk over war days.

H. R. H. S. PLAYS THE DALLES TOMORROW

Spirits of the Hood River high school, at low ebb following suspension from the Oregon Athletic association for a football game with the Franklin high team of Portland recently, scored above normal Tuesday when the association permitted the local school to play an ancient rival, The Dalles high, Friday afternoon. The game with The Dalles is annually the big local athletic event, and it is anticipated that the crowd of Friday will set a record.

The lifting of the suspension ban was gained through the cooperation with the local school authorities of Principal Beisecke, of Ashland, head of the Oregon Athletic association, and Principal Kirkwood, of The Dalles school.

Officers of the student body yesterday visited merchants with a petition, asking them to close after 3 o'clock, in order that employees might see the game. Most of the merchants agreed to close.

BRIDGE WORK IS NEARING COMPLETION

Crews of the Gilpin Construction Co. are now engaged in pouring concrete on the final three piers of the Waukoma Interstate bridge, which will span the Columbia river between here and White Salmon, Wash. The bridge is completed from the Oregon shore a distance of 2,434 feet. Only 688 feet of steelwork remain to be erected. It is anticipated that the structure would be ready for traffic in October. Strong winds last summer, however, delayed crews, and work will not be completed until early December.

Dedication of the bridge will be withheld until next spring, when Seattle, Portland, Spokane and Yakima will be asked to participate in the celebration.

St. Mark's Guild will meet Friday afternoon at 2:30 with Mrs. L. H. Miller at St. Mark's rectory.

REFERENDUM IS UTILIZED

CHAMBER MEMBERS TO TAKE VOTE

Maintenance of Present Club Quarters or Removal to City Hall Will Be Decided Soon

Action taken by the Chamber of Commerce Monday night at a dinner meeting held at the Waukoma hotel will refer to a vote of the entire membership by the board of directors to give up the old club quarters of the organization and establish an office at the city hall. The motion for the referendum, made by Truman Butler carried with the organization's hearty endorsement of the work of the directorate. It was explained, however, by Mr. Butler, that he did not think the matter should be settled at the dinner meeting, attended by only a small proportion of the club membership.

When the matter was presented by Vice President Olmsted, who presided, J. H. Fredrick voiced an immediate opposition to the proposed abandonment of the club feature. Mr. Fredrick declared that Hood River has no social organization for men, such as Elks clubs and other bodies of other small cities of the state. He declared that an abandonment of the club room will be a step backward, as the organization will lose members.

E. W. Birge, too, voiced an opposition. He declared that the Chamber of Commerce must consider the rural element here. The situation here, he said, is different from other communities. The Chamber of Commerce, he declared, should maintain suitable community center quarters for orchardists. Mr. Birge expressed the belief that the club should expand.

ELDRIDGE PRESENTS OLEO SIDE OF BILL

K. C. Eldridge, Jr. of Portland, at the Tuesday Lunch club this week characterized the bill adopted by the last legislature to prohibit the use of skimmed milk in the manufacture of oleomargarine and the sale of product so manufactured in Oregon as class legislation. In Eldridge, whose talk was in reply to one delivered two weeks ago by J. D. Mickie, state dairy and food commissioner, urged voters to support the referendum on the margarine bill, if they would support the best interests of the state.

Mr. Eldridge cited that those opposing the referendum make their strongest plea from the standpoint that the legislation is needed to maintain a standard of health. When in fact, he declared, the bill is an economic one, aimed at the prohibition of margarine sales, in order to boost the price of butterfat. He asserted that it was stated when the bill was introduced in the legislature, that the margarine bill would bring about an immediate increase of an approximate three cents in the price of butter per pound.

Mr. Eldridge declared the statements of the opponents of the referendum that oleomargarine is dangerous to the health of children as erroneous. He presented pictures of families of children, where oleo had been used instead of butter, to show that they were healthy specimens. Mr. Eldridge presented statements of scientists in support of the contention that oleo is a nutritious food product. He declared that the logic of the opponents of the referendum would lead to the suppression of white flour as a food product, if carried to its ultimate conclusion. He gave the verdict of science that bolted flour, the so-called staff of life, lacks the same vitamin element that is not present in oleomargarine. Mr. Eldridge declared that the average ration of butter, which is used in the average family as a condiment, is not of great enough proportion to have a vital bearing on dietary affect.

Mr. Eldridge declared that it was not the intention of those who sought to vote down the legislative bill to injure the dairy industry of the state. He declared that they believed it one of the mainstays of the state, but they did not believe in an attempt by class legislation to boost it to the financial detriment of a large part of the population. He cited that Oregon butter can find a profitable outlet in the markets of the nation, if it reaches a standard scoring. He advised that Oregon dairymen can reach this scoring by raising their standard of breeding. He cited that Oregon butter in large proportion fails to stack up to the quality demands of the big markets. When this standard of quality is reached, he said, Oregon butter can be sold in the main markets at a profit to dairymen.

Mr. Eldridge declared that Oregon voters should be careful in their use of the ballot, lest by voting down the referendum and making the legislative bill a law of the land, they bring about retaliatory measures from the Philippines and the southern states of the Union. The cotton and peanut oil interests and the Philippine copra interests, he said, will be sure to retaliate against Oregon products, if the bill is adopted. He cited that Hood River apples may suffer in Manila as a result of adoption of the law.

Mr. Eldridge ended by declaring a need for men of greater courage in the legislature. He declared that a banker of a dairy community, who while in the legislature had supported the measure, confessed that it was ill advised. The banker, he said, had committed himself to vote for the referendum.

Guests of the club Tuesday were Don Skene, foreign correspondent of the Chicago Tribune, here for a visit with his mother, Mrs. William Skene, and William T. Muir, who has arrived here to join Judge Derby in his law office.

Rubber Stamps AT THE GLACIER OFFICE