

# The Hood River Glacier.

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## BUILDER OF HIGHWAY TALKS

S. C. LANCASTER THRILLS AUDIENCE

Columbia River Highway, He Says, Not A Result of Chance—Speaks Word For Oak

The great Columbia River Highway did not result by chance, according to Samuel C. Lancaster, builder of the Multnomah portion of the boulevard, who Sunday night thrilled Hood River folk with a human interest story of the great road. Mr. Lancaster, whose lecture was illustrated with many stereoscopic pictures, talked here under auspices of the Sunday Evening club of Riverside church.

Mr. Lancaster, who came to notice of road builders, and incidentally empire builders, because of stretches of beautifully practical highways he had constructed in Madison county, Tennessee, told his audience Sunday night just how it happened that he came to the Pacific coast. His Madison county roads came to the notice of James Wilson, then secretary of agriculture, who called him to Washington. When the canny Scotchman found that Mr. Lancaster was able to give him exact figures on costs and other valuable data, he had him write an article for the 1904 Year Book of the Department of Agriculture. Mr. Lancaster was then engaged by the department to visit all parts of the country and lecture on roads. It was while in this capacity that he came in contact with Samuel Hill, who, Mr. Lancaster says, loves the great northwest as no other man does.

Samuel Hill invited Mr. Lancaster to the Pacific coast for six months. He secured his transfer here from the Department of Agriculture, paying the expenses of the road builder and his family.

"We came west on that visit," said Mr. Lancaster, "and we have made our home here since. I have always loved the mountains and the scenery that we saw from hearing my mother read the Scriptures. Not long ago I was visiting my oldest daughter and her family at Astoria, and as I watched the sun set over the bar, there came back to me Sunday afternoon spent beneath a great Elm tree back in Tennessee, when my wife and I were talking of where we would like to be when we reached the evening time of life. And we agreed that we would be wonderful if we could get with our back to the mountains and our face to the sea, and my daughter reminded me that we had very nearly had our wish."

Mr. Lancaster, following his visit here with Mr. Hill, received appointment as a delegate to a good roads conference in Paris. Mr. Hill made possible his journey there, paying his expenses and personally conducting a road show through the mountains where the road systems were studied.

"It was while we were journeying up the Rhine," said Mr. Lancaster, "that Mr. Hill said to me, 'We'll have something like that some day up and down the Columbia.' I was looking at an old castle. I thought he meant that, but his mind was on the dry masonry walls of vineyard terraces, and he was dreaming of such walls along a great highway in the Columbia gorge."

Mr. Lancaster recited how he had been called to Portland to talk to a party of prominent men at a meeting held at Chanticleer Tavern. It began to dawn on him, in the evening, a dream of a great highway along the Columbia was about to become true. He praised the scenic attractions of the great gorge, declaring that no place of the world held more beautiful nature than did this mighty canyon from Celilo to Portland. Mr. Lancaster declared that when the road was first talked of he had fears that the mighty canyon would be gashed and disfigured by a line of winding grade that would mar the environment. He finally told the Multnomah county officials that if such a road were contemplated he would have nothing to do with it.

"I went back from the Chanticleer meeting to my family, then living in Seattle," said Mr. Lancaster, "overjoyed and yet praying that we wouldn't have a road that was a little rash. I told my wife and daughters all about our meeting and they added their prayers to mine."

Mr. Lancaster loves the trees, the wild shrubs, the oaks, the firs and pines with an intensity that must be moving even to the calloused, practical minded woods chopper. He told of his efforts to save the natural beauties all along the great highway. He recalled the Boston fern that his mother used to care for in his boyhood home.

"We were out in the woods one day and 40 acres on which the Figure Eight is constructed," said Mr. Lancaster, "and in there we found ferns as tall as a man. I determined that we would lay out that road in such a way as to leave every last one of them unharmed. You know the result, and now we must save that wooded Figure Eight and preserve it for future generations in its wild grandeur."

