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Barber Prices Drop
The prices of local barbershops, in conformance with the return to the old prices by Portland barbers, were reduced here last week. Haircuts are now 50 cents and shaves are again 25 cents.

TRUCK OWNERS ATTENTION

We are closing out the following sizes of solid tires and can make you attractive prices on same.

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The Tire Shop
214 Oak Street

LOOP TRIP IN THE AUTUMN APPEALING

Jupiter Pluvius has not exactly finished his vacation as yet, but he has made gestures of activity in Oregon, and the showers of September, that have prevailed here and there around the highland baselands of Mount Hood and that have left sprinklings of new snow on glacial fields, have freshened the air and swept the cobweb-like smoke haze from the mountain air. Already frosts have touched the highland glens, and colors flaunt themselves gaily in the face of the motorist who sallies forth to glimpse Oregon nature on the Mount Hood Loop highway.

Indeed, is there a better time for seeing the glories of one of the world's most appealing boulevards than in the autumn? It is a trip worth taking any day of the year, even though it be February, when snowbanks 10 feet deep may have to be negotiated on skis or snowshoes. But for the average motorist, one who loves the stimulation of a drive in the open country, let him choose September. Unless snow settles down on the higher altitudes, it will be all the better in October.

Take some day at this season of the year, start early of a morning, a week day preferably, for on the week days you will have to give less care to meeting and passing other cars or jockeying for a place to stop your lunch. Start early, it will be all the more enjoyable if you start before breakfast. Take some bacon and coffee and whatever other foods you like to prepare and then stop at the first forest camp, where oats have been provided and you do not have to secure a fire permit. Get breakfast there. You'll declare, when the camp table is set, that you never began a more appetizing meal.

Of course you'll take lunch. And after you have started on the journey again, you'll soon begin to think of consuming the sandwiches and other edibles, for the mountain atmosphere, with its invigorating crispness, seems to develop and whet an appetite for nothing else can. There are patches of huckleberries along the road in the vicinity of Sahale falls. You'll probably spy the berries as you whirl along and somebody will ask to stop. The berries in the forest highlands are not as large as those that grow on bushes that cover burned over areas, but they are appetizing. There is a tartness about them, and you like to roam far from the roadside getting your fill of this ple fruit.

Mother nature the past few weeks has been busy with her paint brush in the forest highlands. Already the vine maples are scarlet. Whole canyonsides are aflame with copes of this shrub. There are appealing views to be had as one dips down into the canyon of the East Fork of Hood river or starts the climb from the river level to the junction of the main road with the Coopers Spur lateral. From certain vantage points, looking the highway as it traverses the sides of the canyon, one may glimpse the river like a silver thread far below. In the level bottoms the leaves of willows form splotches of old gold, and blots of the reds and scarlets of the maple dot the sides. Over and around are the dark green background of fir and pine forest.

The prettiest of all the mountain shrubs, however, at this season is the mountain ash. You might pass a hundred times along this famous road in midsummer or the early fall and never see the hundreds of ash shrubs that grow there. For the mountain ash is but a modest drab bush then. Its berries are uncolored, and its leaves blend in like a chameleon with surrounding verdure. You might not see an ash bush even though it had a background of gray cliffs. But just wait until the Jack Frost elfins have come forth, of mid-September evening. Over night the mountain ash has become a thing of beauty. All summer long it has been but a cocoon. Now it is as radiant as a gorgeous butterfly. You'll find a mountain ash most anywhere up the road on the Loop highway at the high elevations. The bunches of berries gleam in the sunshine like pigeon blood rubies. Even though you would not see Mount Hood, the lone star of your motor trip, in every aspect, you would be repaid just to catch the radiance of the mountain ash berries.

Mount Hood's every mood may be studied from the Loop highway. As you start, just after dawn, as the sun comes up over the eastern foothills and begins drying up the dew on Hood River valley orchards, as columns of smoke, like that from the altar of a patriarch in the days of Abraham rise from the chimneys of orchard homes or the smoking stoves through the roof or tent of a migrant harvest family, as you begin your journey, you see the most spectacular of all the sides of the great peak, the north side, Coopers Spur, as yet without its snow cover of winter, lifts itself on the east, and Barrett spur and a gigantic rock outcropping on the west. The peak is a pinnacle, clear cut and sharp. And this is the view of Hood that you get until you have reached Hood River meadows. Far around in the national forest. Here you are due for an inhalation of your breath. You may exclaim with an exclamation or you may just remain silent. Hood River meadows is a great expanse of flatland, covered with grasses and rushes, its neat and trim as though cared for by a Paul Bunyan lawn master. And in the background looms the rugged slopes of mauve-colored crags, with Newton Clark and White river glaciers in between. The mountain, especially if a cloud be hanging over it, seems to frown from this side.

One may have his emotions on a trip around the Mount Hood Loop highway. At White river, where the road crosses a desert-like area over a temporary bridge, you are made to realize the forces of nature. Now White river flows, a comparatively small stream, down a course strewn with great glacial and water worn boulders. But you can see the effects of a larger volume of water. Indeed, in days when the snows on the wide ridges melt rapidly, White river becomes a destructive torrent. Boulders weighing a ton are driven down the wide reach, and these water-tossed rocks dig great gashes. Suddenly they pile up, making a dam, and the current will shift in another direction and in the twinkling of an eye cut out a channel wide as a city street and as deep as an imposing business block is high. Last year the river went on one of its rampages and removed a portion of the highway bridge. The structure was demolished as if a boy at play had poured a bucket of water on a hut made of matches.

