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To those who have so generously favored us in the past and to our new friends of the present and future, we extend thanks and our good wishes for the approaching holiday season and for the coming year.

The First National Bank



It Will Relieve Your Cough or Money Back
 PRICES 25c, 50c and \$1.00. SOLD ONLY BY
Kresse Drug Co., The Rexall Store

Seeds

Burpee's—best by test. Burbank's wonders. Our stock will be most complete ever offered. Our prices same as you would pay the grower—packets, pounds, bushel or by sack.

Catalogues Leaflets, Free

Automobiles

Are you tired after a ride? Franklin owners ride to rest. Does your gasoline bill seem high? Franklin's average 32.08 miles to gallon.

How is your oil costs? Franklin's average over 800 miles on gallon.

You think the year's repair high? Franklin repair shops loose money. You cannot afford not to own a Franklin.

Furniture

Persistent care has secured for us a most complete assortment of new goods at prices surprising low. This consignment includes Linoleum, Oil Cloth, Carpets, Rugs, Curtains, Shades, etc.

Hardware

The advancing market finds our stock so complete that we can fill your every want at saving prices. STOVES have gone up, but we will continue our standard prices—a \$79 home comfort range for \$50.

Stewart Hardware & Furniture Co.

Your Credit Is Good. You may pay cash and save 5 per cent

The Only Place to get Accurate Abstracts of Land in Hood River County is at the office of the

Hood River Abstract Company

Insurance, Conveyancing, Surety Bonds

Pyrene SAFETY FIRST

With the roads so heavy with snow the "boys" can scarcely drag the hose cuts through, think of the roadway a fire would rain in your home before the Fire Department could arrive.

Under the present conditions a total loss is pretty certain unless you have some means of fighting fire at the start. A PYRENE FIRE EXTINGUISHER is the best home protection you can have. It is handsome, light, effective and can be operated by a child.

"The Vital Five Minutes", a little pamphlet, tells the story and it is worth reading. If you are interested in protecting your home from fire, fill in these lines,

Name.....
 Address.....

CUT THIS OUT AND MAIL TO
FRANK B. CRAM 12th & Eugene Sts.

Snider's Tomato Soup

The biggest can of the finest tomato soup you ever ate for 10c. Then there all kinds of Campbell's Soups in our stock for 10c can, and then all kinds of good crackers to go with them.

Of course in healthy I trade with

Quality Service Price

Perigo & Son

—AT—

You get all 3 here

The Star Grocery

BALCH'S GRAVE IS NEAR LYLE

AUTHOR RESTS NEAR LOVED SCENES

Life Story of Young Minister Who Wrote "The Bridge of the Gods" is An Appealing One

In a little rural graveyard not far from Lyle, Klickitat county, Washington, is the burying place of Frederick Homer Balch, who as the author of "The Bridge of the Gods," romance dealing with Indian legendary tales, has made for himself a name in the history of northwestern literature. Not far from the gorge of his inspiring Columbia and in the eastern foothills of his beloved Cascades, the body of the pioneer writer has found the long resting place, and perchance the spirit of the youthful dreamer still contemplates the scene which has so long and so tenderly nurtured his genius.

When one really interested in pioneer life of Oregon and of the legends of the Indians of the Columbia river communities reads the life story of Homer Balch and his early death at the age of 30 years, he cannot help feeling that a loss came to the literature of the state when Atropos wheeled too early her shears and clipped the tresses of the young man's life.

It is interesting to note in this story of the days of young manhood of the man who wrote "The Bridge of the Gods," Frederick Homer Balch was self educated. He spent less than a year attending school. For six months in 1875, when the family lived on the farm owned by James A. Balch, the father of the author, in the Mount Lator community, the boy was a student at a school taught by L. R. Coon, who later moved to the Hood River valley, after a few months of study at the Pacific Theological Seminary, at Oakland, Calif., in 1889, he was forced to return to Oregon because of illness.

Because of the poor health of the mother he was removed from the school to Clatsop county, where they had formerly lived. After a short residence there they removed to Lyle. While young Balch was a dreamer, he was by no means an idler. Work was scarce in the early days of the young man's life, but he found employment in his boyhood riding the stage of the southern Washington country. In the solitude of the great sierras with the great peaks of the Cascades to inspire him, he felt the vast grandeur of the mountains, the story of the mountains and the rivers in books of romance. The impulses of a genius had stirred within him before the family left the Willamette valley, and in his diary is found jotted the following:

"To make Oregon as famous as Scott made Scotland; to make the Cascades as widely known as the Highlands; to make the splendid scenery of the Willamette as celebrated for romance as the Alps; and of passion and grandeur, grow more and more into the one cherished ambition of my life."

