

# **JAKE AALVIK, age 77**

## **Interview #1 - by Ivan Donaldson**

**Jan. 28, 1975**

### **Transcribed by Rich Curran**

Ivan: Today, the 28th of January, 1975, we are having an interview with Mr. and Mrs. Jacob Aalvik, Jake and Ellen, at their home here in Stevenson, Washington.

Ivan: Mr. Aalvik, do you recall the ferries that were operating here at that time say, 1900s?

Jake: Well, the first ferry that I ever used was about, oh, 1920, on for a couple of years, for several years. The Smith owned the ferry at that time, and Rosenback was the man that was running the ferry for him for several years. We used to go, travel on the Columbia River Highway on the other side of the river every time we would go to Portland, and, ah, so crossed on the ferry and that way we could make better time. They didn't have a regular road on this side of the river, so we all just went, ah, more or less, cross the river, and took the old scenic, what they called the Scenic Highway now. They didn't have the new highway across the river. It was new to them, alright, but it was crooked.

Ivan: Charlie Smith, Esson's father?

Jake: Yes, he was Esson's father. Mr. Smith, was, ah, he used to live in a boathouse. and, ah, he married Mrs. Smith, she was never on the boathouse. She was, ah, quite important in the bookkeeping part of the outfit, because they used to have a sawmill, and everything, and she done all the, ah, she was practically the paymaster. Whenever we needed any money, why (inaudible) we would go to her and she was the one took care of all the books, and things like that.

Ivan: Did Charlie have a sawmill?

Jake: Him and Barrett(sp) Smith had a sawmill between here and Carson. It was, oh, pretty close to the Carson junction. And it was . . . well, they shipped out their lumber. We hauled their lumber for them for awhile, and they, a, had a spur down here where they shipped the lumber out, a lot. And, ah, so they were in the lumber business for awhile. He made most of his money in the ferry, and also the fish business. He used to seine across the river.

Ivan: Where

Jake: Right across the river. Right across from Stevenson there was a sand bar there before the dam was built, and, ah, they used to catch a lot of fish that way. I used to haul them for them once in a while to Portland. And I, ah, oh, one load I remember I had about a ton on the load and we hauled them down to the Bird Fish Co. And, ah, they were located underneath the, ah, Broadway Bridge there in Portland. So, it was quite a business them days for the fishing industry, but not it has all slaced off.

Ivan: Were this spring run fish or fall run fish?

Jake: Oh, they were fall run fish. Some of them, most of them, they, ah, and next year's, and some tules and some. ah, good fish, and, ah, and different kinds of fish. But, mostly salmon, of course, fall run salmon. You didn't get too awful big price for them, I don't suppose, but then, just the same, why, they shipped . . . they canned a lot them there in Portland.

Ivan: What year did you work for him?

Jake: Oh, I think it was about 1921, 1920 or 1921, because we got our truck in 1921. And it seems to me like that before we done too much, why, it was, ah, along about 1921 that we hauled for him.

Ivan: Just relax. Did you have your truck or his truck?

Jake: No, I had a truck of my own. Gus Melander and I had bought a truck in 1920, in the spring, and we had . . . at that time, why, we started hauling for different people all around the country, because we had a pretty good sized flatbet, and we had sideboards two feet high. We could fill it full of fish and haul it to town.

Ivan: What kind of a truck?

Jake: We had a Repulic truck.  
(Similar to photo of an 1918  
Republic truck to the right.)



Ivan: Solid tires or pneumatic tires?

Jake: Solid tires. And, ah, that was the old type, some of the first trucks that come out. Although a lot of people used to move with, ah, Ford trucks, and, ah, after we got that truck we got a lot of jobs moving people here and there and everywhere. We moved them from, oh, all the way back to The Dalles, clear to Seaside and Longview, and clear down to Salem. So we have jobs, plenty of jobs moving, all we wanted.

Ivan: Who was your partner?

Jake: Gus Melander.

Ivan: Melander?

Jake: Yeah. He, later he sold out and went to Seattle to live and he worked in a sawmill up there, after he left.

Ivan: How large was this mill, and what was its almost exact location that Charlie Smith had up there at Carson Junction?

Jake: Well, the location is right before you get to the junction, Carson Junction. It was on this side, the upper side of the road, is where they had the mill. They would put out about 15,000-20,000 a day. And, ah, it was a small mill, not too awful big, and, ah, but they done quite a bit of business for awhile.

Ivan: What kind of power?

Jake: They had steam power.

Ivan: How big an engine?

Jake: That I don't know exactly. I, ah, if I told you one size . . .

Ivan: Well, an estimate is alright.

Jake: Well, it was probably about 30 horsepower, somewhere around there. You know, we used to have a sawmill, and we used to run, by a 25 horsepower engine, Russell engine. We later had a 40 horsepower engine for a bigger mill. And that was . . . you know, a 40 horsepower engine is pretty good sized, you know, for sawmills. We used to be . . . Dad used to be in the sawmill business with my uncle and they had the Syke(sp) mill. When it burned down, why we took the engine it over to our place, and we used it over there. We rebuilt it and made it turn in a different direction.

Ivan: What mill burned down?

Jake: The Syke(sp)

Ivan: Where was it?

Jake: It was up, oh, about, ah, two miles up the Kanaka Creek road. It was right there at the . . . where you go into McPhee, used to be McPhee's place. They had a mill in there. And McPhee used to haul . . . furnish the logs, most of the time. He had a team and he was falling quite a few of the logs.

Ivan: Was this a team-logging operation?

Jake: Yes. It was altogether a team logging, no donkey of any kind or anything like that.

Ivan: Do you know . . .(inaudible)

Jake: Yes, that was all team logging. Except for the last mill that dad had, a little down below our place, why, we did have a small donkey there. It was an old-timer we got, Dad got down in southern Oregon someplace, where he bought the donkey and we bought some more lines (cable) for it. Although we done ground logging. We used to have a Tommy Moore, and all ground logging.

Ivan: What is a Tommy Moore?

Jake: A Tommy Moore is a leaf block for the donkey. It was to keep the lines from going under, you know. They usually have to pull the log up to it, and then pull the butt chain through there, and hook it on the other side, so that way it would go on through, and you don't have to . . . you can't pull a log through it because the hole wasn't big enough, but you can pull a butt chain through, and, ah, and, ah, that way hook on to the other side of it and pull it into the landing. Usually, you'd have about, oh, 300 or 400 feet from the landing, somewhere down there. So it's not too far away, usually. (inaudible) the donkey leading to the same, leading to the Tommy Moore at all times. That way, why, . . . we used to haul (inaudible) 700-800 feet, around there. Oh, it was slow as compared to what they do now-a-days. But then, just the same, why, we got the job done.

Ivan: And where was your mill? Where was it situated?

Jake: That mill was down a little ways from our farm. It was on, on where Forest Eyman's place was . . .

Ivan: That's below us here?

Jake: No. It was up towards the ranch, about a quarter of a mile away, somewhere around there. So, it was probably a little bit south. First, Cook(s) and Key(sp), they had the mill and they sold out to dad, and dad took over the mill at that time and run it until we finished up with all the logs in there.

Ivan: Does that mean that it was north and west of our present location where we are sitting right now?

Jake: Yes, that would be, that would be about right. I think it would be northwest,

alright. It's, ah, right, I think the new powerline goes over the top, over the top of the hills there, where they done quite a bit of their logging. I can see up the hill there and looks like quite a bit of the logging was done pretty close to the . . . where the powerlines are now.

Ivan: Did any of these mills have a flume to carry the lumber down to a lower location?

Jake: No. We, ah, all the mills around here, all of us had teams, and horses and wagons to haul all the supplies and all the, all the lumber. Mostly, years ago the biggest thing was cutting out planking for decking. They used to ship quite a bit of it back east. They used to make it 2¾x11½. I suppose they sold them as 3x12s. That way, ah, it was a little less material, and you could save just a little bit that way. We used to sell ties (*railroad*). We sold them to all the, ah, outsiders more than we would to the SP&S, because the SP&S always had the inspectors and they were awful particular about their ties, and everything. We used to ship lots of ties. We would do our own selling of the ties. And, ah, but the SP&S, why, they were pretty particular about that. They wanted the ties just about perfect.

Ivan: Where was the Lindus mill located?

Jake: Well, as far as I can figure out, the, ah, it was right at the, in fact I know it was, on the west end of what is now the Rock Creek Bridge there.

Ivan: The Rock Creek Bridge there?

Jake: The bridge (*Rock Creek Second Bridge*) over towards Ryan-Allen (mill). That was the, ah, years and years ago. They used to do ground logging (inaudible) and used to it with a donkey, there. And, that was one of the early mills in here. Fact is, I think it was about, oh, 1908, or somewheres around there, 1910, somewheres around in there.

Ivan: Do you think the Lindus mill was in 1908 or 1910?

Jake: Somewheres around there, yes. Ah, not later than 1910. A sawdust pile that was there, left there the mill had been moved away, and he worked at it for years getting the old rotting sawdust out of there. So, I think 1910 was the last year that they had the mill there. Although, they, ah, Lindus mill did have a flume down to the, ah, railroad tracks, and they had a spur. The spur, they had a planing mill, also was down there where the fairgrounds are now. And, ah, they used to have a flume down there, and they used to flume their lumber down to the railhead.

Ivan: Would that be a mile, or two miles?

Jake: Well, it would be a pretty strong mile, I guess. The, ah, old planer shed is still standing, that is Floyd Shippy (*Rock Creek Drive near fairgrounds parking lot*) and, ah, his wife, and, ah, there was another apartment at the other end of the building, and the building is still there. It used to be, first built as a planing mill. It's been renovated and worked over, and made into apartments there.

Ivan: Floyd Shippy's home?

Jake: Yes. Floyd Shippy's home, and that long building there, at one time, was an old planer mill.

Ivan: And that was the Lindus planer mill?

Jake: Yeah.

Ivan: And was this the place . . . did they have electric power in that, or was it steam?

Jake: Well, that's one thing that I'm not so sure of.

Ivan: I've heard it said that there was a planer mill there, and I judge, it was this one, and when it would turn on it would dim the lights all over town.

Jake: Well, they, ah, Sam Samson used to have a power plant over there on Rock Creek and they used to get water from Rock Creek and, ah, and they were furnishing power all over town, in different places. And we had, we had electricity all over town, more or less. I think we paid about 10¢ per kilowatt for power at that time, in them days. Then the planer mill there, we had a planer mill there in town, and we had . . . and we had our own generator, two-kilowatt generator, and we could turn on all the lights, and we would run sometimes in the evening.

Ivan: Now, is this another generator?

Jake: Yes, we had a generator of our own, and just had a double switch, and we would flip the switch from the Samson power to our power and, as long as our engine would run, why, we would have lights all over the place. I would have to turn on about 15 lights, or all the lights in the place, and then turn the thermostat, or rheostat down to keep the lights from burning out. We had to have all the lights on all the time that way.

Ivan: Your plant, how many watts was it?

Jake: Two. Two kilowatts. Two thousand watts, in other words. Then, you had to

have, if you run off the capacity, you had to have 20 100-watt lights burning in order to take the power there. Of course, we had a rheostat, we could turn it down so it wouldn't dim the lights, if we wanted to, you know.

Ivan: And where was this located?

Jake: This was located right, well, the building is still standing, the old planer mill next to the oil station down there, and, ah. It was built, I don't know exactly what year it was built, but it was before the railroad come. It was about the time they were digging out, wide enough for the railroad, because I can remember seeing the steam shovels working on the track there, next to the planer mill. Years and years ago they used to have about five . . . piled up there.

Ivan: Was this your planer mill or Lindus planer mill?

Jake: No, this was our planer mill.

Ivan: Oh, you had a planer mill down there on the other side of the tracks, too?

Jake: Yes. It's still standing there.

Ivan: Which building is that in relation to the old creamery?

Jake: Well, it was right next to the railroad tracks, and right past the Standard Oil Station, it was right east of the Standard Oil Station. That building is still, still there.

Ivan: How was your power plant powered?

Jake: Well, it was run by, ah, from the steam engine. We had a 20-horsepower Mirog engine to run the planer and the steam engine, and we had a steam boiler, and it, ah, had a belt. You just put the belt on, and as long as the engine kept running, why, we could, we had electric lights there.

Ivan: What was the name of this engine?

Jake: Mirog engine.

Ivan: How do you spell it, please?

Jake: M-i-r-o-g. It was, oh, it was a nice looking engine, alright, but just the same, why, but it was . . . purchased in town, and it wasn't a Russell engine, like some of the other ones. The ones we had the first, the Russell engine, and also, Russell boilers. They used to get them from Feenaughty Machinery Company.

They are still in operation in Portland. Prior, back in 1905, the mill burned down and then we sent the boiler down to Portland to have it tested, and, ah, we had to have it inspected, and everything, and they sent it back, and, ah, we got another boiler to replace that one. And then they sent that one back and we used it back in the planer mill for 20 years down at the planer mill there. They had it down to about 110 pounds, and that was the amount of pressure we was allowed to put on it.

Ivan: You had the sawmill up on to the north of us here and the planer mill down below?

Jake: Yes, that's right.

Ivan: And you hauled the lumber down there to plane it?

Jake: Yes. We hauled the lumber down there to plane it. Of course, we, ah, a lot of the lumber made in those days used to make *fives and pikes??*, mostly, and then the side lumber is what we used to plane, you know. And then we would get some big yellow firs, why, we used to make flooring and clear lumber out of it.

Ivan: Did you have just one mill in your family?

Jake: Yes. Far as I can figure out . . . well, there is several combinations. (?) Christy bought in with one of the, lets see, I've got to think of the man's name, It will come to me in a minute. They had a mill at Sepsican (*east of Wind Mountain*) and they fought over, and the men went chillied up there, went broke, rather, and when he did, why, he, they sold the mill. Chris run it, they ran it until they ran out of logs. Well, the mill was right there at where the, ah, there's a restaurant there now (*Crest Trail Inn*) at Sepsican there. I remember I worked there for a while, and, ah, run an edger around . . .

Ivan: Run engine . . . ?

Jake: Edger.

Ivan: Oh, edger.

Jake: I run the edger, and that was quite a place up there. They used a stream donkey on to pull the logs down the hill, and usually if it was a little bit wet, or anything like that, why, the logs would get loose, why, and they would come down faster than they can pull them down. (laughter). Because it was really steep up there. So they, ah, they had to watch out for logs there. They had a saying up there, whenever a log is loose or anything, like broke loose up on top of the hill, why, they would blow the whistle up there at the mill, and, then they would run for cover. They even had, for the boiler there, they used to, ah,



they put in a bunch of logs . . . something to keep the logs from hitting the boiler, because if it did it might mess things up a little bit. Well, they finished up all their logs up above. And I never did go up top of the hill to see where they got all their logs. They had quite a few, and, ah, but they ran out of timber and, of course, the mill was taken down. (??) Moved it to Hon, Hon is the name of that lake back there, oh, about a mile and a half above Collins. He logged there with trucks. They hauled them in with trucks and they put them in the lake, and the mill was right on the lake. You used to get the logs out of the lake and pull them up to the mill and saw them there. I used to haul ties, and slabs and . . .

Ivan: I'm not quite oriented. Where is this lake?

Jake: Well, this lake is where the Girl Scout Camp is, somewhere in there (*off Bergen Road*).

Ivan: On Wind Mountain side?

