

The Hood River Glacier.

VOL. XXVII

HOOD RIVER, OREGON, THURSDAY, FEBRUARY 10, 1916

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First National Bank

New Business

This is the time of year to consider and plan the campaign in all lines of industry. The officers of this strong bank are always glad to assist in your plans and convince you of the advantages of a savings or checking account with us.

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Such a pictorial record of the year tells the whole story accurately, conveniently and is a pleasure in the keeping.

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Come in and Hear the February Records

SNOW STORM MAKES RECORD

WORST TRAFFIC TIE-UP SINCE 1885

50-Hour Fall Brings Business to Standstill, Covering Earth With a Blanket of 52 Inches

Before the original sin of Adam and Eve, the weather, unendingly charming in the Garden of Eden, was the cause of but little worry, and the little that is chronicled about it reads like the words of a booster's club of some southwestern community. The first great record made by Jupiter Pluvius was on that memorable occasion when the Honorable Mr. Noah built the Ark and floated off safely, following the 40 days and 40 nights deluge. Since that day to this the weather, be it hot, be it cold, be it wet or be it dry, has taken up much of the energy and time of contemporary historians. The weather has become the staple commodity of conversation. Record rainfalls are on men's lips to the aged, and when the present generation reaches the venerable period of the eveningtime of life, not one of them will forget the storm of the first week in February, 1916.

Still, the little eccentricities of the elements of last week were but cabin to skyscrapers as compared to real weather of legendary days. V. W. Winchell, an Indian legend, told of an Indian legend, learned from an authentic source in the days of his youth, that recounted a snow so deep that two years' time were consumed in the melting of it, and Mr. Winchell's veracity has never been questioned by his friends, neighbors and acquaintances. The valley at that time was covered with gigantic pine trees. The Indians used the moss from the pine bark, and tomahawk marks, 12 feet from the earth, the Indians having gathered moss on the snow's surface, could be discerned for years afterward. All levity aside, the snow of last week will not be soon forgotten. From Monday afternoon, Wednesday night, the fall continued unbrokenly, and on Thursday the blanket on the level measured 52 inches. As early as Tuesday railway traffic was at a standstill. While the Mount Hood Railway Co. brought in the mail on a light engine Tuesday, it was impossible to pull a heavy train over the line. Wednesday schedules were temporarily annulled.

Business in the city was brought to a standstill. Householders, bankers, merchants and clerks spent the most of Thursday unloading overweighted roofs. The streets took on the aspect of European trenches. Hardware stores soon sold every last nail and shingle. Thursday a lull came, and still fitful flurries were driven down by a biting east wind, and every amateur was making predictions. Old timers were recalling the similarity of the weather to the storm of '49, '61 and '85. No news was received from the outside world. Hood River was a beleaguered city.

For the first time in their history the city schools were closed. Wednesday and Thursday, many of the children not being able to reach the buildings. Work was resumed at the schools Friday.

The East Side grade, blocked by heavy drifts, was broken open by Road Supervisor Stanton Thursday. Mr. Stanton used an improved plow and a team of six horses.

Wednesday a milk famine was imminent in the city. Many fathers tramped down to the barns on W. side, demanding their surplus for babies. Thursday T. D. Calkins broke through from his Purdy Dairy with a four horse team. Grocerymen and meatmarket men of the city made their deliveries with four horse teams hitched to sleds.

From Tuesday morning until Saturday morning Hood River was cut off from the outside world. O. W. R. & N. trains, stalled four days, were brought through Saturday morning. After rotary plows and large crews of laborers dug out the heavy drifts in cuts between here and Portland. Two and three engines were used in hauling the first trains brought through.

The storm in Portland reached beyond \$100,000. A severe silver thaw prevailed weighing down wires, poles and trees. Street car traffic was blocked for a time, and many business men were unable to get to work from their homes. Thousands of idle men were given work shoveling snow in the city street cleaning department.

Slight trouble was again experienced by the O. W. R. & N. Co. Saturday night. While the earlier evening trains came through all right, except for delay, the eastbound train leaving Portland at midnight and bearing the morning papers, did not arrive until about 2 o'clock Sunday afternoon. Except for the provisions made by the company a serious block might have again resulted. Men were stationed at all critical points, and all train crews were instructed to proceed slowly at curves and cuts and constantly blow the whistles to warn laborers.

The storm was given a serious aspect locally Sunday afternoon, when, following an eight inch fall of new snow Saturday night, a rain and sleet prevailed. Ice formed on wires and trees and growers were alarmed lest their trees be broken under the great weight. A warm wind, however, began to blow Monday morning, and the ice was soon melted. Orchardists having young trees began work to shovel clear spaces around them, to prevent the stripping of branches, early Monday. A crust of ice nearly a half inch in thickness was formed on the surface of the snow.

