



**FRIENDS PASSING BY** — Fred Luscher waves daily to passing Union Pacific trains from the window of his farm home in the Columbia River Gorge. Luscher has loved the railroad since he was a small boy.

## The trains salute when they go by Fred's place

By **PAUL PINTARICH**  
of The Oregonian Staff

**BRIDAL VEIL** — Fred Luscher's railroad cap has a 3-mission crush, and his 84-year old body is bent by arthritis and a life spent in the bone-chilling Columbia River Gorge.

He was born up here, on the family's steep-side dairy farm, in 1895; at one time, when he was younger and stronger and his dark hair shocked over his deep, penetrating eyes, Luscher was the man to know.

Gretchen Robinson, 84, his companion and housekeeper for the past 40 years, says proudly, "He was the man of the gorge when he ran his dairy."

Luscher is still the man of the gorge if you talk to the Union Pacific train crews who always toot when they chug past Luscher's farm.

When the trains come, the old man's face breaks like a child's, and his grin confesses that trainmen are brethren.

Since he was a child, the son of a Swiss farmer who moved here and built a log house and barn in the late 1800's, Luscher has watched and waved as the trains went by.

Today he is an honorary trainman, and each freight or Amtrak train get a light signal from Luscher's back porch. Union Pacific has given him hats, coffee cups and a radio receiver to let him hear the crews as they approach the farm.

They've also given him love and recognition; more, they care about an old man and woman too proud, they say, to give themselves up to a nursing home.

Before he can see the train, the radio says hello: "Fred, get your hot on. We're coming."

He smiles and remembers his father reaching out with a hoop to offer crews fresh milk and other things from the farm.

In the old days it was trains and

steamboats beting through the gorge. Later, Luscher went to work driving a team during construction of the Old Columbia River Highway.

“We got \$5 a day, and that highway opened up our lives,” he said, pointing over his shoulder to the ice-covered road.

He remembers Indians fishing in the gorge when salmon rushed the dam-free river like smelt. Once he dragged the fish onto the bank with a horse-drawn net.

When Luscher was divorvced, Miss Robinson came to stay. She as the third woman hired by Portland’s Ladd & Tilton Bank in 1918 when she was fresh from her home in Indiana. When she first came into the gorge, it was to cook at a big house nearby.

“No, I never married,” she said carefully, “I’m an old maid. When you’re older, it’s good to have a nice place to stay. Unbutton your shirt, Fred,” she intervenes, “look good for the picture.”

Luscher grins, liking the attention. He points out the barn, built the year he was born, but explains that the old house is gone, its three stories considered too old.

Once the farm had 29 cows, but five years ago when he gave up milk, Luscher skimmed the herd, so now he’s left with several head of beef cattle to eke out his Social Security allotment.

His newpew is Benjamin Luscher, Jr., Portland postmaster, and frequent visitors to the farm include railroad men, photographers and neighbors who watch over the old pair.

Luscher is a hard old man who only

recently was slowed by the arthritis in his knees. Miss Robinson has multiple sclerosis and is hard of hearing, but she does the cooking and cleaning, and Luscher raves.

“You bet she’s a good cook,” he says. “I don’t now how she does it, working morning and night.”

“What was that?” she asks.

“I said you were a good cook,” Luscher repeats.

“Well, thank you Fred.”

She sits beside him on the sofa, amid the pictures and memories of all those years, and he says, “I’m glad she has a nice place to stay.”

Neighbors help, but the old people are independent, driving to town to shop where everyone knows them. During the recent snowstorm, they lost their power for a day — “And we just sat there with blankets around us. That’s why we get along.”

What keeps them going is hard work, and Miss Robinson adds, “His life is sitting there waving at the trains.”

Are they in love after all these years? Have they ever thought about marriage?

“Why, no, no!” Miss Robinson protests quickly. “We’ve never asked each other, and I think Fred is scared to death. That’s why we get along — and I’m proud of my last name.”

“I love the Union Pacific Railroad,” Luscher explains, “but I don’t know what I’d do without her.”



**A MAN'S LIFE** — With his companion of 40 years, Gretchen Robinson, Fred Luscher lives on his farm where he was born in 1895. Though his knees are crippled with arthritis, he moves over his family's acres, keeping an eye on the gorge.

Staff photos by MICHAEL LLOYD



# FRED LUSCHER

## **Fred Luscher of Bridal Veil, OR., has been in the Columbia River Gorge for Decades. Interview by Ivan Donaldson - March 9, 1978**

Ivan: I believe you told me a moment ago that your father homesteaded here in 1881 and that was before the railroad went through?

Fred: Yes, that was before, he sold a right-of-way to the Union Pacific.

Ivan: Oh, do do you remember how wide a right-of-way he sold?

Fred: 60 feet.

Ivan: 60 feet. That's more than customary, isn't it?

Fred: Yes.

Ivan: Were you born right in this area?