Jake: Yes. That was back in 1920 and 1921, so you see it was some little time ago that they had that sawmill in there, and, ah, so I forget maybe a few things about it.

Ivan: Tell me. When did Sam Samson build this power plant down here?

Jake: Well, I don't know exactly when he built this plant, but it must have been pretty early, because when I remember anything about it, everything was already put in. All the poles and everything was, ah, already in. So, it must have been in the early years, because I don't remember all of it, but I remember them having the power plant there. And I've been down . . . I was down to the power plant itself and I've seen it operate. It was from an old water tower. And also, in them days the bearings on the dynamo, it would kinda run a little bit warm, and, ah, they would cool it off with water all the time. They had lots of water, so would cool off the (inaudible) to keep it cool all the time so that it would run good. Why, they run water instead of oil. Usually, if you get the water mixed with the oil, why, it don't work good. Maybe they didn't have any oil (chuckle).

Ivan: Very interesting. Approximately, how many watts did they generate there?

Jake: Well, you know, that's another thing that I, ah, would be pretty hard for me to tell exactly how many, how much horsepower they did have there. And, ah, and, ah, if you . . . that sawmill, the planer mill at Lindus took most of the power, why, it shows that they didn't have too awful much to spare, anyhow.

Ivan: Would you estimate 10,000 watts?

Jake: Oh, I suppose something around there.

Ivan: Maybe 20,000?

Jake: Maybe 20,000. I don't know for sure. One thing about it . . . it was the funniest thing, though, about them, ah, was three brothers: Swanson, Samson and **Oreson(sp)**. Three brothers and they all had three different names. Samson had the hotel, of course, Swanson had the, run the light plant, and I never did know **Oreson(sp)**. But, he was one of the brothers. But evidently they didn't all take the same name, somehow.

Ivan: After they came over from Sweden?

Jake: I suppose, yes. Samson run the hotel for many years.

Ivan: How much head, how much (??) did the water have on the turbine, approximately, at the Swanson generating plant?

Jake: Let's see. Oh, I might imagine about a 100 feet.

Ivan: Did he use a large quantity of water?

Jake: He used a pretty good size amount of water, yeah. They had, ah, oh must have been about a 24-inch, I think about a 24-inch pipe. Upper end, ah, lower end was a pipe and the upper end was a flume.

Ivan: What kind of a turbine water wheel did they have, can you tell me?

Jake: Well, they, ah, no, I don't know for sure what make it was. I imagine it was a Pelton-wheel that, ah, generated the power there. (inaudible) and it was inside a building so, it was, ah, no water coming out into the building or anything like that, so it wasn't (inaudible). I imagine it was a Pelton wheel.

Ivan: Do you think he built that after he came back from Alaska with that \$250,000 stake?

Jake: Well, I imagine he built, ah, yes, I imagine he did. And also the hotel, and everything. If that was the case, why, he must of.

Ivan: When did the mill stop operating?

Jake: Which, ah . . .

Ivan: The power, the power plant.

Jake: Well, when the falls went out. One winter, why, ah, the falls tumbled and, ah, we used to have some real good falls there, and the falls washed out, and it was just cascades after that. They used to depend on the falls there. They got the water at the headwaters above the falls. When the falls went out, why, it took out the flume and everything else with it, and the power went out. We didn't have electricity for awhile.

Ivan: What happened to the machinery?

Jake: Well, I don't know for sure what happened to the machinery. We did get some electricity from across the river for a little while. They, ah, some people from across the river . . .

Ivan: G. W. and Scott Young?

Jake: Yeah. You've heard about them, huh?

Ivan: I have a very good interview with Scott Young.

Jake: Oh, yeah. Well, ah, they . . . it was funny about them two, that, ah, one of them . . . they were interested in electricity, but, ah, one of the son's name was **Ampmeter(?)** (chuckle). I don't know, I suppose there . . . I don't if there was any Watts or not, but **Ampmeter(?)**, his name was **Ampmeter(?)**. And that was something a little different. But they did furnish the power over here for some years. They . . .

Ivan: I understand that Sam Samson got that plant from G. W. and Scott Young, say about 1921?

Jake: Well, I don't know for sure of all the details of that deal, but I know they were interested in, and they were also over here for awhile. It was along about, ah, 1921, alright. Because, I think, ah, I got my first radio made by the Youngs. It was the first radio, I think it was 1921, if I'm not mistaken, that they built me a little radio set, in that barn.

Ivan: Batttery set?

Jake: No, let's see . . .

Ivan: Did you have D-batteries eliminators?

Jake: Yeah, we had D-battery eliminator. And, ah, it was one of the first radios to come in. I think, well, I suppose radios came in before that, but there wasn't so many on the market at that time. And they would built their own, and, and they was pretty well up on electricity, and they knew what they was doing. My

first set that I had, it had the head-set for it, you know. You could listen to the music or whatever was on there on the radio in them days with the head-set.

Ivan: What station did you get in Portland?

Jake: Well, I, ah, the first station I got was CFCN in Calgary, Alberta, and that was the first one. They were playing at three o'clock in the morning, and, ah, it was what KGW used to be on, and KOIN, and, well, KEX. But they, ah, they were the first ones that started there. They were the first three stations that, ah, really would, ah, put out anything.

Ivan: And then when Northwestern Power Company went through here from Northwestern Dam, now PP&L, did they then begin to get power to Stevenson?

Jake: No. They . . . Stevenson never did get no power from Northwestern. They . . . the first place they ever delivered any power at all was at Camas. They had substation down there, and, ah, the rest of it went out to Parkdale. They had 60,000 watts of power at the time. They had a right-of-way to build a powerline through Stevenson. but Stevenson never did get any power from them. Although, they did have, ah, a man supervising the powerline here at Stevenson. It was right back where the Pioneer office is now (*Second and Seymour, Stevenson*). They, ah, Sucko(sp) was running there and they had a shut-off place where they could cut the power off in case they had to, something went wrong somewheres, you know. They could shut the power off there.

Ivan: What was Mr. Sucko's(sp) name? Could it be Sid Sucko(sp)?

Jake: Wel, it's Sid Sucko's(sp) dad. No, he was quite common around but I just don't recollect his name right off the bat. He was, ah, quite interested in everything that went on in Stevenson.

Ivan: I find it interesting that they didn't have a substation here for distribution of power for the city.

Jake: Well, they, ah, I don't know. I imagine it would have cost them too much to put in a substation here to get power. And they also wanted to send most of the power to Portland, if they could. And, ah, the first place they ever had one was in Camas. They claimed that they, they run to Camas and then cross the river, and, ah, on into Portland with it.

Ivan: What year did PP&L/Northwestern begin to generate power up at (inaudible)?

Jake: Well, that was quite some time ago. I imagine that Bruce Lindsey could tell you just about what year that they got started.

Ivan: 1913?

Jake: Well, I imagine along about that time that they got it going, alright.

Ivan: I believe the dam was built about that time. Do you remember the fishwheel on that dam at all?

Jake: No, I, ah, I didn't, I didn't . . . I don't know anything about Northwestern electric, except, that one did run through town and they always had a crew to maintain it. One time, years ago, when the bottom of the poles were rotting out at the bottom, well, why, they stubbed the poles. And, ah, they had a truck and driver and he didn't, ah, have the . . . all he had to do was to pull, haul them stubs out and help him a little bit if he needed it. As far as I'm concerned he just sat in his truck and waited. I worked a day or two for him, and somehow I went up and helped him get their stubs in place. They . . . somebody would go along and mark them, the poles, whatever needed to be stubbed, and they would try to put them in when there was one. Usually had to drag it quite a ways. When I was working there, why we were down there by Beacon Rock, and, ah, we had to get those away from the highway there, quite a ways. So we had to drag the stubs a long ways to get them to where we wanted to use them.

Ivan: When Stevenson gets power, did you not get it from PP&L and certainly that plant at Cascade Locks was very small. I just was wondering where Stevenson got power.

Jake: Well, that is pretty hard for me to answer, because we had different kinds of power. Of course, we had the, ah, the first one was the Rock Creek power, and then we got some from Cascade Locks, there across the river. Then we, let's see, . . .

Ivan: Did you get any from the dam later?

Jake: No, yes. When that was built. I think up to that time we used to get power from Cascade Locks, and when the dam was built, why, of course, they hooked on here, and, ah, and also they had plenty of power in Carson and Stevenson from the dam, you know. But years ago, the power used to cost alot, from 10¢ to 12¢ a killowatt hour, and now it is down to as little as a cent.

Ivan: Were you born here, Jake?

Jake: Yes, I was born here in 1898, and that was some little time ago. I don't remember much about my early years. Well, I did go to school here in the first grade over where Simmons live now, and then in the second grade down in Stevenson. They had a grade school over there on the, ah, on the west part of

the school property. They had four classes in that grade school. The first and second in the first room, and, we had four rooms. Third and fourth in the other one, and fifth and sixth, and seventh and eighth. And later on, about 1910, why, the high school building was built (*on Vancouver Ave.*). The seventh and eighth grade, why, ah, kept growing and we moved over to the high school building. They had a couple of rooms down in the, in the, ah, downstairs in the . . . in that building. And, ah, actually, in the eighth grade, why, the high school assembly was all in one room upstairs, and, ah, and when we was all there, everybody was all registered. Why, there was 55 of us altogether, so you can see that the school has grown since that time, If you look back at it, why, ah, it seems kinda funny, alright. Whenever the bell would ring in the morning, why, we would all gather together in the assembly room. That was everybody there, and then go to your classroom to a different room. Whenever we had a class, why, we had to go to our room. But now-a-days, they don't have an assembly class like we used to at that time.

Ivan: When did your father come here?

Jake: He, ah, came to Cascade Locks when the railroad was building. In fact he got married in Cascade Locks in 1891. So, I don't know exactly how many years before that, that he was here. So, it must have been about 1888, or somewheres around there at the time he came here.

Ivan: That's when they came over to this side of the river?

Jake: Well, he, ah . . .

Ivan: See, the railroad went through over there in 1880-81-82.

Jake: Uh, huh. Well, anyhow, he was, he worked there on the railroad, and, ah, I don't know if he worked on the Locks or not. But, anyhow, he did travel around some. He went out to the coast, looking all over the country, and back up to Yacolt, and everywhere else looking for timber, different places. He hauled all around, clear to the ocean, so he didn't see anything better than what he could see from Cascade Locks across the river. So he decided that was the place for him. So he took up a claim on this side of the river, and that's where we were born.

Ivan: How big of a claim?

Jake: Well, he had 160 acres, I think.

Ivan: What was intailed there, did he have to live on it, or was it a homestead, or . . .  
.?

Jake: I think it was a homestead, yes. You had to live on it, and then he had to improve upon it.

Ivan: Did you have to fence it?

Jake: No. We, ah, fenced part of it. Yeah, we did fence it later on, but, at first we didn't have to fence it.

Ivan: Seems to me that a homestead era up there on the canyon country on the Deschutes, those homesteaders there had to build a fence around their claim.

Jake: Well, at that time, in the timber country anyhow, you didn't have to, ah, have a fence around the . . . of course, we had lots of fences, but just the same, why, there was no law that says that we had to have a fence around the whole place.

Ivan: That was much earlier, of course. And, who owns the place now?

Jake: Well, it has been broken up, some into different parts after he homesteaded it, so, Mattie Aalvik is living on part of it, she owns part of it, and, also, Carpenter, he bought the, most of the place, and then my uncle Hector had a part of the place at one time, logged off, and, ah, so you see it has been broken up. One corner of the place goes clear across Rock Creek at one place. It goes clear to the other side of Rock Creek, on the old corner there.

Ivan: What was your mother's maiden name?

Jake: Olson.

Ivan: First name and last name?

Jake: Rena Olson.

**END OF 1975 TAPE 1, SIDE 1**

**START OF 1975 TAPE 1, SIDE 2**

Ivan: We were discussing the ferry and I think you said it lasted until the Bridge of the Gods was completed in 1926. How did you signal from one side of the river to the other to get the ferry service?

Jake: Well, if the ferry wasn't there, I would use a sign. They had a sign on both sides of the river, and if the ferry was on the other side of the river, why, you would turn that sign so that the ferryman could see it. Charlie Rosenbach was the most obliging man you ever saw. The only thing he had to do, outside of ferrying, was, they used to have a rock in the middle of the river down west of

here, and, he used to . . . they used to have a light on it and he had to see that the light kept burning all the time. That was the only extra job that he had, mostly. He lived at Cascade Locks, and, ah, he had to be there, and if you wanted to go across, why, he'd come over for one machine, even. If you turned the sign, why, he'd be right down on the job.

Ivan: For the record here, in case we missed it. The ferry had a motor, an engine, in it. It was not a tug attached?

Jake: No. That's right. He had power, he had that wheelhouse and that power was part of the, ah, the ferry. Also, when the east wind used to blow, why, ah, then they would . . . years ago they put up kinda of a blind on sight so that the wind . . . the ferry could come in and dock next to the, ah, the wind break, you know. They had a wind break there, so it wouldn't blow the ferry away, otherwise, why, the east wind was so strong, why, it was pretty hard for him to land, and get the ferry into the piling. With the wind break, why, it helped a great deal. If you get in behind that wind break, why, it was easier to come to dock.

Ivan: Where was the ferry slips at Cascade Locks and Stevenson?

Jake: Well, one of them was, ah, in Stevenson was, ah, right, ah, just about down where, where, ah, . . . after you past the Stubbling concrete building, why, the first turn to your right there, why, straight down there. The ferry used to be down in there for awhile. That was the main . . .

Ivan: East of the present depot, or west of the present depot?

Jake: Well, it would be, ah, east of the present depot. It was, ah, you know where the Union Oil Company station is, well, it's right south from there, from down from the river there. The Union Oil station there. That's where they used to land the ferry (*Port of Ska. Co. now*). The ferry landing at Cascade Locks was just a little ways above, ah, above, ah, Locks, so that people could land there.

Ivan: Was the dock down here, when was that built? I've seen pictures of the dock extending out into the river, here before the dam was built.

Jake: Well, you know, that dock must have been built pretty early, because I don't remember when it was built, really. Of course, we as youngster stayed home pretty well, and went to school. But, ah, I remember driving out on that dock with the teams, and we would pick up seed, and hay, and things like that, you know, that the boats would bring. So, it was a primary dock, alright, and there was a wide enough place so you could turn a wagon at the lower end of the dock, there on the main part of the dock.

Ivan: At the extreme outer end of the dock you could turn around?



Jake: Yes. That's right. But the dock itself was just wide enough for a team to go easily, and, ah . . . it was quite a business in those days, years and years ago. And then A. C. Sly, he had a little office, a little ways up the dock there. He used to take care of a lot of the businesses that went on. And then they had, they started a telephone business.

Ivan: You mean he was a bookkeeper, or manager of these businesses?

Jake: Yes, he, he was a manager of a lot of businesses there. And also, then they turned into a telephone company. Also, they, the farmers had, ah, made a profit there from the telephone of their own for many years, and they had lines all over the country around here. And the farmers themselves put up the lines, and, ah, paid for them, and, ah . . . used to be Harshberger's residence, used to be the central for the . . . in case you wanted to link up with some other people on another line, why . . .

Ivan: Mrs. Harshberger operated the switchboard?

Jake: Yes.

Ivan: And where was their home?

Jake: Their home was, well, let's see . . . it would be, ah, just west and one house north of the Congregational church. The Congregational church is now different.