"I want you to see," continued Mr. Lancaster, "that in all I have to say I want to convey that nothing ever happens just by chance. After being away from my home a year and a day, I was destined to return home, and I had to detour around by way of Tacoma to reach the journey's end, just when that alect storm had covered the country. I hurried right out on the Highway, and I saw that the covering of ice, of an astonishing thickness, would destroy some of the Highway if action were not taken immediately."

Mr. Lancaster was unable to persuade the Multnomah county commissioners that the road was in danger. Indeed, their engineers made an inspection and reported all danger past. It was then that Mr. Lancaster took the matter up with the O.-W. R. & N. Co. and showed them that the glacial action of the frozen and packed sleet was pushing a viaduct down on their line. The railroad company set to work shoring up the viaduct.

"Thus," said Mr. Lancaster, "my return at this particular time saved from destruction this great piece of highway work and probably averted a serious train wreck."

Mr. Lancaster expressed regret at the destruction the storm had wrought among the beautiful oaks along the Highway. He showed pictures of Sheppard's Dell, where the silver thaw

has broken off beautiful oaks. Mr. Lancaster paid a high tribute to Mr. Sheppard for his gift to the public of this wonderful point on the Highway.

The pictures shown by Mr. Lancaster of the ice drifts, which are forcing their way down the steep gorge side with glacial action, were astonishing to those who have not seen the road in its present state. The thickness of ice, as much as 32 feet in places, is astounding.

Mr. Lancaster concluded his lecture with a story of a recent visit to his old home in Tennessee. He called at the home of an old negro couple, old family servants, who had been faithful and true. He found them shivering, half-starved, around a mere smudge of a fire. The old man did not at first recognize him, but when he did see that it was "his white folks," he raised his old voice in a shout of thanksgiving, declaring that his prayers had been answered. He had the old couple fed and ministered to with all the care possible.

"When I was ready to leave," said Mr. Lancaster, "I told them as a natural course of human affairs they, growing old as they were, might expect to soon pass on, but that I hoped when I, too, was called to be permitted to enter the Golden Gates and that then I was going to ask St. Peter to let me plant in Paradise a great white oak, and that I would let them come and sit under it with me and we would talk over old times. As I talked I noticed that the old wife was working her arms up and down. I had forgotten that she was blind. She was trying to get her bearings and locate me. Suddenly she launched herself at me, catching me around the waist. 'You all a white folks,' she cried, 'but I see got to hug you anyhow.'"

Mr. Lancaster said Sunday night that he liked to consider the Columbia River Highway as a wonderful mosaic in which everyone who had had any thing to do with its construction had put for the best in him.

Mr. Benson, Mr. Yeon and many others did their best work for the great Highway. Camillo, the Italian who had charge of the dry masonry walls, wrought with an earnestness building for himself a monument. I remember one day I saw him at work, rolling down rocks through the snow. I placed my hand on his shoulder and said:

"Camillo, you build a good wall."

"Yes, Mr. Lancaster," he replied, "I want to make a good a da wall, so that when a my gran'oon come this way, he point out des a wall and say that a it the work of his gran' fadda."

Mr. Lancaster left those who have been proposing the cutting of the oak at the corner of Oak and Fourth streets in some discomfort. He stated that he had read of the controversy over the tree and that he had gone up to say howly to it Sunday afternoon.

"If left alone, will be here a long time, yet," said Mr. Lancaster, "I would advise you Hood River people to get a tree surgeon to aid you in saving some of your noble oaks."

Mr. Lancaster was introduced by E. O. Blanche, chairman of the evening. A vocal solo was rendered by Don Metzger, and Mrs. C. H. Sletton and W. J. Collier, Jr., gave a pleasing duet. Miss Sara Howe was organist.

It was announced that the Sunday evening speaker Sunday, February 19, will be Dr. E. T. Allen, former Persian missionary.

## SHELL ROCK IS DIFFICULT

WORKERS FIND ICE SIX FEET THICK

Mr. Nickelsen, Who Has 45 Men Working, Will Try to Complete Clearing Highway Next Week

J. R. Nickelsen, in charge of crews clearing the Columbia River Highway in this county, has found the task at Shell Rock mountain, the only remaining obstructed point between Hood River and Cascade Locks, far more difficult than anticipated. The drifts are thicker than has been thought and for the most part the heavy accumulation is solid ice. To add to the delay it is necessary to loosen the icy covering of the grade, too, it is on the right of way of the O.-W. R. & N. Co. and then pass it on into the Columbia river. Two crews are thus kept busy.