Fred: Yes.

Ivan: May I know what year?

Fred: 1895, I'll be 83 next 27th of December.

Ivan: So you've lived your entire life here?

Fred: Yes

Ivan: On this very ranch?

Fred: Yes. We had another house down there closer to the track, a great big older house.

Ivan: Was that a log house?

Fred: No, this wasn't a log house but up at the Cliff house, that was a log house, a log house and barn.

Ivan: You said you had no floors in it.

Fred: No floors in it.

Ivan: How did you sweep?

Fred: Well, that was before my time, too bad we didn't have some pictures taken of it. It all rotted away.

Ivan: And he built that in 1881?

Fred: Well, maybe even a little bit before that. That's the closest I know of.

Ivan: Did he ever tell you about the construction of the railroad?

Fred: Oh yeah. He worked on the railroad a lot.

Ivan: He worked as a section foreman on the . . .

Fred: No, just wherever he could work. You see, he come from Switzerland.

Ivan: Oh, he was a Swiss, and what year did he come from Switzerland?

Fred: Well, he was 18 years old then.

Ivan: Frank Estabrook, at Stevenson, told me that in, he was about 6 or 7 years old, his mother carried him from Cascade Locks down to Williams fishwheel and he said there was a chinaman every foot, building the railroad. Did your father speak of the Chinese building the roads?

Fred: Oh, they were the ones that had the cannery, all Chinese in that cannery when he come here.

Ivan: Which cannery?

Fred: Down here at Rooster Rock. I showed you the picture of it.

Ivan: Yes, when was that cannery built?

Fred: Well, it was built before my dad come in here. That's all that was here when he come in here. They had fishwheels, oh, they caught all kinds of fish then, fish galore. They had a channel out to the main river and they had an old boat come in to Bridal Veil in those days too to the paper mill.

Ivan: I understand that this cannery silted in and silted out and they built a dike

off from it.

Fred: Yeah, the pilings were in there for a long time, I think maybe there is a couple of three in there yet.

Ivan: Then about what year did they tear it down or move away?

Fred: Well, I think they moved away about 15 years after he come in, that's the closest I'd know.

Ivan: That would be 1895?

Fred: Yeah.

Ivan: Could it have been any later?

Fred: Well it might have been earlier.

Ivan: Could it have been as late as 1921?

Fred: Yeah. I know we used to row down there and get fish with the boat and go down and pick up fish.

Ivan: Did they actually move the building or did somebody else tear it down and use it?

Fred: No, they tore it down.

Ivan: Some local person tore it down?

Ivan: Do you know who it might have been?

Fred: No, I don't know that? You see when the railroad went in there, then that changed things all around. They had stopping places then all over.

Ivan: Did your people believe in those days also, that the fish could never be destroyed?

Fred: Oh yeah. I used to work on the seining ground with a team over there and down at Rooster Rock too. They'd have a team on one end of the net and then they'd have a team and they'd make a circle out in the river and come around and 3 other teams would hook on and fish and my, that net would be full of fish.

Ivan: I understand that people back then thought that fish could never be gone.

Fred: That's right.

Ivan: That we could always walk across the river on them.

Fred: Right.

Ivan: What kind of boats did they use in those days?

Fred: Steam. I rode in many of them around, they'd pick up the fish. I think they had a cannery too at Dodsens. That's the one that lasted the longest.

Ivan: That closed about 19 do you remember when that closed?

Fred: I don't remember just when, it was later than 1921.

Ivan: 1935, maybe?

Fred: Yeah, about in there.

Ivan: And that one closed after the Warren Cannery closed, didn't it?

Fred: Yes.

Ivan: When did the Warren Cannery close?

Fred: I know it closed before the scenic highway went in. You don't know the man up at Dodsens, that Dairyman there do you?

Ivan: Yes, I know Joe Busher.

Fred: I don't think that was in operation when he come in there. He used to deliver milk over there at Stevenson.

Ivan: I had the impression that it might have closed in 1926.

Fred: That could be, I don't know the exact days on that.

Ivan: What kind of a steam engine would they have in these boats?

Fred: Just a boiler. Just like a donkey in the middle of the boat.

Ivan: And what did they burn?

Fred: Wood, they'd burn wood. McGowan owned it, he owned this island for a long time. Sand Island.

Ivan: Sand Island right out here from Bridal Veil? Do you remember any of the names of the McGowan boats?

Fred: No, I don't.

Ivan: Do you remember any of the people that ran them?

Fred: No. Smith, when I was just a little kid, he used to fish in here and he'd bring a skoul right down there below the tracks and he was from up at Cascade Locks.

Ivan: Was that Charlie Smith?

Fred: Yeah, Charlie Smith.

Ivan: Esson's father?

Fred: Yeah

Ivan: I think that Esson was born right here in this vicinity. I'm going to have a long interview with Esson very soon. I let his father get away from me.