Ivan: About where in relation to Ash's Store?

Jake: Well, this was way up in the north part of town. You know where the Methodist church is, and the Congregational church is?

Ivan: Yes.

Jake: Well, just right where Dick Grain used to live, that's the house right there. It's right on the corner there before, the Manns up on the north side of there, and Dick Vinn used to live on the south side.

Ivan: When did they put in this telephone system, approximately?

Jake: Oh, let's see. I imagine about 1914, or so around in there.

Ivan: Was that the first system?

Jake: No. No, they had a regular telephone system here besides the farmers, so there

were two of them at one time. We had a line clear up to the ranch, it took two miles of wire to put on. And then we had to buy an old, cracked telephone. And then we also had one at the Fleming mill, a telephone down there. So we could bring some Western Electric telephones. We got two of them at that time.

Ivan: That was the other company?

Jake: Oh, I . . . I can't remember the name of them right of the bat.

Ivan: Was Mr. Sly, A. C. Sly, the manager of that one?

Jake: No, they, ah, they were an outside company that come in here, and, ah, run the telephone company for many years. The telephone office at one time, then, was, ah, right above the, ah, where the . . . well, let's see, it was in that building that the city hall is now (*Russell street*).

Ivan: The city hall now was built by the library women.

Jake: Well, it was the next building to it, then. It was at that time the telephone office, because I can remember Kidry(sp) Hazard was working there at central there, and they had . . .

Ivan: I heard that when Queen Marie of Romania came to christen Maryhill, she and her group of people were transported in a group of 50 brand new Lincoln automobiles. Is this true?

Ellen: I don't think so, they came here on a train.

Ivan: Then did they come back down the river on these 50 brand new automobiles?

Ellen: No, I don't think so. Who was the man that owned that?

Jake: Jim Hill that owned the . . .

Ellen: Yeah, he owned . . .

Jake: And he had to own the railroad, too. So, you see . . .

Ivan: Sam Hill, you mean?

Ellen: Yes. He was (inaudible) and the queen rode it. And they came up here on the train. It was his train, he owned the railroad and . . .

Ivan: Then it was, I heard it from an eye-witness account that a man over on the bridge stood there and he saw a sparkling new Lincoln rush by with the queen

and her group in it, as she left and came back to Portland from . . .

Ellen: That's possible. We, ah, didn't hear until it was over.

Ivan: They went back on the railroad, you think?

Ellen: Yeah, that's what I heard.

Ivan: Do either of you have any contact with friends around the fishwheels?

Jake: I, ah, used to, ah, watch the fishwheel there, down there by the Bridge of the Gods. They used to, ah, they had a fishwheel down there, and it was a pretty good sized fishwheel. And, Dick Birkeland used to be the caretaker down there. He'd watch over it, daytime and nighttimes. Years ago they used to, ah, the fish was so thick in the river, that sometimes they had to lift the wheels clear out of the water in order to, ah, keep from getting too many fish. One time they caught a great big sturgeon, and the box wasn't big enough for them to go into it. So they just cut it in two, and it made an awful mess on the place there. We used to, down there years ago, and, ah, I'll have to remember: the fishwheels were not allowed, they were supposed to take the wheel out on Saturday night and leave it out until Sunday night, so they wouldn't run on Sunday. But, ah, I seen sometimes, why, somebody would sneak down there and put the wheel down, and, ah, it would be running on a Sunday. We, ah, went down there one time and found out that we could slip in alongside of the wheel, between the wheel and the, ah, the box there. And you could go down into the fishwheel and gather up the fish. So, we done pretty well there for awhile. Of course, Pete Birkeland was watching the place, and he thought somebody from North Bonneville got all the fish. We only got about 100 pounds, I guess, or something around there.

Ellen: You said there was so many, must have been enough for everyone. People would go down there in the evening and get fish.

Jake: Years ago, when the fishwheel was first built, dad used to, when he was coming across the river here and building him a place, why, he used to go down there and make a little extra spending money. He would walk all the way from the ranch, two miles to town, and then down to the fishwheel, a couple of miles, and then work ten hours a day, and then walk back home at night. So that was quite . . . to go that far and, ah, and then put in ten hours of work, you know. Why, he must have needed it pretty bad, money pretty bad to do that.

Ivan: How much would he be paid for . . . ?

Jake: I don't know, ah, I don't think it was very much, though. They didn't pay awful big prices in them days. They used to have a railroad from, ah, the fishwheel

down to the Cascades. I don't remember the locomotives, or any of the stuff that they had there. But, they, ah, I remember they had a hand-car there, and we, us kids went down to take a bath down at Cascades one time, and went to walk all the way, so we grabbed the hand-car. It had three wheels on it, and we made it stay on the track, and rode it all the way up there. We used to work the puppet too, you know. It was a hand-car, you know. You had to pump it, but we made it go though.

Ivan: Tell me about this fish railway. Was it the old portage railway?

Jake: Yeah, that was the old portage railroad. They used to get the fish down to, where they could, ah, to where they could come in with their boats, and, ah, pick up the fish there. And, ah, they had to take them down, because the boats wouldn't come up that far there.

Ivan: Where did they take them down to, North Bonneville?

Jake: Well, it was North Bonneville. Fact is, you can find some of the old railroad there on the other side of North Bonneville there, where they go fishing now. Why, you can go through there and you'll find some of the old grade there that they used for the railroad grade there.

Ellen: What was the name of the town of North Bonneville?

Jake: Well, they called it Cascades then.

Ivan: Do you remember when the upper wheel above the rapids was built? Wheel no. 16?

Jake: No, I don't exactly know what time it was built. It was pretty early, alright, alright.

Ivan: Was it there in the beginning of your memory?

Jake: Yes. When I first got down there, why, I remember going down there, why, ah, it was there at that time.

Ivan: It seems that there was a scow-wheel there first, and it proved successful, and so they finally built this big wheel, 16.

Jake: The scow was later used to down on the Lower Cascades, what they called the Lower Cascades down there, at the termination of the railroad practically. And, ah, you used to go over there, and we found out how it worked. It was a scow with a wheel on it. Quite a few people from Stevenson used to go down there and get some fish. One time we was going down to get some fish, and met some

people coming out, and they said, “No use going down, ain’t no fish there.” So we didn’t go down.

Ivan: That’s to the wheel above the rapids?

Jake: No, it was, ah . . .

Ivan: The scow wheel?

Jake: The scow wheel. It was below the rapids.

Ellen: Have you went and checked with Anderson yet? He lived in Carson, and, ah, and when the boat dock come along he brought passengers and freight and people down here.

Ivan: What boat did he run?

Ellen: The Bailey Gatzert, and, ah . . .

Jake: Well, there were several boats that used to ply the river,

Ivan: Would you spell that Birkeland, please?

Jake: Birkeland. B-i-r-, let’s see. B-i-r-k-e-l-a-n-d.

Ivan: And when was he the operator of the wheel?

Jake: He wasn’t the operator, really. He was just the caretaker, really. He just watched over it. He was kinda of a guard, more or less. He may have operated the wheel, as far as I know, but just the same, he was in charge of guarding the wheel to keep the people from stealing the fish.

Ivan: About what year was this, that you are talking about?

Jake: This would be about, ah, oh, I would say, about 1920, or somewhere around in there, when that wheel was there.

Ivan: Did you know Alfred Hendricks, who was the wheel operator. Wheel tender?

Jake: Well, yes. I, ah, did know him some, but not too well, but I did know who he was.

Ivan: Tell me about the fact that he had an old Dodge, an old car, and he put train wheels on it, to run fish back and forth on that portage railroad. Did you ever see that?

Jake: No, I did not. I don't remember anything like that. I know that my cousin Albert had a little cart with motor power that way, that he used on the Ryan-Allen railroad track that we used to ride on once in awhile. It was like a speeder, you know. It was a home-made affair. But I didn't . . . the old portage railroad was something, ah, before my time. When I was younger, why, we didn't go away so far, because we, you know, we got to town quite a ways, and we had two miles to walk to and from school, so we had to stay pretty well close in.

Ivan: We find it true that people who are very familiar with one region, are not really familiar with a region ten miles away.

Jake: That is true. Because we didn't, years ago, we didn't have the mobility so that, ah, you could go to too many places. I can remember, too, that years ago we, ah, hooked a team and buggy and went clear to Home Valley and back in one day. But that was a long road to hike, I'll tell ya. And then the roads weren't like they are now-a-days, and we had to use the back roads. It made quite a little trip.

Ivan: Do you remember the road over the top of the great Cascade Slide down here? Railroad, here, prior to the 1915 bond issue road?

Jake: Yes, I was up over that road one time, but, ah, to me, if I went over it, it would be kinda new. But I, ah, they did have a road over the top of the, ah, hill there. And, ah, It was fairly steep on the sides, but at the top it was fairly level, at the top. The road, I imagine it is still there. I haven't been there for some little time. I remember one time that we walked over that road, but we never did drive over it.

Ivan: Had it gone out of use when you walked over it?

Jake: Yes. It had went out of use at the time. The state highway had made a, ah, a highway through next to the railroad. One year it slid in there, and, ah, filled it in with dirt, it was, oh, about 12-14 feet deep, or somewheres around there. A lot of it was about 10 feet on, and clear across the road. It was too much of a job, it was so long that it was too much of a job to remove all that dirt at that time, so they planked over the top of it after it settled down. Why, they put planks over the top, and we used to run cars over the . . . over the top of it that way.

Ivan: Would that be the 1915 road, the first road around the point, in modern times?

Jake: I imagine it was about that time, yes.

Ivan: And this old road, prior to the 1907 road, did it go between Rand and Wauna Lake?

Jake: No. The, the, old road, as far as I know, is, ah, never was up that far. and, ah, it went, ah, pretty close to, it's right above the highway, present highway. And, ah, the road was, ah, a crooked road, of course. You went around all the curves and everything else. You went through Kelly's Cut, and then, ah, I don't know exactly from there on. I imagine it was pretty, pretty close until you get to North Bonneville. And then, ah, the first one went up over the hill, and, and then later they built the highway down next to the tracks down there.

Ivan: Was the Youman-Simpson operating when you were a young man?

Jake: Yes. The mill was operating during the war. In fact is, I run the edger for them for awhile, in 1918, I think it was, if I'm not mistaken. And, ah, they, they closed down about the next year, about 1919. And it was logging for some little time. I don't know exactly when they did start. Charlie Ziegler was the bull of the woods out there at that time. They had, for a while they had a three-donkey show. So they were gathering a lot of logs all over the country, back in there. They had a flume that went down to, ah, a planer mill. Ned Youman and Jim Simpson, they had two houses on that point out there next to the river, They lived there. And, ah, they had a flume that went, they used the flume, the lumber in the summer time when there wasn't too much water. Why, the flume, oh, we would shut down the mill about a quarter to twelve, or a few minutes before twelve, and flume then, and flume then to just before quitting time. So, we would flume twice a day. We were cutting about, oh, about 30,000 feet a day of timber. And, ah, so when the lumber started going, why, we used to drop it in pretty fast. We put on about, oh, about 2,000 feet on a hand-truck, and, ah, and it piled up in piles. Then we had a little, ah, hook that we could grab ahold, and we'd send a row at a time. Sometimes, one time somebody slipped and put a whole 2,000 feet down in the flume (chuckle). But, ah, it was quite a thing, alright. Had enough water, it had a log pond next to the mill, and, ah, and that way, why, it would save up the water, and you wouldn't use any water until they cut and run their flumes. So, ah, it built up all the time. It was . . . it was quite a sawmill there for a little while. We had quite a gang around there.

At that time, why, it was, a war was going on, and, ah, the boys, some guys from town used to come up and try to sell war bonds, and things like that. They would also catch us at the time we came out of the cookhouse. They fed us good up there, we had plenty to eat. We was paying for it, of course, they would charge for it, but, ah, whenever we sat down to eat, why, there was plenty of everything you wanted. Why, ah, everything you could think of, you know. For breakfast, why, you could have steak, or pie if you wanted it, and all different kinds of things.

Ivan: Did they have a mill pond down below at the foot of the hill, near the railway?

Jake: No, they didn't. They had a hogsback, what they call a hogsback. That way they can turn the lumber from one side to the other, if they get too much on one side or the other. Why, they, ah, and also the water run out to that, and that way, why, they could get at the lumber that way.

Ivan: The lumber just ran out on a platform then?

Jake: Yeah. A hogsback. It is just like a top of a roof, and then you put it on trucks from there.

Ivan: You put it on trucks from there? I thought . . .

Jake: Hand trucks.

Ivan: Oh, hand trucks.

Jake: Hand trucks. They would take most of it through the planer, you know. And some of it, they'd stack it, you know, of course, and let it dry out, And they used to plane that lumber there.

Ivan: Did the railroad have a siding adjacent to the planer, so you could load it?

Jake: Yes. They had a siding there, and they used to push a car in there to load them out.

Ivan: They stopped about 1919, you think?

Jake: Something like that, yes. They had, ah, they had . . . Sam Early was running the planer down there, in charge of all the men down there in the yard there. And, ah, they had a few men to work it there, and, ah, so they can haul right there. They shipped out quite a bit of stuff.

Ivan: Tell me about Ned Youman.

Jake: Ned Yeomans was, ah, he was a young man, well, he wasn't too young, either, by that time, but he was a younger man, and he was . . . he also had a, he liked fast going deals. He had a Russian wolf hound; he had a motorcyle; he had a horse; he had everything, practically. He would drive the old horse around most everywhere, and the motorcyle, he would ride up and down between the tracks, and wherever he could find a place for it, why he'd drive through it. He was, ah, he was quite a gad-about, alright.



Ivan: When did he obtain the steam automobile?

Jake: I don't, ah, I never heard of him having a steam automobile. I know that Mrs. Youman had an old Dodge, and I used to ride to town with her once in a while. And, ah, it was . . . well, she, ah, wasn't so fast as Ned was. But Mrs. Simpson, Mr. Simpson, he was, ah, more of an older, grayish man. And he used to, ah, more easy going. He didn't go in for all them hills, and things like that.

Ivan: What roads were here for the gentlemen . . . the gentlemen to run upon?

Jake: Well, there wasn't too awful many roads. He used to, ah, used to have a side track here, and they had it pretty nice for his motorcycle to drive in between the tracks. He used to ride the motorcycle up and down between the tracks quite a bit, alright.

Ivan: That was between Stevenson and the mill east of town.

Jake: No, it was practically in Stevenson there, most of the time. Of course, we had gravel roads, you know, and some of them didn't have too much gravel in them. But, we did have gravel roads, so we could drive up there and back easy enough, to Carson.

Ivan: When was the road extended to Carson and beyond Carson, down at railroad level? When was that road built?

Jake: It's pretty hard for me to recall exactly the year that it was built, but . . .

Ellen: 1910.

Jake: 1910. So, anyhow, you used to have to go up through Carson and then down through Sand Hill for a long time. And, ah, because they didn't get the right of way down below there. And, ah, they finally did build a highway through there, alright.

Ivan: When did the Carson depot disappear?

Jake: Well, that's another thing that, ah, I didn't see it disappear. I, ah, seen it when it was there and I seen it when it wasn't there.

Ivan: About what time did it disappear?

Jake: Oh, I imagine about, ah . . .

Ellen: 191--, I was 15.

Ivan: You were 15 and the depot was still there?

Ellen: No. (inaudible.)

Ivan: Oh. That was 19...

