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Baked Ham! served hot, its plump, golden brown, clove-dotted surface just crackling and bubbling with goodness—the sweet tangy smell of the Ham mingling with the spicy aroma of the cloves. "Delicious!"—you'll say so. That's one way. There are 30 others, and each one proves that Frye's "Delicious" Brand Ham is...

Frye's "Meat Guide" will direct you to 187 wholesome dairy dishes. Every one tested. There are no lunch or dinner time disappointments. Where Frye's cooking instructions are followed, send 2c for a copy. FRYE & CO., SEATTLE

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ECONOMY MARKET, INC. R. E. STEELE, Manager. High Quality - Honest Service. Genuine Spring Lamb. Eat more Lamb while it is at its best. Leg of Lamb, lb. 48c. Rib and Loin Chops, lb. 50c. Rolled Lamb Shoulder, lb. 45c. Crown Roasts and Saddles cut to suit you. Phone 4141. TWO DELIVERIES EACH DAY.

Saturday Special APRIL 10TH ROYAL BAKING POWDER. 12 oz. Reg. 50c Special 44c. 2 1/2 lbs. Reg. \$1.50 Special \$1.36. 5 lbs. Reg. \$2.85 Special \$2.39. YOURS FOR SERVICE VINCENT & SHANK "The Home of Quality Groceries"

Springtime Foods. All fresh Vegetables and Foods await you at our store. PICNIC DAYS ARE AT HAND. Let us supply you from our cases and shelves. Just telephone us for picnic suggestions. 2121 FRASIER GROCERY CO. Rubber Stamp Ink at Glacier Office

LOLO PASS ROAD DESIRED BY MANY

(By Charles E. Gratke, Automobile Editor, The Oregonian). Interest in the construction of the Lolo Pass road, skirting the north side of Mount Hood...

Proposed alterations in the boundary of the Bull Run water reserve, in connection with requested congressional action to deed it to the city, has focused attention upon the effect of such action on the area through which the Lolo Pass road, if it is ever built, would necessarily run.

In many respects this artery is in a nebulous state. No definite plan for pushing its completion has been developed. Yet the fact remains that only 11 miles of road would have to be constructed to join together the existing second-class thoroughfare and make possible the descent of the peak at an elevation of from 3,400 to 4,000 feet.

The road would connect with the present terminus of the East Lake road on the north, through Lolo pass to the south of Hlyu mountain, down the Clear fork of the Sandy to the Sandy river itself, and thence to a connection with the Mount Hood loop at Zig Zag. It would open a scenic section of Oregon's famous mountain which has been closed to all but the hardest of hikers who have made the circuit by traversing glaciers and moraine, ascending and descending altitudes varying from 3,000 to 8,000 feet.

From the north and northwest, Hood presents a vista which is entirely different from that which the motorist, using the present loop road, can appreciate, of which can be seen from Portland. It appears rougher and more massive, its sides more precipitous, giving birth to glaciers, unmatched for the ruggedness of their crevasses and gorges.

Through the Lolo Pass road these northern glaciers on Hood would be more easily accessible, it is pointed out. To the rugged rock of the Sandy, to Bear Lake, it is possible to get within three miles of the summit of the mountain, without ascending to an altitude above 3,000 feet.

The present road from the east leg of the Mount Hood loop to Lost Lake, through Dec, is in passable condition. Delegations from the Hood River and Dec districts have appeared before the Hood River county court, asking that whatever improvement work is done on this section be of basically permanent character—in other words a grade of five per cent which could be taken as standard in the event that further improvement should be attempted.

This road at present ends at the north corner of Lost Lake. Eleven miles of road would have to be constructed around the east side of the lake and through Lolo pass. The pass, however, presents almost entirely side-hill work. It is at an elevation of 9,400 feet, which would make practically a level grade to the lake, which is at a 9,140-foot elevation.

This 41 miles would connect with a stretch of five miles within the present Bull Run reserve boundary. This road was constructed by the forest service, but not placed in use, and the grade is not in repair. The remaining five miles of road over Old Mt. Hood, between the southwest end of the section which is graded and not in use, connects with Zig Zag range station, and is being traveled.