Fred: Is that right. I know I was just a little fella too when he would come in here with the skoul.

Ivan: A fishing skoul?

Fred: Yeah, this boat.

Ivan: Steam?

Fred: No, not them, I don't think so, it was gas.

Ivan: Do you remember Esson as a toddler?

Fred: Yeah, those were the days.

Ivan: Tell me about the pulp plant up here at Warrendale. When was that built?

Fred: Up at Warrendale or Bridal Veil? There was a paper mill there and then they moved .to Oregon City when the lumber company come in, they bought them out. That was at Bridal Veil.



Ivan: There was a paper plant here at Bridal Veil?

Fred: Yeah, that paper mill was there when my dad come. I have a picture of it here somewhere

Ivan: Oh, you have a picture of the paper plant at Bridal Veil? Well that's going to be a very precious possession if you'll loan it to us. Were you familiar that there was a pulp plant up at Warrendale? At McCord Creek?

Fred: No, I didn't know about that. I remember the fish hatchery up there, that was before the scenic road went through.

Ivan: The hatchery at

Fred: At Bonneville.

Ivan: Did you know that Frank Warren had a little hatchery there at Moffett Creek?

Fred: Yeah, I think I heard about that.

Ivan: Bill Sams used to

Fred: I knew Sams.

Ivan: You knew Sams?

Fred: Yeah, he run a boat along here for a long time, Lee Sams.

Ivan: I knew his brother, I knew both of them.

Fred: Is he still alive?

Ivan: Yeah, Lee is still alive up at Dodsens.

Fred: Well, if you ever see him, you tell him Fred Luscher said hello. I hadn't seen him for a long time. He's still up at Dodsens?

Ivan: Yes, I had many interviews with his brother, William. He passed away here two or three years ago but he had a remarkable memory living through the fishwheel period.

Fred: Oh yeah, they had fishwheels all along.

Ivan: Did you ever work on the fishwheels?

Fred: No, I was too small.

Ivan: Well they were outlawed in 1927.

Fred: Too bad they were done away with. The Indians used to catch so many of them.

Ivan: Indians caught them.

Fred: Fish, a lot of fish along in here.

Ivan: How did they catch them?

Fred: Oh, well I think at one time they had an old fishwheel that they rigged up.

Ivan: Oh, did you actually see it?

Fred: No, but up at Cascade Locks, wasn't there a fishwheel in there. Oh, Celilo, wasn't it?

Ivan: Celilo and Indians at a very early time were dip-netting at the Cascades.

Fred: Yeah, dip-netting, I guess that's the way they got it.

Ivan: I thought that maybe you knew some of your friends who had worked on the fishwheels.

Fred: No, I didn't know that. My father did but not me.

Ivan: You knew Joseph Latourell?

Fred: Oh yeah.

Ivan: I think that he worked at a very early time on the fishwheels.

Fred: Yeah I think so. Then he married some lady from Washougal.

Ivan: I don't know her origin but I do remember when they had their 75th wedding anniversary. It's been 20 or 25 years ago now.

Fred: See my dad was good friends with the Latourell's.

Ivan: I see, you knew Charlie Latourell, also?

Fred: Oh yeah, he had a saloon in Latourell.

Ivan: He did have a saloon in Latourell? Was there a town of Latourell?

Fred: Oh yeah, a small town.

Ivan: Oh? That's something I didn't know.

Fred: When I was just a little fella, the boats used to come in there and they had a big pavillion up in the park and the boats come in on Sunday and they had a big time. Roll the barrels of beer up to the party, that's when I was about 9 years old.

Ivan: The sternwheelers were coming in.

Fred: Yeah, come right into Latterel. The highway wasn't there then, they'd come right into Latourell in high water. The Spencer and the Bailey Gatsert and a couple others. I remember the Bailey Gatsert and the Spencer.

Ivan: How about The Dalles City?

Fred: Yeah, and The Dalles City and there was another small one, the lone or something like that, but the Bailey Gatsert and the Spencer, they used to just race up this old river here to Bonneville to have picnics at Bonneville all the time.

Ivan: The books say that they had excursions here as early as 1851, up to Bonneville.

Fred: Yeah, up to Bonneville, the railroad brought grocerymen up, 2 maybe 3 trains come in from Portland. They'd have a grocery picnic.

Ivan: So, how many people lived in Latterel?

Fred: I don't think over 10 people, maybe 15.

Ivan: How many families? Five families?

Fred: Yeah, 5 or 6 families.

Ivan: But they had an open picnic ground there?

Fred: Yeah, right up in the park.

Ivan: Is the park still there?

Fred: Yeah, the State has it now.

Ivan: It's an active park right now?

Fred: Yes.

Ivan: Do you remember any of the stories about the fishwheels, for instance, did you know Frank Reed?

Fred: Oh yeah. I know Frank Reed. I think they had a fishwheel too. I know they did a lot of fishing, oh my.