Jake: Years ago they used to have a water tank up in Carson. I remember one winter when it was pretty cold here, and they . . . tank was locked in here for a long time and finally they hooked about three engines together and decided they had to have some water, so they started up for Carson, and, ah, to get the water, and, ah, they had to through a drift up there by Youman-Simpson's about 40 feet deep. So they just poked a hole right through there, and within 10 minutes time from the time they started up, why, they said they was in Carson. They called up the operator in Stevenson and said they were in Carson there getting water.

Ivan: And then they went from Stevenson here to get water at Carson Springs?

Jake: Well, there was a big tank there at Carson, a water tank for locomotives.

Ivan: The locomotives needed water or the city needed water?

Jake: No. The locomotives needed water. They had been frozen in, you know, they couldn't even move an inch hardly, you know, they were frozen in, ice all over them. Then they finally got the three engines loose and away they went.

Ivan: Do you remember about when that was?

Jake: That was about 1919 or 1920, or somewheres around in there.

Ivan: There was a real sever winter in 1921 here?

Jake: Well, that might have been in 1921. I know it was a severe winter, and we had a bunch of coaches here. Them trains was stopped here. and they, ah, finally got about three locomotives together and they went up and got the water. But it was pretty cold, had been cold for quite a little while, and icy, and, ah, chains couldn't hardly move your car to get out of the tracks, you know.

Ivan: Who had the commercial greenhouse downtown?

Jake: I, ah, his name was Jackson, and, ah, his son was, ah, lived here at that time, too. Jackson had the greenhouse.

Ivan: Was it to raise flowers or to raise food plants?

Jake: Well, they raised a little, mostly flowers.

Ivan: What sales did they have for them, where did they sell them?

Jake: Well, that's what I have been wondering myself. Maybe that's why they went broke, because they didn't have enough sales. Maybe they raised them and couldn't sell them, I don't know. Seems to me like they had the flowers.

Ivan: Where was the greenhouse located in relation to something downtown that I know, say Ash's store?

Jake: Well, no it was up on Vancouver Avenue, and south of Vancouver Avenue. And, ah, you, ah, it's right, it was right west of Ginders' house. Ginder was a Pioneer man (newspaper) at the time. His house is still standing. It was later used by Rankin, and now, ah, it is . . .

Ivan: Cornwall?

Jake: No, right across the street there. Ellen can tell you his name, probably.

Ellen: Who is that?

Jake: Who is in that house right across from the Cornwalls, on the lower side there?

Ivan: The house just west of Cornwalls?

Jake: No, it would be just south of Cornwalls, across the road on the other side, on the lower side of the road there

Ivan: And who planted that magnificent beach tree there at the Cornwalls?

Ellen: A. J. Sly, he owned all the trees along there.

Ivan: Do you think he planted that beach, and who was some of the people that lived in that house, the Cornwall house, earlier?

Ellen: Oh, he had rentals there. Your father lived there one time didn't he?

Jake: No, it belonged to . . .

Ellen: But he was renting that place out when, ah, Stevensons couldn't pay their rent, and that's how you got these antique chairs. And your father (inaudible) for your rent. He owned that house then, that's what your mother told me.

Jake: It seems like, ah, we're talking about different houses. My uncle, Haktor, had a house down there.

Ellen: But that's on the upper street.

Jake: That's on Vancouver Avenue, and also my brother's house was on Vancouver Avenue, It sat next to the parsonage, the first big white there next to the parsonage. My uncle Haktor built the next house, and the third was built by the Congregational Church.

Ellen: Your father's house was gone then.

(skip in tape)

Jake: That new road went right past the McCafferty's place, and goes right straight north, and goes straight up the road there by Rock Creek Bridge. It was a nice road there.

Ellen: McCaffertys place was on the corner.

Ivan: This new road that went down there.

Ellen: (inaudible)

Ivan: Who was it that pioneered this land where Hal Cameron lived, (*north of Stevenson High School*) in front of the orchard?

Jake: Well, Wachter was the first one that I know of.

Ivan: Which Wachter, please?

Jake: Well, there was (inaudible) and, ah, John Wachter. I think that was **Hignuts(sp)**.

Ivan: Hignuts(sp)?

Jake: Hignuts(sp), yeah.

Ellen: Was that John's brother?

Jake: Yeah.

Ivan: I knew John Wachter, . . .

Jake: John Wachter's dad.

Ivan: Oh, I see. I'm getting confused here. Which is which?

Jake: Well, **Wingnuts(sp)** was the, was the . . . and the old man Wachter, was the two brothers, and, ah, . . . Joseph Wachter was the only son of **Nek(sp)**. He was about my age (inaudible).

Ivan: About when did they develop this land up here, and put in that orchard?

Jake: Well, that was some little time ago alright.

Ivan: Before the turn of the century, or after that?

Jake: Just about that time, I guess. Because we used to steal cherries there in 1914. So, you see, that was, ah, some little time ago. And the cherry trees were big enough then to . . . to steal cherries off them, you know.

Ellen: Well, this house was built in 1905, I think, wasn't it?

Jake: 1916, about.

Ellen: Well, Chris told me 1905, that he built it.

Jake: Chris?

Ellen: Huh, huh.

Jake: He didn't built it.

Ellen: He told me he did.

Jake: Skaalheim built it.

Ellen: This part of the house?

Jake: Yeah.

Ellen: Which Skaalheim, he wasn't even born yet, was he?

(inaudible)

Ellen: Who did he built it for?

Jake: He built it for **Oaks(sp)**.

Ellen: For who?

Jake: Oak(sp). Him and, ah, and, ah, what's his name from Carson . . .

Man: Neece, Bill Neece?

Jake: Bill Neece worked on it.

Ivan: Mr. Bill Birkenfeld built a mill along there, and this Phillip, or steam engine, there at Wind River. I think his mill burned down in 1959. Steam engine was there. The Historical Society hopes to gain that for the bicentennial celebration here, but it had a roof drive, 16,000 feet of rope operating between the wheel, about 15 feet in diameter, and 4-foot, 4-foot diameter wheel some distance away. Can you tell me principle of that rope drive?

Jake: Well, you know, that's ah, there is very few men who know how to splice rope exactly for that thing to get it tight enough. We had a plant in the mill over there, and it had electric drive for all the stuff, in the Cascade Locks mill. And they run the, ah, Dynamo there to make electricity for people afterwards, and, ah, they had a about 15-foot diameter flywheel on the engine, and about three feet wide. And they had a belt, they had a pulley in the distance away, you know, like, ah, oh, about 30 feet away, something like that, maybe 20 feet. This belt was made of all leather, and at three feet wide, just think of all the . . . they had to get to that belt. That was, ah, it was a leather belt, two feet wide and, ah, . . . it was about 15 feet on the engine, so you see it would take a lot of leather to make a belt that size, alright. It was running the Dynamo.

Ivan: This mill up here had the roof-drive, put down, cut down, incisions in the perimeter of the wheel. Apparently it was a continuous rope, about 16,000 feet long, because of the many, many turns between this big wheel and the smaller driving wheel, that drove the shaft over to the mill.

Ellen: Wouldn't his sons know about that?

Ivan: Mmmmmm, we were up there the other day and there is a possibility, they said that they would talk with us about it.

Ellen: About them giving it to you?

Ivan: That's what we are hope, yeah.

Ellen: Would they explain that?

Ivan: I think they are not familiar with that.

Ellen: Would they know who worked for their father that would know.

Ivan: I think that they will, yes.

Ellen: Because that mill did run there quite awhile.

Ivan: Most of the mills, steam mills, that you operated, or worked for, had the leather belts.

Jake: Or rubber belt, yes. We had a 12-inch belt on our sawmills to run the main saws, though.

Ivan: I'm trying to establish the advantages of using the rope drive versus the flat belt. So I will have to go to someone who knows about that.

Jake: The only rope drive that I ever seen was on the carriage, and I never did see one of these on the, ah, on the engine like that. I know what you mean, alright, but it would take, ah, (inaudible) rope slicer to keep that just about right.

**END OF TAPE**

# JAKE AALVIK, age 79

## Interview #2 - by Penny Kielpinki

Oct. 3, 1977

Penny: It's about 10:00 in the morning on the cold, crisp, fall morning of October 3rd. A subtle touch of autumn color can be seen in the hills above the gorge. Jake Aalvik, a fine gentleman, who has been well acquainted with this area for 78 years, will be talking with us about some of the things he remembers, Jake.....

Jake: Well, first of all, I was born in 1898 and that's quite a little bit ago. Course the 1800's and I was born in the last part of the year. That's the day after Christmas so that I always had one or two years whenever the day after Christmas comes along so I can remember how old I am all the time. I first went to school at the Clemens, that is, just east of and a little bit north of where the present high school is, in the first grade. Then in the 2nd grade, we went in town to Stevenson. They had a 4-room school house there and so we went to 2nd grade there. Our teacher took our . . . our whole class to see the event of the railroad coming into Stevenson. It was along about where the cemetery is now and it was between 1906 and 1908 that the railroad was built here in Stevenson.

The planer mill was already built at that time and the . . . it was an apple orchard on the west end of the planer mill and all through that area where there wasn't any trees, why, there were ties piled high for the railroad. The original slope was from the planer mill, clear up to the Odell house up on a hill and the \_\_\_\_\_ brothers railroad. They had a big shovel in there and they were digging all that out and they had a regular railroad, small cars and dumped all the dirt down. They went across the Rock Creek bridge and made that fill on the other side of Rock Creek, on the west side of Rock Creek. After that, why things went along pretty good. We didn't have, after the railroad come in, why we had the Ringling Brothers Circus come in. Course the Ringling Brothers then was just the Ringling Brothers and not Barnum & Bailey and they each had a circus of their own. They later, of course, got together and they called it the Ringling Brothers, Barnum & Bailey Circus. This is probably about 1910 as far as I can figure out. Somewhere around in that area.

Stevenson at that time had quite a few saloons and we also, later on, at about that time, had a baseball, a pretty good baseball team. Fact is, they



had a batter there and a pitcher and catcher that was taken out of Portland because of their drinking habits and we could play almost any team in the gorge and also we played Portland teams. The baseball diamond was down where the, it's all covered up where the, after the Bonneville Dam was built. They had a fence all the way around it and also a grand stand and it was quite a thing for Stevenson to have a baseball team and also my uncle had a confectionary across the road from the baseball diamond. We used to go over there and gorge ourselves with candy and ice cream and then I'd be sick afterwards, of course.

Also had a fire department that was quite well represented. They had most of the firemen were Eagles and they also every 4th of July, they used to have huge celebrations and they used to have all kinds of doughnuts and we did have a band here at one time too. Mr. Koppel was an old band man and he did organize a band. We had a celebration one 4th of July as far as I understand it, they, the boys went on a boat up to The Dalles and they had a big doings and they got back about 3:00 in the morning or something like that and they found out when they got back, the whole whiskey row was all burned up and from Iman's saloon, it was on a corner, and clear over where quite a little distance. The fire didn't, it burned up the saloons but they had one dog, of course. That was Carlo. the pet of everybody and he was a pretty good sized dog, but that was the only casualty in the bunch, so they've done alright and some of them built up again and some of them didn't.

We did have a, \_\_\_\_\_ he did have enough money so he went ahead and he made a concrete building and the building still stands there today. That was the saloon that they used to have years and years ago. We used to go swimming up at Rock Creek whenever we got a chance. It used to be quite a thing for everybody to go and swim during the summer time and it seemed like whenever school was out, the few months that we had seemed like a long, long time and it used to be pretty popular. Everybody used to go swimming and then also there was quite a bit of open space up there and we used to have picnics there and different families would come and have their picnics there and we had a boat on the creek there and used to go boat riding and swimming and having quite a little time.

We also used to go visiting at the Groppers. They have a pretty good family and Mr. Gropper was quite industrious and he had cleared off quite a little area and we used to go down there cause it was half way between our place and town. We used to gather there a bunch of times and we used to have quite a bit of fun going there.

Penny: Can you tell us something about Harry Hazard?

Jake: Well, Harry Hazard was a member of the Eagles lodge and he was the type that used to go down, get up early in the morning with his corn cob pipe, you know, and he'd go down by the saloons and walk back and forth taking it easy, you know. Pretty soon somebody would come along that wanted to drink and course he was great at mooching and he sure would get in there and he'd mooch a drink. He used to have, back of the planer mill, he had two houses back there and he used to rent them out, you know, and every month right on the 1st of the month, he was right there on the spot to get his \$10 a month, you know for the rent. He was quite an. . . an . . . also, another thing, few little things about him some of the people thought was funny, I don't know.

I noticed that at the lodge when they gave him coffee, he'd fill his cup about half full of sugar before he'd start pouring the coffee in and drinking it. And when he'd, up at the pool hall later on, why, they had some ice cream there and he'd always buy a cone of ice cream and he'd start walking around the tables and they could just about guess how many times, some of the boys there could guess just about how many times he'd go around there before he finished up all the ice cream.

There were quite a few characters around that were quite odd in some ways. Solly Williams, he was one of the first that we remembered about because I know that he used to be quite inebriated most of the time. One time, he went to the meat market, got some meat, and he didn't bother to cook it and he got a chunk a little bit too big and he choked to death on it. So that was a sad demise, alright.

We had different stores in town. Grace Nead was one of the first I remembered. She had a little place where she could give piano lessons and she did that. The Avery building was built a little bit later about 1914, I 'spose, somewhere around there, maybe before. Anyhow, it's still standing on account of it's a concrete building. The building was a lot of hard work. They had an elevator shaft in there and when they was pouring the concrete, they used a horse. We had a sorrel horse that they used for the power for the elevator. He'd pull it up and back up to let them down and it was the boys' job to keep the horse back up and going ahead and some of the members that worked on that, this was hard work, alright.

I remember Mr. Foot, he was one of the guys working on the place there and he was no more than skin and bones when he got through there. So, it was a lot of hard work alright, elevating all that concrete up and we \_\_\_\_\_ around to make the outside shell of the building.

And then the building next door, east of that, I helped work on that. It was

built by my father and Chris Aalvik and Mr. Skolheim (Skaalheim) was one of the workers on the building.

Penny: Now, this is the building that is presently the Town Tavern?

Jake: Yes, the Town Tavern, part of it, was built by my father and it was built for a hardware store in the first place and it was about 12 feet high. The ceiling was fairly high on that. The Turner's had a millinery shop next door where Keller's is now and that is the one that was built for a millinery shop and it was two feet lower so that when you get up to the roof, why, that building was two feet lower than the other one was. It was all covered with one roof. There are two buildings there, but it was built by two brothers so that, it was built for a purpose and each of them, there was a millinery store and a hardware store, so that, and the building still stands. Course it's getting pretty old now and it's just one of those things alright.

One thing I want to talk about, too, a little bit, is my folks when they came. My father came to Cascade Locks from Norway in about 1890 and my mother came about 1891. My father traveled all over the Northwest, more or less, after he worked on the Locks and the railroad. He finally decided to take up the land claim across the river and so that's what he did. He traveled all over the country in the Northwest, that is oh, as far up as around Battleground and also to the coast and different places and he finally decided on settling down across the river from Cascade Locks, and that's how we happened to be here. So he had got a place out about two miles out back of Stevenson and we grew up there. Also my mother came to Cascade Locks and she came from Norway, not knowing any of the language or anything else, and they were married in 1891.