One should brush up a bit on his Oregon history if he would enjoy the trip all the more. For between White river and Government camp he traverses and parallels the old Barlow road, that great transcontinental highway, but a trail it is true, but of a significance such as to arouse our awe and admiration. It was along this remote pass through mountain ranges, with the white fields of Hood looming at their right, that the immigrants of the great days of "The Covered Wagon" pushed their adventurous way. Some of them died by the wayside. There is a reminder of the sacrifice and hardships of the founders of the Oregon empire there along the road-way. A cairn of stones and a white cross mark the spot where an unknown pioneer woman died before she reached the promised land.

One gains a new conception of the geography of Oregon on a trip around the Mount Hood Loop. Just before you reach Government camp, that is if you are traveling from the Hood River valley toward Gresham, you will note an interesting road, the Wapinitia cut-off. This road is graded and rocky. Eventually it will mean that the motorist at Hood, passing for Portland, will travel this way during the summer months, for thus he may gain about 20 miles over the old route down by The Dalles and the Columbia River highway. Here, too, is where the Sky-line road, which eventually will pass down by Mount Jefferson and thread a country where lives by the score glimmer like gems in the mountain forests, will intersect the Loop highway. Near Government camp is a monument to the discoverers of the trail used by the immigrants. The Daughters of the American Revolution and the Oregon Pioneers joined in doing this honor to the builders of this great road, more important in the history of the nation than in binding the communities of the Atlantic and Pacific with rails of steel. No one can stop to glimpse the monument without hoping that further steps will be taken to make it more accessible. At present, no provisions have been made for a close by parking of automobiles. A park should be constructed around this monument.

On the south side Mount Hood is altogether a different looking peak. The resident of Hood River, so familiar with the striking contours and the spirals, as seen from the north, finds himself the more when he looks at his mountain in the vicinity of Government camp. The country there is different, more of an expanse of barren land, and the mountain is bare and less beautiful.

When one leaves Government camp, he may think the points of interest have all been left behind. Not so, however. The canyon of the Zigzag river will revive your animation. You will be made to look some more. And you will be driving slowly and trying to catch a view of every wayside summer lodge in the vicinity of Rhododendron. Here scores of Portland folk have purchased summer homesites, in the woods and along cascading streams. Others have vied with each other in the rustic and appealing designs of their homes. The woodlands here are like a fairyland. The sword ferns grow to a magically large size. It is a land of cedars and the shrubbery that is usually found with this species of evergreen.

Indeed, you will find something interesting on a journey around the Mount Hood Loop from the time you start until you stop, no matter how the journey may be initiated. But do not rush it. It is a desecration, as well as dangerous, to hasten pell mell through such mountain dells as you will penetrate in this Oregon wonderland.

The writer recently had the pleasure along with W. H. Walton of accompanying Mr. and Mrs. Irwin D. Perkins on a trip around the Mount Hood Loop. We found the camp at Salmon river inviting, and a coffee pot was soon bubbling over an open oven. Memories of the beautiful and appetizing lunch that Mrs. Perkins served will live long.

Cascade Locks High Elects
High school activities have begun with the election of student body officers, consisting of Miss Hazel Meyer, president; Rumar Hendrick, vice president; Arthur Johnson, secretary; Miss Patricia Nelson, treasurer, and Helmer Dunstan, sergeant at arms.

Whereas, the Columbia River Highway, between the best boundary of Multnomah county and the west limit of the city of Hood River has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the state of Oregon as a state highway, and

Whereas, the above named state highway in the judgment of the State Highway Commission is being subjected to a kind and character of traffic which is damaging and injuring said highway and in order to protect said highway against such damage and injury, it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interests of said highway that the maximum weights now permitted and authorized by law be reduced;

And Whereas, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

Now, Therefore, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found and does find that said road is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that loads of the maximum weight moved at the maximum speeds, specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found and does find upon due investigation that it will be for the best interests of the said state highway that the maximum weight of load permitted upon said road shall be reduced from 22,000 pounds to 16,500 pounds, and that the maximum weight of 600 pounds per inch for tires having a width in excess of 30 inches shall be reduced to 450 pounds per inch of tire width, and that the maximum allowable load for three tires having a width of less than 30 inches

shall be reduced from 500 pounds per inch of tire width to 375 pounds per inch of tire width; and on any vehicle having a total tire width of 30 inches or more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds.

It is Further Ordered, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, shall be in full force and effect from and after October 1, 1925, until revoked or modified by the State Highway Commission.

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Columbia Service Station, Hood River, Oregon.

Chevron's Garage, Odell, Oregon

Cascade Garage, Cascade Locks, Oregon.

AMERICANS SHOULD PRODUCE THEIR OWN RUBBER... *W.E. B. DuBois*

375 pounds; and on any vehicle having a total tire width of 30 inches or more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle, multiplied by 450 pounds.

It is Further Ordered, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, shall be in full force and effect from and after October 1, 1925, until revoked or modified by the State Highway Commission.

And It is Further Ordered, that a notice be posted in a conspicuous manner and place at each end of said highway, and at every cross-roads, so that said notice can be readily seen and

read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

And Be It Further Ordered, that a certified copy of this order by furnished to the county clerk of Hood River County, and that a certified copy of said order be furnished the Secretary of State for the information of the Chief of the Traffic Enforcement Division.

Dated this twenty-eighth day of August, 1925.
Oregon State Highway Commission,
By Wm. Dunby, Chairman.
H. B. Dyer, Commissioner.
W. H. Malone, Commissioner.
Attest: Roy A. Kuhn,
State Highway Engineer
and Secretary.

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