Ivan: He would build them and sell them to the combines. And did you know his son, the school teacher?

Fred: Oh, yes.

Ivan: He gave me two long interviews.

Fred: He lived right there up on the hill and then he had a road down to the river.

Ivan: And the son got a taped interview from his father, his father was an invalid, but he got a real good interview for us. Did he and Charlie Smith, were they real good friends?

Fred: I think they were, as far as I know. I heard they had a little trouble along the river here but I don't know, I didn't know too much about that.

Ivan: Well, Esson said they enjoyed having a fist fight everytime they met.

Fred: Is that right? Didn't they know Jim McGowan? He was an old timer in here. As a boy, Mrs. McGowan lived up there at Warrandale for a long time. Jim McGowan, he was a good friend of my dad's.

Ivan: Bill Sams probably knew him.

Fred: Oh yeah, he would know him.

Ivan: Did you know Eric Ehmquist?

Fred: Oh yeah. He passed away, too. He lived in Wood Village, out there for a long time.

Ivan: Did you know that he came to own 8 fishwheels up here?

Fred: Yeah I heard that.

Ivan: What do you know about Eric Ehmquist?

Fred: Well, wasn't he a Mayor of one of the little towns here, like Wood Village or over in Gresham, Fairview. Some kind of business there. I know the houses he had.

Ivan: Yes he had a real estate business going.

Fred: Yes that's right. I know exactly where that is. It's right next to where we get our washing done.

Ivan: Did you range up as far as Cascade Rapids? Or did you go up and down the river to Cascade Rapids?

Fred: Yes, well on the boats, the boats hauled all the wagons and horses and everything until the highway went through.

Ivan: Do you remember when they completed the Cascade Canal at Cascade Locks?

Fred: No I don't, no.

Ivan: 1896, thought you might have been there to see that celebration.

Fred: No, I didn't see the celebration.

Ivan: Do you know anything about the portage roads, the portage wagon road and the portage railroad on the Oregon side of the river?

Fred: No.

Ivan: Cliff Crawford told me that you, prior to the old Columbia River Highway, Lancaster Highway, (let us call it Samuel Lancaster's Highway) I'll use that term now for identification; That you use to take your overland car and go up to Cascade Locks to dances?

Fred: Yeah but that was just as soon as this was done, it wasn't paved. Ivan: So then it had to be after 1915.

Fred: Yes, that's right, maybe a little before that. It wasn't paved then, they just had it graded but they didn't have it paved for quite a few years after they

had the grade off of it.

Ivan: Well I believe it went through in 1915, didn't it?

Fred: Yes, that's right.

Ivan: And you took the old Columbia River Highway to Cascade Locks for dances?

Fred: Yes.

Ivan: Did you ever drive, you know where the tunnel is up there by Bonneville now, did you ever take your overland car up over that tooth rock. The old, old 1856 road?

Fred: No, the only one I know is the Eagle Creek Road, the old road before they straightened it out.

Ivan: But the old Lancaster Road?

Fred: NO, no, but they had troubles up there and everything. I know Lancaster used to stop there all the time and John Young and Benson.

Ivan: So you knew Simon Benson?

Fred: Oh, I should say so. They'd come out and play poker with my dad all night long. We had that old house down below there.

Ivan: Simon Benson? Who would play poker with your father?

Fred: Young and then they had an attorney who's name was Colbert or something like that.

Ivan: Who were the people who played poker with your father?

Fred: That was Johnny Young and Amos Benson.

Ivan: How about Simon Benson?

Fred: Well it might have been Simon Benson.

Ivan: Simon was the father.

Fred: Yeah, because John and him was about the same age.

Ivan: They were promoters of the Lancaster Road.

Fred: Yeah.

Ivan: Did Lancaster ever play poker?

Fred: No, not Lancaster, but he used to come here and talk to my dad all the time. My dad knew them all well. He gave them the land, put the road in and everything.

Ivan: Oh, he donated the land?

Fred: Yes, he donated the land. My brother and I, we worked on it, we had, he had one team and I had one team and we made \$8, a man and a team for 8 hours. Labor at that time, they built all these rock walls along here, they took a lot of rock out back here, they were all Italians. They were good masons. The big camp was right down below the barn and that old railroad right there, we had a big camp.

Ivan: A big Italian camp?

Fred: Yeah, they had an Italian camp and American, they had 250 men working right here. And they had one at Latterel and they had one at \_ and they had one at Warrendale, I worked all of those camps. I know they had one at Warrandale because we worked up there.

Ivan: They had about 250 men right here? Did they have the same number of men at the other places?

Fred: At Multnomah they had a big camp.

Ivan: About 250 people?

Fred: Yeah.

Ivan: What wage did they get for working on this road?

Fred: \$2.25 and \$2.50. The rock men made the most money.

Ivan: How much did they get?