So then later on they moved to Stevenson and built a house up on the old place and in order to make enough money he used to walk all the way down to the fishwheel. It was down there by the rapids. Fact is, it was on this side of the Bridge of the Gods. The fish was pretty thick in the river and he used to get a lot of fish. They would work, you know, them days they used to work a 10-hour day, at least. Anyhow. And then you had to walk down there and walk way back and it must have been quite a little chore, alright. Some of the old timers had it a little rougher than we usually have it now-a-days, cause everybody has everything given or taken to them so they have things pretty easy.

Penny: I'd like you to mention working on splitting the wood and how many cords you'd do in a day and that will certainly show how much harder people used to work.

Jake: Well, we, dad bought a \_\_\_\_\_ drag saw and after the boys had been

through logging, and some of the trees had pretty, well just a little bit dotey and also pretty good sized trees and my brother and I, we'd cut wood for some of the time. Especially in the winter time. We would, my brother Harry, was doing the swamping and I was running the wood saw, and we'd cut about ten cords a day of 4-foot wood, and we'd three men working, splitting the wood and putting it up. Among them were John Devens and Mr. Chesser and Mr. Plumb. They would put up our ten cords every day and we used to have quite a little bit of wood split that way.

Penny: What did you pay them for each days work?

Jake: Well, they used to get \$1.00 a cord for putting up the wood and we, John Bevans, he'd work around seven hours and he would put up his four cords and then he'd go home and by gosh, he'd made his \$4.00, so he made a pretty good living.

The other two men they would put up about three cords a day in eight hours or more and that was as fast as they could go but John knew how to do it and he was strong, too, and he would put up the wood a lot faster than the other two boys would. We got about ten cords a day and a lot of the wood was hauled, used back, well, we did sell quite a bit in town. Most of our wood went to town, but before that, a lot of the boys used to get some 4-foot wood, or have it made and also haul it down to the river after the high water and the wood scows would take it up to The Dalles. The Dalles used to be quite a wood burning town quite a few years back. They burned an awful lot of wood before the advent of oil, you know.

Yeah, I remember one man and his two sons, the two sons was pretty well grown up. Their names was \_\_\_\_\_ and I also noticed there is a \_\_\_\_\_ lives in Cascade Locks and I was just wondering if he's any relation to the \_\_\_\_\_ at that time. They used to have to load the scows, they'd take about 60 cord or so or something around there and they would take, each man had a long big heavy cart and the two wheel cart with handles on it and also some boats on the top, and they'd take about a half a cord at a time. They would have a wooden tram way, or I mean planks, you know so they could pretty well brace up and they would haul the wood down to the scow that way. One of the boys was Tom Hendrickson. He was loading that and he couldn't swim and some how or other he fell off the side of the boat, or scow, and we wondered what had happened to him and he never did come up and pretty soon they seen him come walking out of the river with a cart behind him. Cause the cart would sink with its heavy iron wheels and it would sink and hold him down and he come walking out with the cart so he got alright again.

Now, I'd like to say a few words about the church. The Lutheran Church

was built years and years back, of course. But it was, my father had a saw mill at the time and he furnished most of the lumber for the church and also he furnished a lot of the work putting it up. Some of the boys helped out of course but he was quite a contributor to the building of the church and also he paid the preacher. The preacher used to come up every two weeks and we'd have church services there and after the services were over, we'd have to, mother would have to invite the preacher up for dinner and so we always had the preacher for dinner and so we kept on for quite a few years and finally it was disintegrated. There wasn't enough members of the congregation to keep it up so that finally it, the building is still standing. I think it is used by the . . .

Penny: First Baptist?

Jake: The First Baptist Church now. Course it was kept off the rolls, off the tax rolls for many years and they were after me about that and wondering whether or not they should put it on the tax rolls beings it wasn't of use anymore. But just the same, why as long as it was a church they didn't have to pay taxes on it and that's the way it was. We used to have a lot of fun, years back. Course the winters were a lot colder, as we'd, as I'd see it anyhow. The winters were a lot colder in them days. We used to, a lot of the kids would sleigh ride on the main Russell St. and we'd start up by the school. We built some, my cousin and I, built a bob sled and we used to sleigh ride all the way from the top of Russell St. by the school down to the, well, almost to the river. We'd stop just across the railroad tracks usually. Someone would watch so there was no train coming and we knew what time the train would come anyhow, and so we was pretty safe that way. We used to have a lot of fun that way. And also we used to go out ice skating in the cold. Sometimes in December, I can remember one time when the east wind blew for about three weeks and it was pretty cold there. All the ponds was frozen over and we used to skate on them; on all the back water ponds.

Skating was quite prominent in them days. We used to go clear down to, well, we used to have, the water wasn't quite so high in them days and several of the lakes would freeze over and we'd go skating 'till late in the evening and sometimes we'd build a fire to keep warm and sat on the bank. We had a lot of fun though. The snow, seemed like it used to be, in the early 20's why, the snow would get fairly deep and it would get fairly cold, and I remember one time I was staying at the planer mill.

The trains was all froze in here for quite a few days and pretty soon they ran out of water and they wanted to get to Carson, so they hooked up. Finally broke loose three engines and, or four engines and three cars and started off for Carson and we was there at the depot when they left and in

about ten minutes, why they called up and said they'd got there alright. Up there by \_\_\_\_\_ Simpson's why there was a cut in there and it was clear full of snow and they just plowed 'right on through. It was about 30 and 40 feet deep and so I guess it was quite a lot of snow to plow through alright. They had a steam, of course, and they had a snow plow in front and they just bored a hole right through it and got up there in just record time. There was several times, one time a freight train with a whole bunch of cattle was stuck in there on account of the snow and they had to be taken care of and fed and watered and everything and as it happened, Bert Douglas had a livery barn here and they got them in there and also fed them and watered them until the snow melted a little bit so the train could start moving again and they loaded up the cattle on the cars again and took off with them. So that was one of the things.

Penny: Can you remember the 8:10 train?

Jake: Oh yes. We used to, the passenger train years ago, they didn't have very good roads going to Portland and everybody in town would practically go down on the evening train that come in at 8:10 in the evening and everybody and his brother was there to see who'd been to town and who hadn't been to town. It was quite a little event alright because the whole town would turn out to go down to the depot and nowadays a lot of people don't even hardly know where the depot is.

Penny: You mentioned Gus Melonas.

Jake: Yeah, Gus Melonas was the section foreman here at that time and he was pretty husky in his younger days and he, I can remember him picking up a 100 lb. sack of sugar with his teeth and a man can do that, why he's really got pretty good teeth alright and pretty husky. There was quite a competition to see who was the strongest man around the people, around the town, and several of them was vying for it but just the same, Gus Malonas could keep up with any of them.

Penny: You mentioned that when the winters were longer, that your family could be all set for food staples all through the winter and I wonder if you could tell how you prepared or what your mom used to do to get you so you didn't even have to go to the store for very much at all, all winter.

Jake: Oh yes. In the years back, we was a pretty large family. There was four boys and one girl, and then Albert Aalvik growed up with us and we had quite a little family, of course. Them days the saw mill they used to use the slab wood 16 inch wood for and have that filled in the fall in the time for the snow and the sugar and get by the 100 lb. sack and the flour by the barrel and we always would get enough feed for the horses and cows and in the

winter time we usually used to butcher a pig or two and also a beef and we would have salted down or smoked some salmon and then we'd have some deer meat and we was always fixed for the winter. Of course, we lived two miles out of town so we couldn't go to town every day. But it wasn't necessary cause we was all fixed for the winter cause we'd have everything and all the fruit that mother packed down was in half gallon jars. We still have some of them. We still have the remnants of the half gallons, but a quart was too . . .

Jake: About the time, whether it was better now than years ago. I imagine there is something to say on each side where that was concerned. We used to work harder and we'd play harder and we had more things to do and we'd make our own toys and we'd make our own fun. We used to go sleigh riding and we built our own sled and skis and we used to go skiing all the time. We had a lot of fun and winter seemed to be along time cause the snow would come early up in the hills and it would last a little longer in the spring than it did down town so we really had a lot of good times in the years back. The modern times are a little bit different in some respects but then just the same way, we've got everything handier. Course, we have to go to town quite often but then just the same, why we do have to, we've got the modern conveniences of everything you needed around the home.

Years ago why we used to have to do our own work to packaging a lot of that stuff and nowadays you can go to the store and buy whatever you want and it's pretty handy. And also, after retirement we used to, years ago the old folks didn't have any retirement of any kind and it was kind of rough on them, going to the poor house but nowadays with the checks coming in from the government and the state, why we seem to do alright. I have to walk about 100 yards to the mailbox to get my two checks every month and so it's easier in one sense of the word. I can get up and do whatever I want to do but when I first started in years and years ago, I had to work quite often as a youngster, but just the same, we played hard and worked hard and so it's a little bit different. I suppose there is something good to be said about each kind of life, whether it's best nowadays or whether it's better before.

Penny: I'd like to thank you very much for taking the time to share some of your experiences with us. I'm sure a lot of people will enjoy listening to this tape.

# **JAKE AALVIK, age 80**

## **Interview #3 - by Ivan Donaldson**

**June 1, 1978**

**Transcribed by Rich Curran**

Ivan: Today is the 5th day of June, 1978, a beautiful sunless day, we have another interview, one of a series with Mr. Jacob Aalvik, next door neighbor to the Donaldsons. Jake, we were told yesterday that the Yacolt burn was driven by west winds. Now, I have some very serious doubts about that. I thought that the Yacolt burn proceeded westwards driven by an east wind. Please tell us about that.

Jake: Well, I was kinda young when the fire started in 1902, and, of course, I was born in 1898, the last part of the year, so I couldn't have been much more than three years old. I remember the fire. My mother and one of my brothers was, ah, we were trying to put the fire out on the east side of our place, at first, and then we went to the west side of our place. The fire caught and, ah, went on through. So, I believe the fire started somewhere from Home Valley. . .

Ivan: Near Wyeth maybe?

Jake: Near Wyeth, yeah. And it jumped the river and, ah, hit around Carson and went north there up the Wind River, and, ah, from there on, after it got over the top of the hill and got pretty hot and windy, why, it cut a swath all the way clear to Yacolt. That's the way I understand it, anyhow. Now, there may be some different versions of it, but, ah, that's the way I saw it. It started in the east, and it was going by an east wind and went all the way to Yacolt before it went out.

Ivan: Bill Helms corroborated your statement, and he could see it from his place down there at Skamania, coming down the Oregon side, proceeding, no, being driven by an east wind. And Charlie Ziegler logging up on Larch Mt., they could hear it coming for hours. He escaped over (inudible) with a team of horses, more horses, singeing the manes of the horses. So, your story bears you out. Do you have any knowledge how it started over at. . .?

Jake: Well, I never did know how it started, exactly. They got so many versions, so, ah, I wouldn't be an authority on that. It would just be my words, but I never did hear, for sure, how it got started. But, there will be a lot of different



versions. You probably hear a lot of different versions of how it got started.

Ivan: Yes, we have. We hear one person was smoking out, burning out yellow jackets, or bees out of trees and it escaped from him up near Carson. There are other versions, also. But, the history of Bridal Veil, (Oregon) stated that a locomotive, a spark from a locomotive set the fire, someplace near Wyeth. This is a possibility.

Jake: Yes. I think that is a possibility. It came from up in that direction somewheres. It may have been Wyeth, or somewheres in there, and then it was driven by an east wind. The east wind was blowing so strong that it blowed it clear across the river, and, ah, and the fire went through Carson and up to the . . . it jumped a few spots here and there, and, ah, went north, and, ah, and after it got to Wind River, out Wind River far enough, why, it took right off, straight off to Yacolt. You go up to the huckleberry patches now and you see the timber there, and just like somebody had surveyed it, you know, and made it a straight line up the hills and down the hills, and all. It must have been a pretty hot fire for awhile, alright.

Ivan: Did it actually burn the trees, destroy all the wood, or did it leave some of them standing and good wood?

Jake: Well, there was a lot of snags that was felled by the CCC's, and, ah, different ones, but it did leave a lot of good timber that was left. And, ah, up at the headwaters of Rock Creek, and also, ah, east of there, or west of Rock Creek, why, there was a lot of timber there that was as sound as can be. Then for many years, about five years ago it was hauled out of there. And some of the timber was just as sound as the dollar.

Ivan: As recent as 1973?

Jake: Well, it was, yes, ah, the man that was logging that out, why, he, ah, to took . . . ah, he was living here at the time, and working up there, the upper reaches of Rock Creek. And, ah, he also got up on the ridge there and he, ah, got out a lot of logs, 16-foot logs, you know. Some about that length and they hauled them to Oregon City. There was some of them, the timber was just all buck skin, but they were good inside, just as sound as can be. They got a lot of good out the timber. Although a lot of timber during that fire was burned up, so there was just snags left. So, it got pretty hot, and a lot of snags that have been felled, year after year. Why, a lot of work had been done by the government . . .

Ivan: CCCs?

Jake: CCCs, yeah. They were falling snags all over the country there.

Ivan: Describe the fire to me, and your memory of the fire to me.

Jake: Well, they say it was pretty dark there. The smoke was so thick, and everything, that, ah, they . . . a lot of, I suppose . . . I don't know if the chickens went to bed or not (chuckle), but, anyhow, it was getting pretty dark. They claim that the smoke was everywhere.

Ivan: Your parents was talking, your parents told you about this, the old timers have described it to you, as well as your memory?

Jake: Well, yes, ah, they didn't talk too much about the fire. I can remember parts of the fire. Dad had a, at that time, why, he had a water power sawmill east of our place, and it burnt down, and it seems to me like mother was . . . I remember we had two cows and mother was milking the cows in the evening, and I was seeing that burn down there. I don't remember much after that. Although I did grow up on the place afterwards. We didn't have no other fire at the mill until, ah, dad had built another mill just west of that house. And, ah, in 1905, why, it had . . . it had a fire there and it was burnt down. And, so, that was the extent of that.

Ivan: The first mill was a water-power mill, is that right?

Jake: That's right. Yeah.

Ivan: About how much water did it require, three cubic feet per second, or two, or, can you estimate?

Jake: No, I can only guess to how much water they got. They, ah, it was a simple mill. And, ah, it was run by two men, my dad and Mr. Houseman. And, ah, they, dad was a, ah, he had a brake, and whenever they run the carriage to Houseman, he was doing all the, all the work, you know, and he was running that cage ahead, you know, and dad would put on the brake (chuckle). And, well, he kept from stopping the saw, I suppose, in the water-power mill. You know, it wouldn't have too awful much power, when getting all the water in the creek there in the winter-time.

Ivan: What creek was this?

Jake: It was on the, a creek that was east of our, or west, yeah, east of our place just a little ways. Years ago, when the timber was, a lot of timber up above, why, we used to have quite a bit of water in there, in the wintertime especially. So that's why he got the water-power mill from . . . from that.

Ivan: The second mill was a steam mill?

Jake: Yes. He bought a Russell steam mill, and he had a 25-horse engine, and, ah, they had . . . it was a small mill, of course, and it burnt down in 1905. And then, after that he got another boiler and engine, and, ah, we ran it for quite awhile. My uncle Haktor, he had his timber up there, too, and they cut that all out by, I think that about, they had it all cut out of there about 1912, or something like that.

Ivan: What was your father's first name?

Jake: Louis.

Ivan: And you say that when the fire approached, you and your family, your mother, tried to put some of it out, but then you left to go down to Casper Gropper here on the east side of Rock Creek?