While the snowfall caused great inconveniences, especially to rural residents, the rural carriers not being able to make their routes, but little damage was caused. The greatest sufferer, probably, was C. P. Johannsen, of the Upper Valley, whose handsome new barn, one of the largest in the valley, was crushed. No stock, however, was lost. The East Side barn of W. F. Cooper was crushed by the weight of the snow.

Sunday morning the old sash and door factory near the Indian village west of the city on the O. W. R. & N. track, was demolished by the weight of the snow.

Hood River was rescued from an impending fuel famine through the efforts of a gentleman modestly and prosaically named Brown.

Mr. Brown, who is a representative of the Central Coal & Coke Co., of Salt Lake, was in town when our "little cold snap" was just getting under headway. Learning of the fuel situation through the Transfer & Livery Co., the local handlers of his coal, Mr. Brown immediately wired his company and had a car of Rock Springs Lump diverted to Hood River. This car passed Huntington January 25 and was just a week reaching Hood River from there. It was laid up at The Dalles, but through the courtesy of the O. W. R. & N. Co. officials a special engine was detailed to bring it on down to Hood River. The Transfer Co. reports that the vagabond car was very warmly received here.

Weight of the snow damaged the country residence of Chas. Steinhauser in the Upper Valley. A carpenter shop at the Cascade avenue home of G. R. Mulford, was demolished. The line of the Mount Hood Railway Co. has not yet been opened, but the work of extra crews will soon have it opened. Floods are raging along the Willamette. The Columbia has been rising rapidly since Monday. The channel is now running clear, the ice having been broken. The river rose more than two feet from Monday morning until yesterday.

USE HOME GROWN, BRITISH SLOGAN

The first shipment of Hood River apples since Monday, January 31, went forward last Monday night.

"While we have had a number of orders awaiting to be filled," says Wilmer Sieg, "we were unable to move a peg because of the snow. With the weather breaking we will make every effort to clean up our stock."

Mr. Sieg says the reports from growers in all parts of the valley indicate no damage from the thawing of the snow. The crust that was formed by Sunday night's sleet and rain is melting and the snow is settling slowly.

Local officials, however, have no encouragement as to the exports of fruits for the coming season or for heavy sales of late export apples. The Fruit and Vegetable Producers and Distributors Joint Committee, a London organization, is now engaged in a gigantic campaign to educate English people to use only home grown vegetables and fruits. The local association has received from London the following circular letter, issued by the organization: "The need for economy during the war and the very high prices of meat, bacon and other articles of food provides a unique opportunity to advocate a larger use of home grown fruit, vegetables and salads, which are produced in great abundance."

"This committee has obtained the support and co-operation of many kindred associations keenly interested in the growth and distribution of British fruit and vegetables and the Joint Committee are now actively engaged in advocating an increased consumption of these products."

"The services of a prominent writer have been secured for the purpose of ventilating the matter through the press. Leaflets with recipes will be circulated to the public through the retail trade. Suitable advertisements will be inserted in the newspapers and motor cars will be used for the same purpose."

"The movement will necessarily entail considerable expense, but it will be in the interest of all concerned in raising the necessary funds, at the greater demand for British fruit should benefit both the distributor and the grower. Funds to the amount of 365 pounds have been promised, and it is hoped that all individual farmers, as well as the associations will respond to this call."

PORTLAND SENDS RADIO MESSAGE

Late Friday night through the wireless system of Floyd Gibbs, a young radio amateur enthusiast here, Mrs. Anna Wilkinson received news of the serious illness of her daughter, Mrs. Otto Brook, of Portland. The message was sent from Portland by the Y. M. C. A. wireless system to that of the Northwestern Electric Co., just across the Columbia river in Kluckitlat county, and was relayed here. Young Gibbs, however, is able to receive messages from Portland, but in replying has to relay by the Northwestern Electric Co. with her daughter.

Floyd Gibbs is an assistant operator at the Western Union office. His wireless system is a hobby, and messages are frequently transmitted over his system to boy friends in The Dalles and Boise, Idaho.

State Will Aid in Highway Work

The following resolution was adopted by the State Highway Commission at its meeting on January 27:

"That \$20,000, or as much thereof as may be necessary for the construction of a highway between Hood River and Mosier, be appropriated, one-half of the money to be provided from 1916 highway fund and one-half from 1917 highway fund, contingent on Wasco county bonding itself for sufficient funds to construct the highway from Mosier to Fairbanks."