Fred: I think they made around, you see \$2.25 was the laborer and maybe \$3.25 for the rock work. You see we'd haul the rock on a stone bolt, wherever they needed it.

Ivan: With your horses?

Fred: With the horses. It would have a ring on both sides, we'd unhook on one side, but it was a heavy steel bolt.

Ivan: They would split the rocks and shape them?

Fred: Yes, that was quite a job. Up along Multnomah Falls there was a lot of rock. We worked all winter long too, it didn't matter if it was pouring down rain or not, no wonder I have arthritis.

Ivan: What kind of rain clothing did you wear?

Fred: Generally rain pants and a rain coat. You'd have to wear rain pants.

Ivan: The old tin pants, canvas?

Fred: Yes.

Ivan: But they had several camps, work camps along.

Fred: They had one at Crown Point, one at Latterel, one here, one at Multnomah Falls, and one at Warrandale, that's the ones that I remember but they were working all along on the road but those are the ones I know, cause I worked on them in that area.

Ivan: And the people were camped right here?

Fred: Yeah

Ivan: They couldn't get right back to Portland readily?

Fred: No, meals were just 25¢ and boy they give you all you could eat.

Ivan: They had a cook house?

Fred: Oh yeah.

Ivan: How did they get their food in here, by train?

Fred: Yeah, the train stopped right here by the camp. See it was on this old railroad grade right down here.

Ivan: A little bit east or west of Bridal Veil here on this flat land here through the West of Mr. Luscher's home. Did the steamers bring any supplies in at that



time?

Fred: No, no. I he only thing, they had a big storm one year, then the steamer come in, they had to come it, there was high water and they brought in a telephone. One year the telephone lines were just tore down, by ice.

Ivan: In 1921, maybe?

Fred: Yeah, I think in 21. Sure was different. We had so much trouble with the snow with the locomotives. It just covered up places between here and Warrandale. That tapioca snow, they used to have an awful time.

Ivan: Then you think there has been a change in the weather?

Fred: I think so, along in here it seems like.

Ivan: But this tapioca snow would run right down over the road.

Fred: Oh yeah, at Multnomah Falls, that was a bad place.

Ivan: What kind of a person was Samuel Lancaster?

Fred: Oh, a wonderful man.

Ivan: Could he walk at all?

Fred: Yes, he was quite an elderly man then and he walked all along the right-of-way. I'd see him many times come right up along the Sand Hill and up through here.

Ivan: Did he have to use crutches?

Fred: No. I think he did have a cane.

Ivan: He was a religious person, wasn't he?

Fred: Yeah, that's right.

Ivan: Is that why he did not play poker?

Fred: I guess so. Maybe he wasn't right with the other fellows when, Johnny Young, Benson, and Mr. Culvert they used to come along together.

Ivan: Mr. Culvert.

Fred: Yes, and Mr. Benson and Mr. Young. Young, he owned the Young building in town, Benson, he owned the Benson Hotel.

Ivan: You say Mr. Culver , Mr. Young and Mr. Benson would come all together.

Fred: Yes

Ivan: Culver was an attorney?

Fred: Yes.

Ivan: He was representing Multnomah County, I presume.

Fred: That's right.

Ivan: Did you use a slip scraper at all?

Fred: Yes, and the Fresno too. I graded all with figure 8.

Ivan: Did you ever get thrown over the . . .

Fred: Oh my, it's a wonder I'm alive today.

Ivan: The way that handle would heok and throw you over?

Fred: Oh golly, I'll tell you, I don't see how my brother and I ever stood it. Then I worked, after the highway was finished, this big place across from \_\_\_\_\_ falls there, the nuns have it now, I worked on that house, we dug all that rock out with a scraper and everything and it was 9 or 10 feet deep and we done that all with a scraper.

Ivan: Let me announce what this is, the Franciscan Order of the Yukerous, the new group of (religious group) Catholic Sisters now has taken over this old home here at Bridal Veil to rebuild it — glacial home — to rebuild it.

Fred: Jacobson was the man that built it.

Ivan: Jacobson? When did he rebuild that?

Fred: Right, I think, 1915.

Ivan: Right where the Highway was built?

Fred: Oh yeah, they started right in then.

Ivan: That was the relay I mentioned.

Fred: Oh! I graded that road and everything. And my brother and I hauled every bit of that gravel and sand for Bridal Veil up there; and we had to load our own loads and everything.

Ivan: On wagons?

Fred: Yeah. They would come in on a coal car.

Ivan: And you had wagons in which you had the running gear and you had 2 by fours on the bottom? And sideboards?

Fred: Yeah. Thats right.

Ivan: When you wanted to unload you just lifted the 2 by 4's?

Fred: Yes, that is what we did. And then, we put the shoulder on the Highway that way too. That was slick.

Ivan: You might not believe it, but I have done some of that too.

Fred: Those scrapers are awfully hard work. Where there is rock.