Jake: Yes, ah, we . . . I was told that when we went down there. Now, don't really remember that. Of course, when you are young, why certain things will stick to your memory, and, ah, I don't remember any part of, ah, us staying down there, or the folks taking us down.

Ivan: Your father was not at home at the time when the fire started?

Jake: Well, he was out somewheres helping somebody else. And, I'm not sure exactly where he was at. But, he was out trying to, ah, get the fire stopped before it got there. But, ah, they evidently didn't succeed, because it was throwing sparks for a long ways.

Ivan: For the record here, will you describe where your original home was when the fire went through?

Jake: Well, it was just about two miles, ah, north of Stevenson. In fact is, Carpenter, young (Gary) Carpenter has got the place now (*on Aalvik Road*). And Mattie Aalvik is living up there now.

Ivan: Mattie Aalvik. Your niece?

Jake: Yeah.

Ivan: By marriage?

Jake: Yeah. And, ah, and dad, in the first place when he worked at Cascade Locks, why after he got on through and got the, they got the locks built, why, he looked all over the country, all over the coast, and, ah, looking for a timber claim. He decided on . . . he went up over to Tillamook, and he . . . or down to

Tillamook, and he went all over the coast, Battle Ground and up in that country there. He never did find anything that he liked better than he did right here. So, he went across the river and took, ah . . .

Ivan: On the Washington side?

Jake: Yeah, come to the Washington side. And, ah, proved up on 160 acres, I think it was.

Ivan: Homestead?

Jake: Homestead, yeah. The southwest corner of that homestead, ah, goes right across Rock Creek, the line runs right across the creek, when the creek is just about right. Most of all the land, of course, was northeast of there.

Ivan: And when did he homestead, about what year?

Jake: Well, that I don't know for sure. He . . .

Ivan: Was it after Cascade Locks was completed?

Jake: Yeah. He was married in 1891. It must have been about 1892 or 1893 when he first started here. In them days we used to work 10 hours a day, you know, and that there is a quite a long day. Now, eight hours is too much. In them days, why, we used to work 10 hours a day, and that was quite a bit. He did work in town for awhile. To get started, why, he walked all the way down to the fishwheel and working 10 hours a day there.

Ivan: Walked down there from the ranch?

Jake: He walked from the ranch down to the fishwheel. . .

Ivan: This was the big wheel just above the rapids?

Jake: Yeah, that right. That's the one, alright.

Ivan: For the record, this was the Warren Packing Co. wheel no. 16. He did not work at Wheel 19, just below the rapids?

Jake: He never did say anything about working on any other (fish)wheels.

Ivan: What was his work at the wheel? What did he do at the wheel?

Jake: Well, that I don't know for sure. I imagine that he was handling fish. He didn't say for sure what he, what he did, but he worked at the fishwheel, and I

imagine that they had a station. The Warrens had a railroad from there on down to the Lower Cascades where they would haul the fish, and, ah, and they just send them out by boat.

Ivan: Was this the old Portage Railroad?

Jake: No. The old Portage Railroad, yeah.

Ivan: Was this prior to 1907? Do you remember Jim Hill had to rebuilt the portage railroad in 1907? Was he working there before Jim Hill built the SP&S here?

Jake: I imagine it was in there at that time, but I don't know exactly what year they put in the railroad down below there. It was below, the, ah, SP&S tracks and it went on through, all the way from the Cascades to the fishwheel.

Ivan: Clear from . . . North Bonneville, Moffett's Landing, to up here clear to the Cascades Rapids.

Jake: Yes, that's right. It was a light-gauge rail. Well, you've the , , , I imagine they had one on the other side of the river, too. And, they still have the locomotive over there. I imagine it was about the same size.

Ivan: Could this have been before the 1894 flood, or after the 1894 flood, that he worked at the wheel?

Jake: Well, it must have been, oh, about that time I guess, close to it, because . . . it might have been 1893. I don't know exactly. It would be, ah, the dates, you know.

Ivan: You remember that the flood wrecked a portion, about a half-mile of the upper end of the old Portage Railway, and wrecked the lower end beyond North Bonneville.

Jake: Well, yes, I remember that alright. Yeah, they had, ah, pretty high water there for awhile, although, I've seen down there, where that fishwheel used to be, the upper fishwheel used to be, years ago when it was real cold, oh, about 1916, or so, somewheres around in there. One February we had a cold spell, and it was cold all month, and the river was way down, it was before they built the dam, and the rocks was showing up in the rapids. It looked like you could jump across the river on the rocks.

Ivan: The water was very low.

Jake: The water was very low. All the tributaries was all frozen up, you know, pretty well, and there wasn't hardly any water coming down to speak of. So it was

unusually dry at that time, because it was so cold and freezing all through the whole month of February.

Ivan: Please describe to me what kind of cart they had to move the fish up the old Portage Railway?

Jake: Well, they had a short, flat cart, ah, as far as I know. They, ah, the one we used, anyhow, was just an ordinary short flat cart. It was only about 6-8 feet long, and, ah, it was also . . . it was possible that they had other carts there that I didn't see, that they hauled fish on.

Ivan: They put fish in boxes, big fish boxes, they put them on a cart and moved them up to the Portage Railway, and then moved them on down by these carts?

Jake: That's the way that I understand that they did it. Now, ah, you may have different versions of that, but, ah, that's the way . . . they got the fish loaded in them boxes, and, ah, and they would haul them down there to the landing down below the rapids. And, ah, the boats would come up and pick up the fish that way. They could load them because they were already in the boxes. The boxes were, ah, fairly long, oh, I would say about six feet long, or something like that. It would hold quite a few fish, and, ah, each box was quite a . . .

Ivan: They were very heavy when they were full of fish?

Jake: They were very heavy when they were loaded full, you know. They used to have about, ah, have a rope handle on 'em, on each end of 'em. And they could handle them a lot better.

Ivan: I have one of these fish boxes over here in my shed.

Jake: Oh, you have? The old, you don't see very many fish boxes any more.

Ivan: No, not very many.

Jake: They are a thing of the past, I guess.

Ivan: What was this story you had about a 3-wheel fish cart?

Jake: Well, we . . . they had a cart down, I mean a flat cart with pump handles on it, you know, . . .

Ivan: Oh, a hand-pump cart?

Jake: Yeah. And, ah, we was down to, ah, taking a bath down there to, ah, Moffett's Springs, and we didn't want to walk all the way back, so we went down there

and we found, ah, they had one of them pump cars, but one of the wheels was off it. But, that didn't stop us. (chuckle). We took it anyway, and, ah, got our weight just about right so that we could run in on three wheels, and, ah, we pumped our way all the way to the . . . to the rapids there.

Ivan: Now, that had four wheels?

Jake: It had four wheels, yes, but they took one wheel off so that it run off the track, you know, you couldn't use it. But, we fooled 'em, we use used it. (chuckle.)

Ivan: But it wasn't a hand-pump car?

Jake: Yeah, it was a hand-pump car.

Ivan: Oh.

Jake: It had handles on both ends, you know.

Ivan: So you ran that from, ah, who is we?

Jake: Well, I don't know for sure. It was, ah, somebody that was with me. It might have been my brother, or it might have been somebody else that was along. So, I'm not sure.

Ivan: There was two of you?

Jake: There were three of us, anyhow, three of us at least.

Ivan: So you pumped that thing back home here to Stevenson?

Jake: Well, we pumped it up to the Bridge of the Gods, and walked back the rest of the way.

Ivan: That was just about the upper end of the tracks on the old portage line?

Jake: Yeah, the old portage line.

Ivan: About what year was this?

Jake: Well, that was quite a few years ago. I don't exactly remember the year, but . . .

Ivan: Prior to 1907?

Jake: No, it was after that. I don't know exactly what year it was. But it was about, it

may have been about that time alright. No, it was after that, because . . .

Ivan: Did you come back on the modern railway, or the old portage railway? The modern railway went in in 1907.

Jake: No, the modern railway was, it was in there.

Ivan: Oh. But you did not come back on that.

Jake: Well, we, we walked back from the Bridge of the Gods up to Stevenson on that.

Ivan: Oh. But the hand-car you ran on the old portage line?

Jake: Yes. We had the, had the old portage line there, and that hand-car there.

Ivan: Do you remember a locomotive operating on the old portage railway after 1907?

Jake: Yeah. Fact is, I never did see the locomotive, they had it locked up in there, and I wouldn't know.

Ivan: The locomotive was locked up where?

Jake: It was locked up at Cascades. They had a shed, and railroad tracks right into that shed, then they had the doors locked, and you couldn't get in there to see it, you know.

Ivan: Where was this, in North Bonneville or . . .?

Jake: It was North Bonneville, yes.

Ivan: They had a shed right there in North Bonneville?

Jake: Yes, it was in North Bonneville, there, and they had the shed there. They had that locked up so you couldn't steal the locomotive (chuckle).

Ivan: But you never saw it operating?

Jake: No, I never did see it operating.

Ivan: We are trying to establish when it ceased operation, and, ah, and trying to guess it never operated after 1907. That's the best date I have thus far.

Jake: Well, I'm not so sure. The railroad come in between 1906 and 1908, didn't it?

Ivan: Yeah.



Jake: And, ah, I can remember clearly the railroad . . . fact is, we walked up on the railway grade, and, ah, and the railroad was in at the time that we were down there, but whether or not that locomotive was in action in those days or not, I don't know for sure. But I know they had that little hand-car there.

Ivan: Do you remember about what month, part of the month, in 1902, July or August, that the Yacolt burn came through? Do you remember the date?

Jake: Well, no, I, ah, that's one thing that I am a little bit vague about. If somebody said it was in July, well, it might have been July. I would rather think it was in August, because it was really in the, towards fall. If it was in August, why, that would be more like it, if it was in the fall. I heard it was in the fall time. (*Editor: it was in August and September.*) No, I understand it was, it was leaning towards the fall. And, ah, if you have got it between July and August, I would guess it was in August.

Ivan: This will be easy to establish by some newspapers or records. Tell us now about this fire in 1929, in April. I'm going to have to turn the tape over here shortly.

Jake: Oh, yeah. Well, this was, ah, I was working at the Blue Locks, before I went to work for the county. It must have been 1928, in the spring of 1928. Because I went to work for the county in, oh, summer or so, in 1928. So, it must have been about that time, early part of the year that I worked down there, at the Blue Locks.

Ivan: Where is the Blue Locks, and what is it?

Jake: The Blue Locks was a logging company, and, ah, there were several people together, and they were back of Home Valley, way up on the hill there. Oh, it was about 3½ miles out, or something like that. Four or five miles out, altogether. But, ah, they was on top of the hill there, and, ah, in them days they used to use the old, ah, handsaw, or cross-cut saw, and everything. They didn't have the power saws like they have now-a-days. And, ah, some of the boys, they used to, when they got a little chilly, why, they'd start a fire along side a stump, or somewheres, you know. And just about the time they'd get warm . . . one time in April there, why, the fire got out of hand, you know, and started off. It took off and really went to town, you know. Just about burnt up the whole place, practically.

Ivan: Was this with an east wind, also?

Jake: Well, I don't think the wind was blowing much either, either way, as far as I can remember. It just happened to turn fairly warm during the day, and, ah, fire

. . . it didn't burn anything, excepting timber mostly. All it burnt up was timber, and, ah, they finally got the, ah, fire out. But, ah, it just got so hot for awhile, they couldn't do much with it, you know. It got in the timber, and, fact is, that is the only time I did see a forest fire, to see a crown fire. And whenever you get in one of them, why, there was a bunch of trees not very far from me, why, I had to back-track then, over water, you know. Well, you couldn't put it out with that. Why, you could hear that just roar up above you, and those trees, there was about 40 trees there, and, in a bunch, and, you know. Why, the old fire just took right up through 'em. It was quite a sight and quite a sound, too. Scared the devil out of you when you hear the crown fire roar, when it goes up like that. It comes pretty fast that way. They, ah, they burned up a lot of leaves, anyhow. I don't think it so much timber was destroyed, but . . .

Ivan: Several acres of timber?

Jake: Yes. There were several acres alright.

Ivan: You were running a pump truck at first?

Jake: No. I was running, ah, I was maintaining the road there, and, ah, I have a Chevrolet truck, dump truck, and also a shovel, shovel to load it. And, also I was in charge of the water pump there. They had an Edwards fire pump there to, ah, for fire protection. I was in charge of that to test it out, and, ah, to see if it worked alright, and kept it in shape in case of a fire, why, all of us had that ready. And, sure enough, it come in pretty handy, because they had a lot of hose there, and, ah, they, they really put the water on it, and put the fire out, finally.

Ivan: Did they shift you away from the truck, put a pack on your back, a tank on your back.

Jake: Well, yes. I had, ah, a backpack then. They, ah, after the fire started they all got excited and, ah, and they decided I would be better off with a backpack can. So, I don't know, I, ah, went around trying to put the fire out with a backpack can, but it didn't seem to do much good, you know. Just like an ant, you know.

Ivan: How many men were around there?

Jake: Oh, they must have been about 10 or 12, anyhow. And, ah, they were scattered all over the place, you know.

Ivan: Were they ditching around it, or did they have water to put it out?

Jake: Well, they was trying to put it out with water . . .

**END OF TAPE THREE, SIDE ONE**

**START OF TAPE THEE, SIDE TWO**

Ivan: You were trying to put the fire out with various backpack cans and what that you had, but were they ditching all around with shovels.

Jake: No. The fire seemed to get started so fast that they had to, they had a Siamese twin, and they had an inch-and-a-half hose.

Ivan: What is a Siamese twin?

Jake: A Siamese twin is a, is a way you can hook two hoses on, from one hose. You hook it onto the end of one hose and they you, you could use water on one side, or else you could use it on the other side. Whoever got ready for it, why, you, ah, ready to give them the water. It would pump up pretty good pressure there, and, ah, that way, why, if you had a Siamese twin on the end of your hose, and then branch out from there, just like two branches, why, ah, that's the way they used 'em. The Siamese twin has a lever on it which shows which way you're turning on the water all the time. So, if somebody said they were ready with the hose, why, you give them some water that way.

Ivan: You are pumping water from a creek, or from a truck?

Jake: Well, we had a little spring, and, ah, pumped water from the spring that was there, and, ah, they had plenty of water and didn't have trouble that way.

Ivan: Did you get the fire out the same day, or did it burn for awhile?

Jake: No. They got most all of the fire out practically the same day. This was in April, you see, and at night it would get plenty cool. So they didn't have no trouble at all. Why, they mopped it all up most of the night there, and, ah, the fire went out, you know. It was really hot for awhile, I'm telling 'ya. Yes, sir, that was an experience, alright.

Ivan: What did your father do when he was working in Cascade Locks? Was he a stone mason, or what work did he do?

Jake: Well, he, ah, as far as I know, he was a laborer. They were moving those stones around quite a bit, and, ah, he never was a stone mason, as far as I know. But he did, ah, was not really a stone mason, what do you call a stone mason's helper, I suppose. He worked at the locks there. And, ah, mother come over from Norway in 1891, and, ah, they got married soon after that. A lot of that

history of the old locks is something that, ah, I don't know too much about. Although, I've seen a picture of the rocks, of the Locks, when they were building it. You've probably seen that picture.

Ivan: Oh, yeah. We have quite a few pictures.

Jake: Of the locks. One day when they were building it, they, they moved some pretty heavy stones there.