While the family was living at Lyle, young Balch, eager to make his mark, was engaged in an ordinary laborer in the construction of the U. S. & N. company's line, which was then being pushed to completion along the south bank of the Columbia. During the day he worked, he wrote in his diary, "I am James W. Ingalls, of this city, young Balch worked hard at manual labor, wielding pick and shovel. But the late hours of night were spent in reading and retreading the stories of Scott and Dickens, and the early morning hours were spent in sketching out romances of the Oregon country.

Even before the family had moved from the Willamette valley the young man had written a romance built from pioneer history. "Aristotle," the story was called. It was later revised and given the title of "Genevieve." The book, however, has never been published. Young Balch also began another story, which he called "Kaukasus." He made a sacrifice of the manuscript of "Walulah" when, obeying the desires of his mother, he decided to enter the ministry.

From the stories that are told of this period of the young man's life by his sister, the young romanticist must have undergone the keenest agony. With the decision made to enter the work of a minister, young Balch's conscience, impelled by the high standards of early day morals, told him that it would be a sort of a sacrifice to preach the gospel of Christ and at the same time continue the writing of stories, never lost, opportunity to learn from them the stories of legends. These he has embodied so well in "The Bridge of the Gods."

It is said that most great writers reach their moments of climax while writing their life history. It was true, indeed, of young Balch; for "The Bridge of the Gods" really tells the story of the sacrifice of the young minister.

Cecil Gray, the hero of "The Bridge of the Gods" who sacrificed his life to teach the Indians the religion of Christ, despite the advice of members of his family and of his congregation, typified Frederick Homer Balch. The young minister, suffering because of dictates of a sensitive conscience, is the prototype of the minister of Colonial days, who offered up his entire being and plunged away from home and civilization into the dense and unknown wilderness.

But the spell of romantic literature was too strong for young Balch, and after deciding that he could continue consistently as a minister and at the same time write of the dreams that were daily his, he completed "The

Bridge of the Gods" at the age of 25 years. Drawing on his fund of Indian legends, he told the story of Cecil Gray and immortalized the legend of the great masses of basalt that rear themselves on either bank of the Columbia at Cascade Locks. This story of the mighty bridge that spanned the Wauna is now well known to the readers of the entire United States; for "The Bridge of the Gods" is now in its eighteenth edition.

"The Bridge of the Gods" was given its greatest prominence and publicity in 1911, when, as a spectacular drama, it was presented at the Astoria centennial exposition. The drama, for the most part in the open air, with the hills in the rear of the city at the mouth of the Columbia as a unique background, was staged under the direction of Miss Mabel Farris. "The Bridge of the Gods" was later played in Multnomah field in Portland, and afterwards at Oklahoma city, Okla.

Both parents of Frederick Homer Balch were pioneers of Oregon, both having crossed the plains from Indiana. The mother, Miss Harriet M. Snider, the adopted daughter of Dr. and Mrs. Robert Crawford, arrived with her foster parents in 1852. They formerly resided in the White River community of Indiana. Miss Snider's mother and Milton Wright, father of the noted aviator and aeroplane inventor, Wilbur and Orville Wright, were second cousins.

The father, James A. Balch, was born at Sullivan, Ind. He attended Wabash College, and for a number of years was a student of law. James A. Balch arrived in Oregon in 1851. Both he and his future wife settled in the Willamette valley near Lebanon, and it was here that they were married. The author of "The Bridge of the Gods" was born at Lebanon, December 14, 1881.

From 1864 to 1866 James A. Balch served as lieutenant of Company F, of the Eighth regiment, Oregon Volunteers, which was stationed on the frontier. While he has been a student of law, he never applied for admission to the bar, nor did he ever practice. A large portion of his pioneer life was devoted to teaching. When the family resided at Goldendale he served as county judge of Klickitat county.

Frederick Homer Balch leaves surviving a sister, Mrs. J. W. Ingalls, of this city, and a brother, Herbert Balch, now a resident of southern California.