Ivan: Both the scraper and the Fresno, I'll say, they are very, very difficult.

Fred: And then you know they had like this place here. Yeah. They had little railroad truck, car, you know. It goes out by itself under pull and then we had to take a horse and pull the car back to the pit where they were working. It was all done by hand. They didn't have any machines.

Ivan: And, so you and your brother did the excavation up there at the Jacobson home or the now Franciscan \_\_\_\_\_.

Fred: Yeah.

Ivan: Two sisters came to our Historical Society meeting the other night.

Fred: Oh, yes.

Ivan: They showed us slides on what they are doing there. They were delightful. I just dropped some information down to them this morning.

Fred: Oh, yes.

Ivan: They are having a very difficult time controlling black berries up there.

Fred: Oh, I see. We have that all over here. But, they were back-sliding on my place. Then, this winter we had kind of a flood here, you know, that rain went down through the mill here and everything else and went into her basement and you know that is kind of bad. They had trouble all over the country — water! water!

Ivan: She told us about her basement becoming flooded. What were the Jacobsons? — What business did they have in Portland?

Fred: Overall and . . .

Ivan: They made overalls?

Fred: Yeah. Jumpers and things like that. Some one was trying to tell me that he was a lumber man, but I know better than that

Ivan: Did he have a factory in Portland or did they have to ship them in?

Fred: Well, he might have had them shipped in from New York. I don't know. But I think he had a factory right in Portland.

Ivan: How much did that place cost when he built it?

Fred: That I wouldn't know. Well, it didn't cost him much. Labor was cheap. Everything was cheap.

Ivan: About a hundred thousand dollars?

Fred: Yeah. Oh, yeah. The girls paid sixty, I think, for it. They got a good buy, I think, about 8 acres — over 5 acres there, I'm sure of that.

Ivan: They had to dig down as deep as they could dig for the basement? Fred: Yeah. Oh, yeah. Ivan: Rocks?

Fred: Oh, rocks! You go up there and look around now. There is still big rocks. Before the girls had taken it over, then they had some kind of a student there for quite a while. And you ought to see what they did around the house with them big rocks. They handled them all by hand.

Ivan: They rolled them around?

Fred: Yeah. They rolled them around — prying them off.

Ivan: How many males?

Fred: I think they had about 30.

Ivan: What period was this?

Fred: Shortly before they bought.

Ivan: The Sisters?

Fred: Yeah.

Ivan: I see. And did the leather people in Portland have it for a period of time?

Fred: Yeah. Yeah. And then they let a fellow go in there and make a Rest Home and they had everything fixed up and then they went and boarded it all up in the Fall. You could look right down the River. Then they board-d it all up.

Ivan: Who jack hammered the enamel off of the fire place? Who took that off?

Fred: Oh, they had a fellow work on the rock. I just don't remember his name. But they weren't Italians.

Ivan: No. I mean one of the fire places was taken out. Was this during the period when they had the rest home there?

Fred: Yes. I think so. I'm sure this was true. I knew the Warrens and we use to go up there a whole lot to see them. They were real:nice people.

Ivan: I met one of the very charming young ladies here at the Post Office a moment ago.

Fred: Yeah.

Ivan: Tell me more about this Paper Plant that was here in Bridal Veil.

Fred: Yeah. (Interruption - took place).

Ivan: I'll shut this thing off now.

Ivan: Comments: An interesting thing has just happened here. The train started by and Fred turned and started flashing his lights at the train crew. They waved. He waved back at them. A distance here of about a hundred yards

from the Railroad. I guess this is the custom that has taken place for decades.

Ivan: Please tell us more about the Paper Mill that existed here at Bridal Veil. Do you have any knowledge of when it was built?

Fred: Well, it was there when my Dad came there.

Ivan: This letter we just read from your sister . . .

Fred: In '83.

Ivan: This letter we just read from your sister indicated that he came here in 1883. And that he and your mother were married in 1884. And you were born in 1885. Are you the eldest?

Fred: Yes. He was born in 1895.

Ivan: I had the wrong date. And, how many children were there? Fred: Eight of them, I think.

Ivan: The Paper Mill were built here before your father came?

Fred: Yeah. It was just finished there.

Fred: I have a good picture of it, but I don't know where it happened?

Ivan: What lumber did they use to make paper?

Fred: I guess they picked up all kinds of lumber around here then.

Ivan: Cottonwood? Would it have been cottonwood?

Fred: Yeah. It could be. And then the Bridal Veil Lumber Company bought them out and they moved to Oregon City right after that.

Ivan: But, you have no knowledge of the Pulp Plant and the McCord Creek? Fred: No, no, no.

Ivan: We have a picture of their dock that ran way out into the water. But we don't have a picture of the mill itself.

Fred: I'll be darned.

Ivan: But, Bill Sams from the Underwood Mill, his father worked there and cut

cottonwood and other timber for them.