In the movement before congress to place the Bull Run reservation, under the control of the city of Portland, a material reduction in the extent of the boundaries has been made. Several sections, however, would remain in the reserve under the proposed alteration, which would prevent the construction of the Lolo Pass road. No entrance into the reserve is permitted.

The Mazamas, together with other outdoor organizations interested in the opening of the north side of Mount Hood, have made an appeal to Oregon congressmen for further alterations which will leave the way clear in the event that the construction of the road is attempted.

Protection of the water supply of the city of Portland, it is pointed out, is the prime consideration in any alterations of the reserve boundary, and it is generally agreed that no changes which will jeopardize the watershed should be tolerated.

An interesting point in this connection pointed out by B. J. Grace, prominent Portland engineer, is that in the original survey of the district was made, Bull Run lake was shown approximately two miles south of its actual location.

This survey was one of the old pieces of government contracts. Through inaccurate, the original boundaries of the Bull Run reserve were based on this survey, and thus included much of the area through which the Lolo Pass road would necessarily run.

The right was set out in the southeast corner of the Bull Run reserve, as it would be under the revision of boundaries now contemplated in township 2 south, range 8 east. By the elimination of sections 3, 8, 9, 10 and the south half of section 4, together with a diagonal half of section 22 in township 1 south, range 8 east, known as the Jones Creek district, a right of way for the Lolo Pass road could be preserved.

There appears to be considerable discussion on the matter of the fire risk involved in the construction of such a road. On one hand it is contended that the fact that the road, at one point, would come within a mile and a half of Bull Run lake, is dangerous. On the other hand, it is pointed out that the territory through which the road would run is in a separate watershed from the Bull Run district, and is separated from the reserve by a high ridge and, in some places, a series of ridges, which would make the fire risk negligible, especially in view of the excellent protection provided by the numerous lookout stations in the vicinity.

Island Searched for Relics. The newest enthusiasts to dig for Indian relics in the mid-Columbia are Mrs. J. H. Fryer, Mrs. W. M. Tamm and Miss Mary. Recently they made a trip to the island near Bonanza which is well known as an Indian burying ground, and found many beads, coins, bones and teeth. It is not uncommon to find old coins dated as far back as 1528, and which were used by the Indians' Bay company.

Every year many Portland people go every Sunday to the island and spend the day hunting for Indian relics.

We pay cash for your old furniture, or make a liberal allowance on new goods. Call Hackett 3411, Kelly Bros. Co. Furniture Exchange. m178

CLIPPING BELLS OF N. COE'S DEATH

The following clipping taken from The Dallas Morning News, Dallas, Texas, April 23, 1926, was sent to The Glacier by Mrs. Lulu D. Omsand.

"The passing of the 17th instant, at his residence in Hood River, the Hon. Nathaniel Coe, has this life for his eternal home.

Mr. Coe was over 80 years of age. He was born in Morrisstown, New Jersey, on the 11th of September, 1838, and in his earlier years represented western New York in her state legislature for three consecutive terms. In 1881, he was appointed by President Fillmore, postal agent for Oregon Territory, and has since then remained here, contributing the influence of a broad, mental culture and a devoted piety to the welfare of his adopted state.

His mental energy was such, that neither the rapid progress of the sciences of our time nor even his own great age, could check his habits of study.

The ripened fruits of the scholarship that resulted, appeared as bright as ever even in the last weeks of his life. To converse with him for an hour or two upon the progress of the life of the ages, the classes around our thought of the future, was a feast of soul not to be forgotten. At an early age he united with the Baptist church, of which he continued through life an honored and loyal member.

His simplicity of character and gracefulness upon him, at once the crown of his mental culture and the fruit of a clear, loving faith in his Redeemer.

Indeed, one can hardly think of such a spirit as his without devout thankfulness that for all such wealth of soul there is "One who is the Resurrection and the Life." (Signed) F. C.