On September 25, 1908, the members of the Hood River Historical society convened at the handsome little structure on the hills of Lyle and formally dedicated the Balch schoolhouse. Following the dedication of the school building a monument which had been erected to the young author was dedicated. Not far from both is reared the little church of the community, a large share of the carpenter work having been done by Mr. Balch himself. The following surviving pioneer party participated in the ceremony of dedication: Mr. and Mrs. T. R. Coon, of Hood River; Mrs. Jennie Jewett, of Waste Salmon; Mrs. C. J. Crandall, Miss Sylvia Cate, Miss May Campbell, Miss Annette Armstrong of The Dalles, and Rev. J. L. Hershey, organizer of the Congregational church for the Columbia river district. Rev. W. C. Gilmore, pastor of the local Congregational church at the time, delivered an address, and a paper of eulogy from the pen of Dr. T. L. Eliot was read.

The stone over the grave of Frederick Homer Balch is of rough, natural granite quarried from the hills he loved. The inscription on the stone reads: "He could not down he has woven a story and written a book that will ever be a greater monument to his genius and the indomitable energy that possessed him than any pillars admiring friends may erect to his memory.

At the dedication service the following poem, written by the young author's first teacher, T. R. Coon, was read:

How clear the sun comes over the hills
 And casts long shadows for a while
 On rocks and plains, on lakes and hills,
 While songs of birds the morning fill,
 To praise the grand old hills of Lyle.

Eternal seem these hills of green
 When springtime verdure paints each pile
 Of mountain height and level shen;
 But summer's sun transforms the scene
 And gives the great brown hills of Lyle.

Fair Wauna flows beneath the wall
 And murmurs as past the isle
 Of Memorial, the Indian's all
 When life has flown, and mighty fall
 Hides now from him the hills of Lyle.

The Red Man comes, the Red Man goes,
 And Wauna's flood flows on the while.
 The white man builds as best he knows.
 He marks the path, the day must close,
 And darkness claims the hills of Lyle.

Behold the double tracks of steel
 That bind the river's evening mile;
 How vain the sense of rest to feel
 When barge and steamer, strong of keel,
 Pass by to vex the hills of Lyle.

For those are but the tokens ill
 Of men's mad race for lucre vile.
 Give me the cottage by the hill
 With orchard fair and man's good will
 Among the sun kissed hills of Lyle.

And let me dream of ages flown
 When cliffs met cliff in massive style
 And shore to shore the arch was one
 By "Bridge of Gods," eternal stone,
 That joined mayhap the hills of Lyle.

The legends old, the Red Man's lore
 That poet's vision lives the while
 When rocks eternal live no more
 To mark the path that gods of yore
 Once trod among the hills of Lyle.

Here's Balch's spirit bowed in prayer
 Mid Nature's charms and Heaven's smiles
 And sang of Genevieve the Fair,
 No more with him in life to share
 Earth's joys among the hills of Lyle.

And here the mound of earth is shown
 And granite rock to mark awhile
 The poet's ashes, "neath the stone
 He wore the crown but not the crown
 Among the sacred hills of Lyle.

The Bridge of Time shall be no more,
 But human hearts made free from guile
 Shall feel no pains on any shore,
 And this my life shall keep in store
 Sweet thoughts of the blest hills of Lyle.

"Lift up mine eyes unto the hills,"
 From all below and find rest awhile;
 Be free, my soul, from all thine ills,
 Look up and live, for God so wills,
 And these are his brown hills of Lyle.

A. W. Stone was a business visitor in Portland last week.

CLUB MEETING WELL ATTENDED

PLANS FOR 1916 ARE OUTLINED

Dues of Country Members Are Cut in Half—Butler is Hopeful Over Outcome of Highway

With the largest number of members present at a meeting during the past two years on Monday night, the Commercial club was given a stimulus for active participation in local development during the coming year. One of the first acts of the club members at the initial meeting of the New Year was to adopt an amendment to the by-laws of the organization cutting the membership dues of country members from the regular assessment of \$12 per year to \$6. By this action the Commercial club plans to become the hub for activities not only of city people and a few interested rural residents, but of the entire valley.

A motion, providing for meetings in the following rural districts, was carried: Parkdale, Pine Grove, Odell and Oak Grove. According to the plans at least 75 members of the Commercial club will attend these proposed meetings, and while the program will be filled with musical numbers and other things of a lighter vein, an effort will be made to explain to the orchardists the work for the future proposed by the organization.