Fred: Yes. The cottonwood is what they used. Over on the Island here, it is all cottonwood.

Ivan: Bill Sams told me how Myron B. Kelly tried to divert Moffett Creek over into McCord Creek way up high.

Fred: Yeah.

Ivan: When did the Paper Mill cease here? When did they sell out?

Fred: Oh, right closely after my Dad came here.

Ivan: 1883 or 1884?

Fred: Yeah. I had that picture, isn't that funny, around here somewhere. I'll look it up and if I find 'em I'll give it to Cliff (Crawford).

Ivan: Well, that will be fine. Is it a newspaper picture?

Fred: No. I have a picture of the Mill.

Ivan: A good picture.

Fred: Yeah.

Ivan: May we copy it?

Fred: Yeah. When we find it. Yeah.

Ivan: Fine. We need this for our records because we consider ourselves a part of the history of Oregon.

Fred: Are you writing a book on it?

Ivan: I wrote a manuscript about Fish Wheels. Hm'very much interested in roads through the Gorge.

Fred: Oh, yes. These are the trails that my Dad went to town on on horseback; one day in and one day out. The trail along the River.

Ivan: Is this book right here? It tells about the wire trails. The history of the eastern Multnomah County tells about the wire trails.

Fred: That's right.

Ivan: Now can you tell us? I think this relates ,to 1868 telegraph line from Portland to The Dalles. Can you tell us where that telegraph line was located in that early days?

Fred: That must be after (pause). What Date?

Ivan: 1868

Fred: Hmmm.

Ivan: I just wondered if any remnants of the line remained — existed in your memory?

Fred: No. No. I don't even remember a line here until the Union Pacific went in.

Ivan: This reference right here for Multnomah County tells about the wire trails. What kind of a road did you have here East and West prior to 1914? Did you have any road at all?

Fred: Yes. We had a road. We went back through here and up. Ivan: Back to the East? Then turned West?

Fred: Yeah. Right over the hill there then we went down into Laterile and up again over the hill.

Ivan: Up again over Crown Point? To the West of Crown Point?

Fred: Yes.

Ivan: An old Wagon road?

Fred: No, east of Crown Point — the wagon road.

Ivan: Excuse me, I meant east of Crown point. An old wagon road. When was it built?

Fred: Well, let's see.

Fred: It was built shortly after the Mill Lumber Company was in. The Bridal Veil Lumber Company. Yeah.

Ivan: Do you think they built it? Or the County built it?



Fred: Oh, the County built it.

Ivan: How far east did the road go?

Fred: Oh, just a little ways. Just a little ways right up there. Just a little ways from Bridal Veil.

Ivan: Then there was no road from say Bridal Veil up to Dodson?

Fred: No.

Ivan: No road at all until 1914 - 1915?

Fred: Yes, that's when it went in.

Ivan: Were there any vestages, any signs of that old 1872-76 wagon road suppose to come through from The Dalles? Any sign of that?

Fred: No. I think that road - I heard of it - I thought it was from Cascade Locks that went back through Mt. Kood down along in there some where. But maybe I'm wrong on that, I don't know I never heard of a road down through there. Only the boat taking so much stuff down, wagons and horses.

Ivan: In 1872 and again in 1876 the State put up \$50,000 each year to build a road, a wagon road, from the Dalles to Troutdale, but we think it was never completed. I just wondered if you had seen any evidence of that road?

Fred: No. By golly, no.

Ivan: Are you familiar with that rock wall up there on the ondeanda? About 200 or 300 feet above the present Lancaster Highway up there on the side of the Hill south of the Lancaster Highway, up near the rim rock there is a rockwall up there, as if there might have been a road up there some time.

Fred: Is that beyond Multnomah Falls?

Ivan: Yes.

Fred: I've heard of that but I don't know. I really don't know. I've heard about it.

Ivan: Yes. Joel Palmer tried to put a road or wanted to put a road down through here in 1863 but he probably didn't succeed. Fred: Well, the man that owned Bridal Veil Lumber, his name was Palmer.

Ivan: Palmer?

Fred: Yes. The Palmer Mill. You see, my Dad worked for them a long time hauling stuff for Palmer Mill.

Ivan: Palmer Mill. Was he a relative of Joel Palmer, the very early pioneer? Fred: That I don't know. He might be. Ivan: You see Joel Palmer scouted the old Barlow road south from The Dalles, south of Mt. Hood to Oregon City.

Fred: Well, I kind of think that was before.

Ivan: That was 1845.

Fred: Yeah.

Ivan: Could it have been the same family?

Fred: Well, it could be the same family in some way.

Ivan: O.K. now, let's tell us about the town of Palmer. Here I have this picture you gave me, the picture in 1904, of Palmer with a small log pond and a railroad running in a "U" shape around the log pond, the mill and maybe, oh, 3 good homes and quite a number of shacks.