Note: "F. C." was Rev. Thomas Condon, the Congregational minister at The Dalles from 1882-1873, and afterwards at U. of O., state geologist, Oregon's grand old man.

Lines on the Death of N. Coe (By H. C. C.) He has gone from Earth, his work is done, Life's battle fought, the victory won. A gorgeous soul in that heavenly land, A shining saint in that Angel band, To God eternal, great and good, To God through Jesus saving blood, Through Death's dark portal safely passed, The River crossed—at home at last.

With breaking hearts, he's left us now, With weeping eyes we meekly bow, For God has called him to his rest, His work is done, the servant best. Husband, father, loved by all, We are so glad to see his mortal coil, Which robbing death of all its sting, Shall guide us upward to our King.

Note: "H. C. C." is Captain Henry C. Coe, his youngest son, now of Manhattan, Calif.

The following news item appeared in the same issue of the Mountaineer: We are gratified by the ladies and gentlemen who attended the funeral of Mr. N. Coe, of Hood River, to return thanks to Mr. Frank T. Dodge, resident agent of the O. R. N. Co., and the officers of the steamer Idaho, for the prompt attention shown during the trip.

MERGER WILL NOT AFFECT GENERAL CO.

According to a statement made by Lionel T. Barnson, president of the General Petroleum Corporation, the recent merger made with the Standard Oil Company of New York will not affect, in any way, the present market of the General Petroleum Corporation.

All present employees of the General Petroleum Corporation will be retained in the service of the corporation on the same basis as in the past. The present officials of the company will be continued and will have full charge of the business. Subscribers under employee stock subscription plans are to be fully protected whether or not payment for their stock has been completed.

It is interesting to know that the General Petroleum Corporation will retain its identity in the retail field on the Pacific coast. No change in the marketing policies will be made. The General Petroleum Corporation distributes its products through independent dealers wherever it has opened retail operations will remain the same in the future, this same assistance and protection being given the dealers.

W. C. T. U. NOTES

The Pine Grove W. C. T. U. has just had a very successful membership drive, gaining 21 new members.

Mrs. C. B. Woolpert reports having received a letter from Mr. Webb, of Barn, home, thanking the Hood River union for 68 boxes of apples, donated by several different orchardists.

When Mrs. Florence Prag Kahn, member of the nation house of representatives from San Francisco, made the statement quoted by press dispatches that "the real menace of youth today is the hip-pocket flask," and that "more than 80 per cent of the young folks carry bars and drink," she did not count upon the reaction of the youth of her state to those charges. Members of the Turlock, Calif., Methodist church, in a resolution which they forwarded to the congresswoman, declared that "if statements credited to you are true, you are grossly misrepresenting the citizenship of California instead of representing them; and we deplore that any congressional representative or citizen should make such statements. They are slanderous to the young menhood and womanhood of this great state."

Ellis Officers Installed. With C. A. Richards representing the grand lodge, the officers of Hood River Lodge, 1807, B. P. O. E., were installed as follows Friday night: Earl Weber, installed elder; L. M. Bentley, leading knight; David Shove, loyal knight; J. P. Naussie, lecturing knight; Fred W. Donahoe, secretary; Harold Starnes, treasurer; and H. A. Cosley, Tyler. Appointive officers named by Exalted Elder Weber were: Walter Reed, secretary; W. L. Nichols, inner guard; John Baker, chaplain; and Joe D. Thompson, historian.

SPRING WEEK. If You're Interested in Better Kept Food and Lower Ice Bills - See The Automatic This Week. HANDY BOTTLE HOLDER. MAKES ICE LAST LONGER. EIGHT WALL INSULATION. BUILT-IN WATER COOLER. PRESERVES FOOD LONGER. SANITARY TRAP EASY TO CLEAN. This Superior Over-Sized Model, \$56.50. Specially Priced, 50 Ice Capacity, only. There are many good Refrigerators on the market today, but we sell the "Automatic" because after investigating them all, we are convinced that none approaches it in bringing to the housewife the benefits of modern, efficient refrigeration. Let us demonstrate to you the Automatic's distinguishing features. YOU'RE MONEY AHEAD WITH THE AUTOMATIC. KELLY BROS. CO. Hardware--Furniture--Dishes. Phone 8411.