"We wish to show every man in the county," says R. E. Scott, "that the city of Hood River cannot exist and prosper without a development of the entire valley, that every betterment in the country will result directly in a benefit to the business houses of the city.

"Better roads to Hood River's points of scenic interest," will be a slogan for the club during 1916. As was pointed out by E. O. Blanchard, to draw tourists from Portland and other neighboring cities, it will be necessary that passable roads be extended to such places as Lost Lake and the base of Mount Hood. The club will center its endeavors in securing the completion of the partially finished road to Lost Lake.

As a result in the cut in the rates of dues for rural members, 18 applications have already been received by the club. It is expected that more than 60 new members will be added as a result of the decreased dues.

On Monday evening, January 24, the club will give the first of a series of social evenings for the members of the organization and their wives and lady friends. The assembly hall will be cleared for dancing and the parlors will be prepared for card playing. Refreshments will be served. All members planning on attending the meeting are requested to notify the secretary.

The anxiety that has been felt among Hood River citizens over the recent letter received by County Judge Stanton from E. I. Cantine, state highway engineer, was expressed by Dr. J. M. Waugh, who asked for information as to the status of the Columbia river highway. Mr. Cantine's letter having stated that hereafter the county would be expected to pay costs of upkeep and maintenance.

Leslie Butler, a member of the advisory board of the State Highway Commission, who was present at the meeting, while he declared that he knew nothing of the Commission's action except what he had gathered from Mr. Cantine's letter, said that he did not believe that local people need worry over the status of the Columbia river highway. Mr. Butler thinks that eventually the state will take over the road, but that such a step is impossible at present because of lack of funds at the disposal of the commission.

Because of slides during the past winter, the Columbia river highway at the present time is impassable through Hood River county. While the county court does not look favorably on the letter received from Mr. Cantine, they will proceed to clear the route in time to accommodate the spring automobile traffic.

Federal Judge Wolverton, of Portland, has remanded the case of W. H. Rowntree vs. the Mt. Hood Railroad Company and Chas. T. Early to the local circuit court for a hearing. The case arises out of a forest fire, which, according to allegations of the plaintiff, was started last summer because of carelessness of the defendant company, and which caused the destruction of valuable timber and apple trees. Messrs. Rowntree are suing for \$3,500.

The complaint was filed in the local court. The lawyer for the defendant company, E. C. Smith and Huntington & Wilson, the latter of Portland, petitioned that the case be removed to the federal court, on the ground that the railway company was a foreign corporation. It was contested by the plaintiff's attorney, Judge Derby, that since Mr. Early, managing officer of the company, was a resident of Hood River county, the local court would have jurisdiction. The defendant's reply to this was that an agent of a corporation could not be sued for a non-feasance, that it was necessary that mis-feasance or direct misconduct be shown. By the ruling of Judge Wolverton, however, in accord with the contention made by the plaintiffs, such a doctrine is not applicable in consideration of the agent's failure to act, or his non-feasance, with respect to third parties, while it may have an effect as between the agent and his principal.

The People's Navigation Co.'s river steamer, Tahoma, became tied up in the ice near Cape Horn last Friday. She was en route from The Dalles.

While the service of the Hood River-White Salmon ferry system was retarded for four hours last Friday morning while ice was being cut near the bank of the Columbia, no other interruptions have occurred.

"Unless we are compelled to tie up later," says Commodore Dean, "this will make the third winter that we have operated despite ice in the river."

D. G. Cruikshank was a business visitor in Portland last week.

Everybody is talking about the wonderful overcoats we are offering..... but, man alive, do not overlook our splendid assortment of Men's and Young Men's suits made by the same makers of quality clothes of character

The House of Kuppenheimer

The young chap here is wearing The Wayne, a style that Young Men will take to, like a duck takes to water. You will find your ideas about clothes in definite form at our store, whether they be up-to-the-minute, conservative or half way between. And say, we have an enormous lot to choose from at



And say, we have an enormous lot to choose from at

\$20

J. G. Vogt

ANNOUNCEMENT

New Tailors in Town

The firm of Dale & Meyer will be open for business on and after Wednesday, January 12th, and will be glad to have you call and inspect their stock of Woolen Suitings, which will be tailored in Hood River.

Men and women's garments tailored in latest fashions

DALE & MEYER
 108 Third Street
 Tailors to Men Tailors to Women