Ivan: I had an old tripod derrick. It was a tripod, old-time derrick, with steam engine I guess, attached to some of them. Then, was this before you worked on the fishwheel, or after you worked on the fishwheel?

Jake: Oh, that was before, but then you worked on the fishwheel after that. He worked at the fishwheel after it was built, and, ah, they were catching the fish, and, ah, he would go down and help them dispose of the fish, you know.

Ivan: What endeavors did you have on the ranch to make a living? You had cattle, or pigs, or did you make your living, did he make his living from cutting timber?

Jake: Mostly, in the timber line. We started in, ah, he started in making a sawmill, and, ah, they, ah, in them days, why everything was hand labor, and we used horses, of course, and they hauled the lumber out with horses, too, and wagons. And, ah, then in 1905 he had, they had a big fire there and the mill burnt down. He had a planer up there, and the planer went through the fire, but it was still in shape so that you could use it. He had it all rebounded up, and, ah, it was, he had it for many years afterwards. He had it moved downtown.

Ivan: Is that the one you used down here on lower Stevenson?

Jake: Yes. That's the one that they had at the planer mill awhile.

Ivan: We have that on another tape. Did you have cattle and milk cows?

Jake: Well, we used to have, ah, from two to four horses, and then we had four or five cows, most all the time. That way, we would do a little bit farming, together with the, with the, ah, sawmill business. We used to live pretty well, it was about seven of us, eight, ah, seven of us all together when we was home. We used to go out and pick blackberries after they had logged some of the land off, and, ah, then the blackberries would grow pretty good. We used to pick blackberries, and, ah, well, pack them to town, and sell 'em to whoever we could sell 'em to in town. And that was, ah, our, ah, what we done when we were kids. We used to like to go swimmin'; we hated haying, well everybody does, I guess.

Ivan: Tell us about the hay crops then.

Jake: Well, we had quite a little bit of hay, and, ah, we used to have-to, every year, why, we had to haul in all the hay, and, and we would go swimming in the day time and, maybe in the afternoon, and then we'd go, we'd promised to haul in hay until it got dark, and we sure would, alright. We used to have quite a bit of hay.

Ivan: Grass hay or . . . ?

Jake: No, it was planted grass hay.

Ivan: Did you grow any grain for your food?

Jake: Well, no, not for our food. But food for the horses we did. We used to grow some grain, grow some oats, and stuff like that, you know. But, ah, in them days we were more sufficient. Coffee, of course, was two bits a pound, you know, and you could either have it ground, or you could get whole beans. And then we used to get, ah, sacks of sugar, 100-pound sacks of sugar, and the flour we would get by the barrel, you know. You'd never buy a little package of flour, or something like that. You could only buy four 50-pound sacks to a barrel. We used to get quite a bit of cow feed, and, ah, horse feed, ah, in the fall. We would always, lots of time would butcher maybe a beef, ah, that was about half grown, and then we would have a pig or two, and the boys would go up and get them a deer or two. And then we would have a, I'd get some fish, he'd buy down here from the Indians. And, we were pretty well fixed for the winter. And whenever winter would come, why, ah, it was pretty long, but just the same, why, we wintered through them pretty good. All the fruit that mother canned, and stuff like that, why, it was in half-gallon jars, so we used half-gallon jars. We were pretty well set for the winter, because we had a smoke house, and, ah, we smoked the deer meat, some of the deer meat, and, ah, and some of the salmon, that way, and the pork. And, ah, we had the ham and bacon, and, ah, stuff like that, so we were pretty well fixed up for the winter. Fact is, we would run out of spices, or something like that, once in a while, and we had to go to town, and have an excuse to go down and get the mail. But outside of that, we were pretty well fixed for the winter.

Ivan: You bought fish from the Indians instead of the fishwheel?

Jake: Yes. This (Chief) Warcomac was a one-legged Indian. He used to come up . . . he used to catch them down there at Cascades. He rode a horse up there, and he used to be up there to, ah, in front of Ash's Store, and he would sit there and wait until someone would come along. And dad would always buy a fish from him. We'd get some fish there when he come in, rather than to go get a

second-handed one, you know.

Ivan: What fresh vegetables did you have, for your vitamins in the wintertime?

Jake: Well, we had, ah, we used to grow a garden every year, and we'd have, always have a little something or other. And, ah, so, we had enough vegetables except, well, I suppose we run out of lettuce and stuff like, things like that. But we had quite a bit of cabbage, and beets, and different things like that, which would, ah, keep a little bit longer. So, we had enough to keep us a-going, alright.

Ivan: Did you go out and gather miner's lettuce, or wild foods other than berries, huckleberries?

Jake: No, we didn't. The only thing we ever got was huckleberries and blackberries, and stuff like that. There were so many of them things that we didn't know too much about, so we just left them alone.

Ivan: Left the wildflowers alone?

Jake: Yeah. That way we wouldn't get poisoned from 'em. So we wouldn't take no chances that way.

Ivan: Was there a grist mill in this area at all?

Jake: Not that I know of. No, I don't think there was any grist mills in this country here, because there was no occasion to have one.

Ivan: People didn't raise enough grain?

Jake: No, no there wasn't enough grain in this country here. It was more fishing and stuff like that, you know, and, ah, fishing and hunting, and getting the timber industry. That took up most all of our time. There wasn't nobody that had a big enough clearing to raise any grain, to speak of. And so, there was none of that around here. I suppose up in the eastern part of the state, and also in eastern Oregon, they probably had them.

Ivan: What dances did you attend. What parties or social gatherings?

Jake: Well, we used to, ah, years and years ago they had a, before Ash's Hall was made into apartments, ah, it was the main place to, ah, they used to have dances there and shows and stuff. Then later we . . . they used to have a lot of dances at the Eagles Hall. And, ah, we used to have pretty good crowds that turned out there, and they had some pretty dances in there.

Ivan: When was the Eagles Hall constructed?

Jake: It was back in 1914 by members of the Eagles, and also in charge of it was, ah, Bob French. He was a member of the Lodge, and also he was in charge of the construction there. A lot of the members wanted to . . . who worked for nothing for awhile to get the building up so that they could have a building there. But, pretty soon they got hungry, and they needed some money to eat on, you know, so they, the lads borrowed some money to, ah, to get the building finished. And the boys were all happy, and everybody was happy. But, it took a lot . . . they got the money from the Tacoma Savings and Loan, about \$4,000, I think at that time, and they paid it back. And, ah, in 1920, they got it all paid back, and finally burnt the morgage on it.

Ivan: A ceremonial burning of the mortgage?

Jake: Well, it was after 1920 or 1921, they had the ceremonial burning of the mortgage then.

Ivan: I witnessed that with the Oddfellows Lodge in Maupin long ago.

Jake: Yeah, that was quite interesting, alright, to have something like that.

Ivan: And did you attend the box socials?

Jake: Well, I never was much for box socials. They, ah, had some in the, well, some of the organizations used to have 'em, but, ah, I never was much at the, at a box social because, ah. . .

Ivan: Did they usually hold them in churches?

Jake: Well, some in churches, and some in lodges, and different places, but I never did go.

Ivan: Did you have any fruit trees on your place? Did you plant any fruit trees?

Jake: On the ranch up there? Yes, we had, ah, some of, ah, several different kinds of fruits, and we had one pear tree that was, ah, quiet . . . well, then we had some early apples.

Ivan: This one pear tree was a good variety?

Jake: That's right, you know. In some years, you know, it was just great big pears, and just a few of 'em, and in other years, why, they were lots of 'em and they were all small. But, we did have one King apple tree that was, got to be a pretty good sized tree, and it was a nice big, big nice apple tree.

Ivan: Where did you get your planting stock, your nursery stock?

Jake: Well, I don't know for sure. Dad is the one that bought all them there, and he had them all planted. So we don't remember that. I remember my brother, one time, Roy, my younger brother, he, ah, got a stock from a cherry tree from the neighbors down below us, and, ah, he planted it, and it grew like everything, you know. When it grew up to be a great big tree, why, It got some cherries on, and the cherries were no good. (chuckle.) Well, sometimes you get good ones, and sometimes you don't, you know. It happened to be one that was no good at all.

Ivan: How long did you use those old Foster matches, blocks of matches; you pull off a match and scratch it on the block, and it was flames?

Jake: Well, I can remember, years back, you used to have a whole, ah, box of them matches, and they were all together there, and they were all . . . all covered and you just pull out and break off one, you know, and you could scratch them on something. If you could get 'em to light, and sometimes, you know, you think, you've got a "go-fer" match. Like the ones they make now-a-days, you know, you light one and it goes out and you "go-fer" another one. That's why I call them, "go-fer" matches.

Ivan: Can you remember when you last used those old sulphur matches, those . . . black matches?

Jake: No. That must have been way back when, because, ah, I don't remember the year exactly, but I did . . . when I was pretty small, so that's been quite a while ago, I've seen them, alright, and I know what they are like, but I don't remember the year they . . . they quit using them.

Ivan: My information given to me by the Diamond Match Company that they were taxed out of existence in 1911, with a tax of 5¢ per hundred matches, because they were poisonous. The children would get ahold of them and chew on them, and the phosphorous on them would destroy the bone structure of the mouth of the children. So, they were taxed out of existence. But, Alvis Martin at Maupin, Oregon, realizing that they were going out of existence, in 1911, got a big supply of them, because they were very cheap before they went off the market, he bought them. I remember he was using them as late as 1923. But I haven't seen anybody using them since. Mr. Wachter gave us some of them for our museum some days ago.

Jake: Oh, yes. Yeah, you run across things like that sometimes. You know, there was a farmer there in eastern Oregon, or eastern Washington, and he was, he learned how to drive a Model-T Ford, and so, they were changing over . . . a lot of cars were changing over . . . you know, they've got a gear shift, a clutch and



everything else. He was used to that Ford that fellow, he, that's all he ever knew. He was a rancher out there and he had money enough, so he bought four extra cars, or three extra cars, he had the fourth one he was using, of course, and he put them away in the barn and he put some hay over the top of 'em.

Ivan: And these were Model T's?

Jake: Model T's, yes. And, whenever one would wear out, why, he would go back and get another one. Of course, they come with the paper on the running board, and you would tear the paper off and you would have a metal running board. He lived there . . . with the four cars there.

Ivan: Old Model T's, huh?

Jake: Model T's. But he, ah, decided against, he had the money, he decided against getting any gear-shift car. He knew how to run a Model T, so he just went ahead and bought four of 'em.

Ivan: Well, that simplifies things.

Jake: Yeah, (laughter.)

Ivan: Did you patronize the ferry that used to run across the river before 1926?

Jake: Why, yes. I used to take it over quite often. Back in the . . . while we had the truck, we used to go quite often to Portland and back. And, I, ah, fact is, they, ah, one time I had the Christen's Theater, I had to move it up to Stevenson, where the Skamania Inn is now (*corner of Russell and Second Street*). It was nine and half feet wide by ten and a half feet. (*tape #294.*)

Ivan: What was this?

Jake: Projection booth for a theatre. It was in the Albina area (of Portland), and I just backed the truck into the, ah, underneath the theater in the front, and, you know, and they just dropped it on there, and it was 10½ feet wide. And my brother had another truck and he hauled the chairs up. and we come up the Columbia River. George Hazard was in charge of it, and he asked the police for permission, permit to get out of town, you know. The police him, sorry, they couldn't give no permit, but then. get out of town, and we will forget about it (laughter).

Ivan: Coming out of Portland?

Jake: Yeah, we come out of Portland. And, ah, we, had to go through some tunnels on the way up, and I would turn out whenever I thought I had quite a few

strings of cars behind, because I couldn't see behind me. My brother, why, he kept anybody from getting into the tunnel while I was in there, and, ah, and that way, why. we was pretty lucky, we got through alright.

Ivan: You came up the Oregon side?

Jake: Come up the Oregon side, yes. and then come across on the ferry. Then backed the old truck in where they were going to have the booth, and then they just lifted it up there, for that projection booth there.

Ivan: Huh, sheet metal projection booth, fibreglass?

Jake: It was sheet metal on the inside, but it was wood on the outside. It was, you know, just like a room of 2x4s, you know, on the outside there. Well, in fact, it was just like a room without a coloring(?).

Ivan: Those were the days of the cellulose nitrate, fire, fire . . . it's supposed to be film?

Jake: Yes. They had, ah, the projection booth had, ah, these little holes where they would show through, and, the projection was in it, it was a metal room, you know, which was fireproof.

Ivan: Had to be fireproof in those days. Did you have a commercial truck? You had a commercial truck?

Jake: Yeah. I was, ah, a . . . Gus Melander and I had bought a Republic truck, and it was, ah, we were using it during personal hauling, and also I, fact is, a lot of people in those days were used to them old Model T Ford trucks, and they hated to move, especially. And I, ah, had a lot of moving jobs. Whenever I went . . . that was early, about 1921, I used to have a lot of moving jobs, and, ah, I was, I, at one time to the back of The Dalles, and one time clear to Astoria, and clear to Longview. Fact is, I moved a guy up to Longview when they were building the town. The town was just a field out there.

Ivan: Gus Melander?

Jake: Yeah. Gus Melander.

Ivan: M-e-l-a-n-d-e-r?

Jake: Huh, huh.

(Run out of tape now.)

Ivan: You moved up to Tacoma?

Jake: No, I, ah, I moved some guy by the name of George O'Brien up to Kelso, and then he went up to Longview. And then, oh, I had moved different people to different places, you know. Like some people moved to Salem one time, and I moved them down the road to Salem. I had a solid-tired truck, you know, and that's according to these standards that they have now-a-days. It would shake you standing still, you were moving alright.

Ivan: Solid tires. Solid rubber tires.

Jake: Yes, sir. We used to, used to, ah, I used to travel all the country with that truck then, and finally we, ah, the fact is, I used to hide out lots of times over the weekends to keep from getting jobs on Saturday and Sunday. We'd haul lumber during the week. And, ah, so finally I got a, we got a hold of a gravel box, and it was nothing to it to load in them days. Why, you could load a truck easier a whole lot, with gravel, than you could with lumber. All you had to do was open up the chute and let it go in, you know. And we had a crank on the, ah, on the gravel box to crank it up to dump it. Finally, we figured out the steam off the transmission, so that you got the engine to do all the work, and that we would'n wear ourselves out. We hauled quite a bit of gravel that way.

Ivan: How long did you operate this truck?

Jake: Oh, up from 1920, to, oh, I would say 1827 or 1928.

Ivan: Then you went to work for the state?

Jake: Yes. I went to work for the county in 1928, and I worked for them until, oh, about 1935. So, during the depression I had a pretty good job there. I was a supervisor, road supervisor, for about 6½ years. So, I done alright during the depression, although a lot of people had quite a time, alright, during the depression. Some people don't even remember when we had a depression. But, it was quite, ah . . .

Ivan: When we came here in 1950, you were working for the county road crew again, as a crane operator, I believe.

Jake: Well, yes. I, ah, went to work until I retired for . . . for the county. Although, I, ah, from 1935 to 1945, why, I worked in the woods. you know, for ten years, and then I went back and worked for the county until I retired in '62. So, I, ah, seen quite a bit of the people and the country around here.

Ivan: We are just about out of tape, so, thank you very much, Jake, for this interview. I'll come back with more information some day.

Jake: OK. Thank you.

# **JAKE AALVIK, age 94**

## **Interview #4 - by Steve Brady**

**January, 1992**

**Transcribed by Rich Curran**

(NOTE: Tape is very hard to understand, so the following may not be completely correct.)