FRIENDS REUNITED AFTER FIFTY YEARS

C. A. Schuknecht, West Side orchardist, is just back from Portland, where he visited a childhood friend, Mrs. Caroline Bremer, whom he had not seen for 53 years. The two were born near Tripoli, Ia. Their parents came from Germany together.

Mr. Schuknecht heard of Mrs. Bremer's present residence in Portland through G. L. Kramer, a telephone Carrier examination for the purpose of establishing an eligible register from which selections may be made to fill vacancies as they may occur in the position of Clerk or Carrier, Post Office Services, at Hood River, Oregon. Salary is \$1700 per annum (for first year full time); substitute service is paid at the rate of 65 cents per hour. Applications will be received by the Secretary, Eleventh U. S. Civil Service District, Seattle, Washington, up to 9 a. m., May 6, 1926. The date of examination will be shown on the admission cards furnished applicants.

All citizens of the United States who meet the requirements, both men and women, may enter this examination; appointing officers, however, have the legal right to specify the sex desired in requesting certification of eligibles. Age limits, 18 to 45 years on the date of examination. Age limits do not apply to persons entitled to preference on account of military or naval service.

Civil Service Examination

The United States Civil Service Commission announces a Post Office Clerk-Carrier examination for the purpose of establishing an eligible register from which selections may be made to fill vacancies as they may occur in the position of Clerk or Carrier, Post Office Services, at Hood River, Oregon. Salary is \$1700 per annum (for first year full time); substitute service is paid at the rate of 65 cents per hour. Applications will be received by the Secretary, Eleventh U. S. Civil Service District, Seattle, Washington, up to 9 a. m., May 6, 1926. The date of examination will be shown on the admission cards furnished applicants.

Notice

My wife having left my bed and board, I hereby give notice that I will not be responsible for any debts contracted by her. W. D. McCrory. 4-5-26

TIRE PRICES SAID TO BE REASONABLE

The Hood River garage has received a communication from the Goodyear Tire & Rubber Co., the product of which it handles here, which announces that tire prices are not unreasonable, when the motorist considers the modern service secured from high class standard goods as compared with the short life of a cheaper tire of a decade or more ago.

The letter from the company goes on to state that recent tire prices are not raised on \$1 rubber. On last price raised they were figured on 75-cent rubber, notwithstanding that most rubber companies had to pay more for recent purchases.

"The fact that this is a dull season of the year," says the company, "coupled with the recent congressional investigation has caused spot rubber to decline in price, but even with all this adverse sentiment the price of rubber has not gone below the price on which tires are based.

"The growing practice of putting shoddy and reclaimed rubber in tires is not going to save rubber. Shoddy and reclaimed rubber have their place, but not in tires. You cannot save rubber by using less of it in tires.

"Tires today are not high priced. They are still 20 per cent lower than before the war, and the mileage has doubled.

There is no reclaimed rubber, it is stated, in the Goodyear products.

C. M. Larson Gets Bad Hurt

C. M. Larson, Frankton resident, was rushed to the Hood River hospital Monday from Willard, Wash., mill town on the Little White Salmon river, his right arm half severed in a sawmill accident. Mr. Larson was engaged in repair work when his arm came in contact with a circular saw. Mr. Larson was engaged at the plant of the Broughton Lumber Co.

A Remarkable Record. During the month of February, 1925, the sales of Auburn automobiles in Cook County, Illinois, were 34th among all dealers operating in Chicago. But during the year 1926, for the same month the sales of Auburns jumped to 14th place. There is a Reason for this Record—The growth in the sale of Auburn cars in Chicago, as in other places, has been steady and consistent because of the satisfaction given owners through the built-in quality of these motor cars. There is an Auburn for you. The car is made in four, six and eight-cylinder types. See it. Will be glad to demonstrate the Auburn at any time. WILLIAM DETHMAN. Tel. 2824 or 3173.