"It is further agreed that Wasco county is at liberty, out of the proceeds of the bond issue, to reconstruct the highway between Mosier and The Dalles over what is known as Seven Mile Hill, said construction to be built to a grade line not to exceed 5 per cent."

"Under no condition does this resolution bind the Highway Commission to the expenditure of more than \$20,000 on this work."

Through the efforts of County Judge F. S. Gunning and J. L. Kelly, president of the Wasco County Good Roads Association and Col. Gardner, Mr. McCargar, Mr. Bonney and Mr. Littlepage, of Wasco county who visited the state officials at Salem, the \$20,000 appropriation was secured for this work on the terms embodied in the resolution above.

The State Highway Commission's action in this matter, according to a letter from Judge Gunning and J. L. Kelly, will materially assist the good roads boosters of Wasco county in their campaign for the voting of bonds at the election which is soon to be held for this purpose.

Attorney A. P. Reed was a business visitor in Portland last week.

WORSE STORMS HAVE PREVAILED

WINTERS OF PAST ARE RECALLED

Last Week's Blockade of O. W. R. & N. Co. Somewhat of a Parallel to 1885 Heavy Snowstorm

Naturally one of the first thoughts of newer residents of Hood River last week was, "Is this the worst snow storm we have ever had?" The records of hard winters at intervals during the past 50 years will show the Hood River has had several snowstorms as bad, if not worse than that of last week.

The first severe winter on record, that of 1852-53, is reported by Mrs. Elizabeth Laughlin Lord in her "Reminiscences of Eastern Oregon." During the early part of that winter her father, W. C. Laughlin, moved here with his family from The Dalles. The snow lasted for months and the family was shut out from The Dalles, the nearest settlement, without food. All of the cattle died, and Mr. Laughlin was so discouraged that he removed his family to The Dalles as soon as it was possible in the spring.

Readers of the Glacier will recall the severe winter of 1861-62, as reported in an article written recently about the early life of D. A. Turner. The Columbia was frozen over from January till March. During the winter more than 100 feet of snow fell. The few families making the valley their home at that time suffered for lack of food. All the cattle of the valley perished. Mr. Turner and others walked to The Dalles on the river's ice to secure provisions.

Record severe winter weather prevailed again on February 10, 1879. At this time it is probable that the record snowfall for a period of 24 hours fell.

From 3 o'clock on February 10 until the same hour the next day four feet of snow prevailed. F. C. Sherrieb in telling of this storm says: "I was down at E. L. Smith's Frankton store when it began. It started with a rain. I returned from the store with John A. Wilson to his home. The rain suddenly stopped and huge white flakes began to come down. I spent the night at the Wilson home. Along in the evening Mrs. Wilson took her husband to go out and 'run that drove of horses away from under those trees.'"

"An oak grove surrounded the house, and Mrs. Wilson thought she had heard the tramping of horses. Mr. Wilson, however, discovered that the noise had been made by heavy lumps of wet snow falling from the oaks. Mr. Hodges, Dr. Barrett's father, by measurement determined that the snowfall made eight inches of water."

F. C. Sherrieb says that the renowned snowfall of 1885, which blocked an O. W. R. & N. passenger train near Viento for a period of 14 days, differed from that of last week in that most of the precipitation was composed of dry sleet, and for a time, he says, it fell so fast that a man might lift out a shovelful from his walks and another instantly took its place. While the cold weather prevailed then for a longer time, it is probable that the snow water caused the railroad company no more trouble than that of last week. Railways 30 years ago did not have the efficient equipment used at the present time in clearing away the debris of storms.

While the O. W. R. & N. train was stalled it was necessary to pack provisions to them by hand sled. Journeys with food to the blocked passenger trains was made by the following men: Jack Luckey, Chas. Hayner, John Johnson, O. L. Stranahan, C. H. Stranahan and Will Rand.

Most of the people at present in Hood River remember the heavy snow and sleet thaw of January 1912. Among the local passengers held on an O. W. R. & N. train at that time for over 36 hours was C. K. Marshall. The snow, followed by a warm rain, reached a depth of 36 inches. A number of barns were demolished and the Tip Top garage of Capt. C. P. McCann was broken down by the heavy snow on the flat roof.

APPLE EMBARGO MAY COME SOON

H. F. Davidson, New York representative of the Apple Growers Association, has received intimation that the British government will shortly make a ruling barring apples from transatlantic shipment to British ports. This information reached the local office last week and as a result a car that was shipped out of the Spokane district on Friday, intended for export, will probably have to be sold on the domestic market.