Steve What year were you born in?

Jake: '98 (1898).

Steve And where were you born?

Jake: In Stevenson.

Steve You were born in a hospital, or in a house there?

Jake: No, I think I was born in a house there.

Steve Do you remember where the house was?

Jake: No.

Steve What is the first house you remember living in in Stevenson?

Jake: In a big house. We had, ah, wel, there was five of us.

Steve Five of you?

Jake: And one daughter.

Steve Where were you in the five? Were you the oldest or the youngest?

Jake: Oh, I was, I was the, ah, third one.

Steve Third one? What was their names?

Jake: Well, Harry was the oldest.

Steve Harry?

Jake: And, ah, Ole was two years behind him.

Steve OK. Harry, and Ole, and Jake. And then what was the younger brother's name?

Jake: Roy?

Steve Roy

Jake: And, ah, he is still living in Salem.

Steve Oh, is that right. I didn't know that. What was your sister's name?

Jake: Zelda.

Steve Zelda? What was you dad's name, Jake?

Jake: Louis Aalvik, and, ah, he had a water power mill in 1902, and it burnt. After that, why, he, ah, had 160 acres, it was through 1912.

Steve Where was your dad from?

Jake: Norway.

Steve He came over from Norway?

Jake: Yeah.

Steve Do you remember his dad's name?

Jake: No.

Steve You never knew your grandfather?

Jake: No.

Steve He lived in Norway, huh?

Jake: My, ah, or two brothers of Louis come to this country, and, ah, they . . . well, they (inaudible) . . . every kind of field. Haktor was, more or less, . . . he was in eastern Oregon. Chris was my uncle, and, ah, he went with the mill at Sepsecan.

Steve Oh.

Jake: He had a mill there, and, ah, a sawmill (inaudible) and he said he would try it out. And he said, "Well, nothing to it, all you have to do is push a lever a little bit."

Steve Yeah.

Jake: And, ah, and, ah, he was running the saw, and the center of it went out. He forced the log into the carriage into the log, . . . and he ruined the saw. He twisted it off.

Steve Twisted it to the left?

Jake: Yeah. And, ah, he tried that (inaudible), and, ah, they had to get a new saw. And, ah, we had a, they had a donkey that, ah, years ago . . . and we had a big hill. One time one of the logs got loose and come down the hill, you know, and hit a pole, a light pole, up about 40 feet up, you know, and that log went down to the railroad tracks, you know, and stuck in the bank on the other side, you know. So, the 5:55 train was coming, more or less, you know. They got it out in time for the train, you know.

Steve To go through?

Jake: Yeah. Dad built a sawmill, and, he, ah, it was only about 10,000 (board feet) a day.

Steve Where was the mill?

Jake: It was right on the creek.

Steve On Rock Creek?

Jake: No, ah, they . . . the water was plentiful in them days, years ago, and, ah . . .

Steve Did you ever work at the mill?

Jake: Well, yes. When I got big enough to work in the mill.

Man: Do you know where the Murrays live up by the old school?

Steve Up by Cloverdale School.

Man: That's where the first mill was.

Inter: Oh, the first mill was up by the old Cloverdale School?

Man: Yeah.

Jake: No, Haktor moved it up to, ah, he was my uncle, and, ah, and he moved it up to Risjords, you know, I mean, well, in 1912. He logged, well, he logged quite bit of the stuff, you know, And then we, ah, got to **Sanki(sp)** mill . . . Chris, you know, and Louis . . .

Steve Your dad Louis?

Jake: Yeah. He bought the mill and it later burnt down. Well, there were several years, you know, they owned it.

Steve Do you remember when you . . . what is the first house you remember?

Jake: Huh?

Steve What's the first house you remember, growing up? Where was it?

Jake: Well, it was on the old, old place, you know. And, ah, we had, oh I think at one time, we had five cows, and, ah, one bull, and, ah . . .

Steve What's the chores you remember doing when you were little? We all had work to do and chores to do. What's the ones you remember that you had to do?

Jake: Well, we had, ah, I started a strawberry patch on, ah, the hillside, and the sunny side. We used to have to take the . . . we got the fir trees, and I think, we put this chain around four of 'em, and, ah, we had a team and we pulled them out.

Steve . . . off trees?

Jake: Yeah. When I was growing up, you know, when we were kids, you know, why, we had to crawl through the, the timber, you know. After I grew up, you know, why, I, I went through there, and, ah, it was pinned down. We used to walk through there. I think it was about, oh, 10 feet, or something like that.

Steve Your mom, what was her maiden name, do you remember? Do you remember where she came from, was she from Stevenson, or . . .?

Jake: She was, she was from, ah, from, ah, Norway

Steve She came from Norway?

Jake: She had three sisters and two brothers. She, ah, lived to a ripe old age, I think she was, oh, 80-something.

Steve Did she, did she pass away in Stevenson?

Jake: Yeah. No. She passed away in Vancouver.

Steve Vancouver.

Jake: In the hospital.

Steve OK.

Jake: And, ah, she had, she had a brother, Jacob, and, ah, he picked the name of Guerlin(sp). He, ah, grew up and went to Harvard School of Medicine.

Steve Oh!

Jake: Yeah. And, ah, he was in the Army, ah, for about 30 years, you know.

Inter: Was he a doctor?

Jake: Yeah.

Steve Oh.

Jake: He was a doctor.

Man: (inaudible)

Jake: No. He was, ah, Harry was the oldest brother, was with the engineers, you know. He, he, had (inaudible) . . . and, by golly, they worked Sundays, Saturdays. And, ah, my uncle had a (inaudible) for medicine. Harry, he got a leave, and, ah, come over to Paris, France, you see.

Steve During the First World War?

Jake: Yeah. (inaudible).

Steve Where did you go to grade school?

Jake: In, in Stevenson.

Steve Which one, downtown in the old grade school down there.



Jake: Yeah.

Steve: Did you go to school up at Cloverdale at all?

Jake: Well, I went to school at Cloverdale for about two weeks. We were learning Norwegian.

Steve: Oh, Norwegian, they were teaching Norwegian?

Jake: Yeah.

Steve: I'll be darned.

Jake: For two weeks.

Steve: What do you remember about Stevenson? Do you remember what building it was?

Jake: Yes. Well, we had a gymnasium that reached out, for a basketball team, you know. The baskets was, ah, on the open ends here, and two ends, you know, and, ah, (inaudible) were nailed to the wall, you know. There was no out of bounds, you know.

Man: Isn't that the old building they used to call the shed?

Jake: Yeah.

Steve: Your son and Ray and I used to play basketball in there, too. So you went to school in that, and the old building in front of it. Wasn't there an older building there?

Jake: Yeah. The building was built in, oh, 1906. (inaudible) There was four rooms in there. Well, first and secons, third and fourth, and fifth and sixth, something like that. We finally, back in 1910, why, we got the, ah, the high school finished. It was brick, you know. There were 50 (inaudible) in the assembly hall. There were rooms for each class, you know. We had (inaudible). We had algebra, and ah, that we could use it an awful lot. (laughter).

Inter,: Do you remember any of your teachers' names?

Jake: No. The, ah, when we were in the 7th and 8th grade, you know, we had three different teachers. We were rough on 'em. (laughter).

Steve: You were a rough group, huh?

Jake: Yeah.

Steve The high school you were talking about in 1910. That's the same high school that Ray graduated from, right?

Jake: Yeah.

Steve You were one of the first classes there, and he was one of the last classes there before they tore it down. Do you remember playing any, ah, what did you do at recess?

Jake: Well, we, ah, we had a bat, you know. It was a Spaulding.

Steve Oh.

Jake: They showed us, the teachers, you know, to turn the Spaulding (logo) up, you know. Then we didn't have no broken bats.

Steve That's the only bat you had?

Jake: Yeah.

Steve You were telling me one time about, remember, playing football, up on the, during recess, I guess, up on the field.

Jake: Yeah, They, ah, we had our school clothes, you know, and I was running with the ball, we were playing flags, you know. They, ah, I was running with the football, you know, until I almost got to the goal posts, you know. By gosh, you know, I was running out of steam, you know, and the guys piled on top of me, you know. Some were 200-pounders, you know. By gosh, you know, I, ah, I was down there, and, ah, (inaudible), and I said. "To hell with football!" (laughter).

Steve That was enough, huh?

Jake: Yeah. That was enough. And, ah, . . .

Steve Do you know who some of your classmates were?

Jake: Next year we got football helmets, you know.

Steve Oh.

Jake: Football clothes, and everything, you know.

Steve The old helmet that kinda collapsed all by themselves?

Jake: Yeah.

Steve Who was some of the kids that you went to school with? Do you remember the names of some of the kids you went to school with?

Jake: Lyda(sp) McCafferty, she was the best in spelling.

Steve Oh, yeah?

Jake: And, ah, Laura Swisher. She was, ah, I was trying, I mean . . . years ago we used to have spelling practice, you know, for about 15 minutes. (inaudible). We used to have a spelling bee, about 15 minutes before the ring, you know, and I, ah, I spelled them Laura Swisher and Lyda(sp) McCafferty, down . . .

Steve Oh, did you?

Jake: And, and by golly, they never got over that (chuckle).

Steve How far did you go in school, Jake? What year was the last year in school.

Jake: High school. I went one year in high school, I think about 1917. If you, ah, if you didn't work, why, you was a slacker. And, by gosh, you know, they . . . there was one level of boys that went to the war, you know.

Steve Yeah.

Jake: And pretty soon. Yeah, they, you was considered a slacker if you didn't work, or, or join the Army.

Steve One or the other, huh?

Jake: Yeah.

Steve What was your first job when you came out of high school, that first year. Where did you go to work?

Jake: Well, I almost went do dad's . . . he had, ah, almost had a crew, you know.

Steve Used to be you and your brothers.

Jake: Yeah. I, ah, run the edger, you know. My oldest, I mean, Ole sawed. And, ah, and Harry sent directions.

Steve So, you worked for your dad in the sawmill, huh?

Jake: Yeah.

Steve Where did you work after that? What was your next job?

Jake: I, ah, we worked ten hours a day, you know. (inaudible.) And, ah, drag the log behind, they were coaster brakes, you know, they get hot, you know, and, . . .

Steve How many days of work, or, how many days a week did you work?

Jake: Well, six days a week.

Man: So you worked Saturdays, too?

Jake: Ten hours a day.

Steve What might you do on a Saturday night, after you worked all week?

Jake: You, you, you was too tired to do anything.

Man: I don't believe that. (chuckle).

Steve I'm not so sure I believe that, Jake. Did you go to dances, or anything?

Jake: No, we, we went to . . . Grace (Nead) she, she had a, in early, early years, she had a piano school. Her father . . . I don't know it was her father and mother was, ah, (inaudible) people.

Steve They were what?

Jake: (inaudible) people.

Steve Oh.

Jake: And, ah, the, ah, (inaudible) fill in for H. E. Sawyer. (inaudible.) So, they put a roof on, on a, just one building. Uncle Chris, you know, . . .

Steve When you, when you, ah, went downtown to buy groceries. What was the stores in town that you went to?

Jake: Ash's, Ash's Store. And he, ah, you could, well was two miles out of town, and we'd had an awful time, you know, we, ah, we . . . one time we would go and

get the mail, and, ah, we used to buy coffee, you know, at 25¢ a pound.

**END OF SIDE 1, TAPE FOUR**

**START OF SIDE 2, TAPE FOUR**

Steve You said you has a post office box. Where was the post office?

Jake: It was on the corner next to Ash's store.

Inter: Oh.

Man: Is that where it is now?

Jake: Yeah.

Steve You mean where they built the post office, that was one time the old post office in there?

Jake: Yeah. The old post office used to be . . . we used to have a box number, number 48.

Steve Oh, I'll be darned.

Jake: Yeah. There was glass in the front, you know, and you could see if there was any mail in it or not.

Man: Was Klinger's store there at that time (*west across Russell street*)?

Jake: No. He didn't get there until a little bit later.

Steve Klinger's store came in a little later, huh?

Jake: Yeah. The Avary building was, ah . . . John Fosse, he was running the elevator, I mean he had Mike, our horse, saddle horse, and, ah, and he would take the elevator up to the top, you know, and, and back up, you know, and then down.

Steve When you was growing up, were the streets paved in Stevenson?

Jake: No, they was all gravel.

Inter: All gravel. Were they wood sidewalks, or did they have sidewalks at all?

Jake: They had wooden sidewalks.

Inte.: All through town?

Jake: Yeah.

Steve What year did you join the Eagles?

Jake: Oh, 1920.

Steve 1920. I understand you are one of the oldest living Eagles in the state. Is that right?

Jake: That's right. I've got a plaque that shows, ah, well, they gave a plaque for the oldest living Eagle.

Steve Oh, is that right?

Jake: Yeah. I've got it downstairs, you know, in my room.

Steve And you are still a member, are you?

Jake: Yeah. I'm still a member.

Steve What year did you go to work for the county?

Jake: Oh, I think about 1927, ah, 1927.

Steve About 1927?

Jake: Yes.

Steve What year did you retire from there?

Jake: Oh, I, ah, I worked for the county for about 6½ years. I was a supervisor. And, by golly, you know, they had, oh, about 40 cars. You had to be pretty careful, you know, with your money. After a while, you know, the price of timber went up, you know, and by gosh, you know, they were getting millions(?) of dollars. The Avary building still stands. It is a concrete building.

Steve Yeah, I know.

Jake: And my oldest daughter, Norma, was born there.

Steve In the Avary building?

Jake: Yeah, in the Avary building.

Man: Yeah, he is saying that his dad built that building.

Steve: Were . . . were you living there, or . . . why was she born there?

Jake: Well, then, that was, ah . . . Thomas Carr Avary was a, he built that, you know. Concrete all the way through, and, ah, Dorothy was born in 1923, and Norma was born in about 1922.

Steve: Now, which one was born in the Avary building, was that Dorothy or Norma?

Jake: Norma.

Steve: Norma was, OK.

Man: Dorothy was my mother's aunt.(?)

Steve: The house you used to live, when I knew you were living, did you, did you build that house, or did you buy that house, up by the high school? Did you build that or buy it?

Jake: I, ah, hadn't had quite a bit of money in those years, you know, and, ah, and they said eight hours wasn't enough, you know, it was ten hours, you know (chuckle). They was, ah, they was . . . (inaudible) went to eight hours, you know, why, it ruined the worker.

Steve: When they went to eight hour days?

Jake: Yeah.

Man: Probably did.

Steve: Yeah, probably did. When I first knew you, back in, oh, 1946, or so, you were working for the county again. What did you do for the county?

Jake: Well, I, ah, I, ah, ran power equipment. I had a shovel and a grader, and stuff like that, you know.

Steve: So you were out in the winter plowing snow, I suppose. Did you do a lot of that?

Jake: Yeah.

Steve: What winters do you remember. Do you remember some bad winters down there?

Jake: We had, we had . . . George Hazard, he bought a ???-40, and, ah, it was about nine feet wide . . . plow . . . well, he kinda lifted it up a little bit . . . it would go through about five feet of snow. We could walk on, walk on four feet of snow on the rig, you know. I mean, the street, Russell street, and he's blow off, blowed off, ah, the courthouse (inaudible). And by golly, you know, I didn't know what it would do, and I went around, when they done that.

**(REST OF TAPE INAUDIBLE)**