Resident Highway Engineer Peck, of The Dalles, spent Tuesday inspecting the work. It was decided to try blasts of black powder in shattering the ice veins. Dynamite has been used, but it is believed that it was not effective enough.

"Tuesday," says Mr. Nickelsen, "we had dug for six feet through ice. Mr. Peck, watching, said he thought we ought to strike the pavement in another foot. We pecked on down but after more than a foot thick was removed the surfacing still was not in sight. In these deep cuts the difficulty of lifting the ice out over on the railroad right of way is made extremely difficult."

Mr. Nickelsen, who reported Saturday that he expected to finish up clearing the road in this county in two weeks, declares he is not so certain now, although he is increasing his crews, now having a total of 45 men employed. He says he is going to push ahead as fast as possible and make every endeavor to get the road open by the later part of next week.

Multnomah county is actively engaged in clearing up the road. It is expected, however, that Mr. Nickelsen will be through with his work before Multnomah crews.

Charles Smith is now operating his ferry between Viento and Bridal Veil, giving a daily service for motor cars. He leaves here at 8.15 a. m. daily, starting on the up-river trip at 12.15 p. m.

## WEISS, LARSEN FACE FURTHER CHARGES

Frank Larsen, operator of the ferry system between here and Underwood, may lose his license, and Fred Weiss, convicted Wednesday last week by Justice of the Peace Ontbank on a charge of importing liquor from the Washington shore, was re-arrested immediately after the bootleg charge, the new complaint charging him with assault on Hood River officers.

District Attorney Baker Thursday furnished the county clerk with an order which summons Larsen to appear before that body February 17 to answer charges of transporting liquor illegally. The infraction of the law, it is held, gives the court just cause to revoke the license granted last year for a period of five years.

Weiss who was shot in the hip during a revolver duel with officers at the time of his arrest early in January, was fined \$250 and sentenced to 90 days in jail by Justice Ontbank.

The second and more serious charge is based on allegations of officers who say that Weiss, after two of the passes had been dragged by the gasoline launch, operated by Larsen, into the deep water of the Columbia, attempted to drown them. Weiss is alleged to have mauled the men over the head with bottles and to have fired at them with an automatic revolver. The convicted bootlegger, according to the officers, threw the weapon overboard, when he saw that there was no chance of his escape.

Weiss a while his fine, the jail sentence having been suspended. Weiss' attorney at first announced an appeal to circuit court.

## MRS. ABRAHAM IS FIRST ON JURY LIST

The first four women chosen by the county court for the 1922 jury list were: Mrs. Anna Abraham, Mrs. Helen Ball, Mrs. S. E. Bartness and Mrs. F. H. Blackman. A total of 25 names of women were drawn. The jury list, from which panels of 31 are drawn previous to each quarterly session of circuit court, includes a total of 210 names. The new women's jury law provides that each jury must consist of at least six women in cases involving a minor under 18 years, whether he or she be complaining witness or defendant. If such a case comes before the local court, county officers fear that it may be necessary to make provisions for the comfort of the women jurors.

## BRIDGE AT CASCADES IS UNDER WAY

A carload of equipment and material arrived at Cascade Locks Saturday, according to a telephone message from Jesse Allen, merchant of the big city, and Monday a crew of men started work on the construction of concrete piers for a bridge spanning the Columbia river, where once the mythical Bridge of the Gods connected the Oregon and Washington banks.

Mr. Allen stated that the Oregon piers, according to anticipations, would be complete in three months.

Hood Steams Again

A column of steam from Mount Hood's summit was observed from the Heights residence section on Monday night. Frank Sarrett and his wife noted the peculiar phenomenon. Clouds veiled the mountain Tuesday. J. H. Ferguson plans on keeping the mountain under observation with strong binoculars.

Mount Jefferson has been reported smoking.

## SPEAKING OF OLD AGE

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