"The expected order will include not only apples, but other bulky shipments, such as automobiles, shipment of which is forbidden by the British government in ships sailing to British ports," said L. J. Blot, sales manager of the company. "This means practically all shipments leaving American ports."

"The order is the result of the scarcity of bottoms for the movement of war munitions and foodstuffs. Apples and certain other commodities are listed as luxuries, and the British government has ruled that ocean space is too valuable to be used in the transportation of such commodities."

DR. CROTHERS TO BE HERE TOMORROW

Many are looking forward to the lecture of Dr. Samuel McChord Crothers, the noted lecturer and essayist and teacher of Harvard University, to be given at the Congregational church tomorrow evening under the auspices of the schools. Dr. Crothers is a leading figure in the contemporary world of literature, and Prof. McLaughlin is to be congratulated in succeeding in securing his appearance in this city.

Dr. Crothers was brought to the Pacific northwest by Dr. W. T. Foster, president of Reed College, who characterizes the noted author as the greatest living lecturer. He will appear in only one other Oregon town—Corvallis, where he will lecture to the students of the Oregon Agricultural College.

A charge of 50 cents will be made for tickets to tomorrow night's lecture. Tickets are on sale at Clarke's drug store.

Bank Advertisement No. 79

The following editorial from the Saturday Evening Post will relieve our ad. writer for this week.

Savings and Success

Deposits in the savings banks of New York increased last year. At the same time savings deposits in the post office multiplied by three. In the fiscal year the increase of postal savings deposits the country over exceeded fifty per cent, the number of depositors rising above half a million and the amount on deposit to sixty-five million dollars.

Of course this is no injury to savings banks, but, on a broad view, a benefit to them. Mainly the postal banks have appealed to depositors who would have responded less readily or not at all to the appeal of other banks. And there should be an appeal to reach everybody in the nation who can save. The elaboration of the system in France, for example, is amazing. A man is offered almost as many different ways of saving his money as there are ways of spending it, and the saving offer is made about as persistently as the spending offer.

The United States is thrifter than it is commonly given credit for being, because statistics most frequently quoted do not give all savings deposits, and because a vast deal of saving goes on outside of savings institutions. Yet it does not live up to its opportunities by a long way. One of the country's ablest business men said not long ago that anyone could tell whether he was going to succeed or fail by his ability to save. If he couldn't save he couldn't succeed. At any rate, inability to save, for a man with an income above the bread line and no unusual ill luck, implies a lack of self-control that is not conducive to success.

Like nearly everything else, it is a habit; and, with a little determination to begin with, the right habit is as easily formed as the wrong one. Try it this new year.

BUTLER BANKING COMPANY

Steamers "Dalles City" and "Stranger"

Leave Portland 7 a. m., arrive The Dalles 6:30 p. m., Sunday, Monday, Tuesday, Wednesday, Thursday (not Friday) and Saturday. Arrives up at Hood River about 4:20 p. m. Leaves The Dalles 7 a. m., arrives Portland 6:30 p. m., Sunday, Monday, Tuesday, Wednesday, Thursday, Friday (not Saturday) Arrives down at Hood River about 9:20 a. m.

Wednesday of each week is set aside as "Stock Yard Day" and then the Steamer Dalles City will take live stock for delivery to Portland Union Stock Yards. This service will permit the individual to ship as few animals as desired and get benefit of low freight rates.

For further information phone 4532
R. ROBERTS, Agent, The Regular Line

Pleasing Condiments for Cold Weather

- Beechnut Tomato Catsup 20c and 30c
- Snider's Oyster Cocktail Catsup 35c
- International A1 Sauce 30c
- Lea & Perrins Worcestershire Sauce 35c
- Kitchen Boquet 30c
- Beechnut Chili Sauce 35c
- Heinz India Relish and Chowchow 30c
- Gebhart's Eagle Chili Powder 30c
- Fresh Horseradish 15c

Star Grocery Perigo & Son

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 lose 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

LADIES ATTENTION!

Special Introductory Sale

As a means of introducing our Ladies Tailoring Department, we will make to your measure

- \$40.00 Suits for - - - \$35.00
- \$45.00 Suits for - - - 37.50
- \$50.00 Suits for - - - 40.00
- \$55.00 Suits for - - - 45.00
- \$60.00 Suits for - - - 50.00

These suits will be tailored in our own shop by skilled tailors, thereby enabling us to give you a perfect fit and satisfaction.

DALE & MEYER

108 Third Street

Tailors to Men Tailors to Women