Fred: Yeah. You see, my Dad use to haul rails from Bridal Veil up there.

Ivan: Haul rails for the railroad?

Fred: Yeah. I think he'd haul about 2 rails.

Ivan: On a wagon?

Fred: Yeah. On a wagon.

Ivan: Were they big heavy rails or light rails?

Fred: Well, not too heavy.

Ivan: Two horses, 2 or 3 or 4 horses?

Fred: Two horses.

Ivan: All day trip?

Fred: Oh, yes.

Ivan: How far was it up to Palmer?

Fred: Well, the first Mill they had was just 2 miles back and then it burned down and then they put a \_\_\_\_\_ 4 miles down.

Ivan: We run out of tape a minute ago so I figured I'd ask some questions again. The Palmers now about 4 miles back. I've never been to Palmer. How big a city is it?

Fred: Oh, just a small.

Ivan: Ten houses?

Fred: Yeah. Yeah. Ten houses I think.

Ivan: Do they have a highway going up there?

Fred: Just an old road from Bridal Veil up there.

Ivan: Gravel road?

Fred: No. it was a dirt road.

Ivan: Is it a logging community now at all?

Fred: No. Well, I don't know. They do a little logging around there. I don't know who owned it. They owned it, I guess, they still own that, don't they, I think a fellow by the name of Smith does quite a lot of logging up there.

Ivan: I have this picture here of 1904 of Bridal Weil therefore it did not die until some time later.

Fred: Yes.

Ivan: What caused it to die, as a logging community?

Fred: The logging got kind of slack, the logs and stuff, you had to go after them too far and then they had a strike and they just shut her up.

Ivan: Who owned it at that time?

Fred: Noyes and Collins was the head guys.

Ivan: After that 1902 fire did they log any of that/timber?

Fred: No, I don't think they did.

Ivan: What timber did they have if it all burned?

Fred: They had a lot of timber back in there.

Ivan: It did not all burn then?

Fred: No. No.

Ivan: Why? Was the fire just closer to the River?

Fred: Yes.

Ivan: It did not go way back up to the south there?

Fred: No. No.

Ivan: Did they try to salvage any of that burned timber in 1902?

Fred: I hardly think so.

Ivan: Did it burn all their railroad? Did the fire burn Palmer?

Fred: No, it didn't. It didn't burn way back. It just burned here — it didn't burn anything back where they have it now. It didn't burn anything in there.

Ivan: Oh, it did not burn their logging railroad?

Fred: No.

Ivan: When did they build the flume?

Fred: After they put the mill in. They started working right now. That's the way it went.

Ivan: Again, when did they put the mill in?

Fred: Well, you see the mill came in right after my father. Shortly after my father.

Ivan: 1883-84? Then they put the flume in at that time?

Fred: Yeah.

Ivan: How many times did they have to rebuild it?

Fred: Oh, they always added to it. They put a sorting table and had quite a there, a planing .mill and a stride and a place to dry the lumber and everything.

Ivan: They stopped using the flume when they stopped using the mill? Fred: Yeah. It was getting pretty well shot then.

Ivan: I can remember Seeing it here, the flume, maybe into the early thirties. I suppose you can find traces of it yet?

Fred: Oh yes.

Ivan: And that was 4 miles long?

Fred: Yeah. Four miles long.

Ivan: Did they take much of the larch out of the \_\_\_\_\_?

Fred: They took everything out. They had a side track here at Bridal Veil and the train came right in there. They had a lot of slab wood, old slab wood.

Ivan: For fuel?

Fred: Yes.

Ivan: Would they take slab wood out on the train?

Fred: Yes. Most of it they used for fuel. They had \_\_\_\_\_ in the mill.

Ivan: The pulp mill? paper mill? or saw mill?

Fred: The saw mill. The paper mill was in here first and then the Bridal Veil Lumber Company bought them out.

Ivan: Was that at Palmer or here at Bridal Veil?

Fred: The saw mill? Well, the saw mill was down here too. The paoer mill was in here first and then the Bridal Veil Lumber Company bought them out.

Ivan: Then they used slab wood to fire this mill?

Fred: Yeah.

Ivan: How about the one up at Palmer? Did they have a mill up there?

Fred: Yeah.

Ivan: They used the Slab, wood to fire?

Fred: Yeah. They would shoot the slab wood right down the flume.

Ivan: Oh.

Fred: Yes.

Ivan: They did not send the logs down, they just sent the sawed lumber down and the slabs?

Fred: Yes. Then they sorted it all out when they had time.

Ivan: Were any flumes ever built big enough to float say a two foot log?"

Fred: No. Years ago people ran out of shipment and they had a mill at Laterile too.

Ivan: Oh.

Fred: Yeah. It didn't last there very long.

Ivan: How long was that?

Fred: Oh, I think about 3 miles. They call the place Donahue. Its a little place

Ivan: Donahue? And thats where the mill was?

Fred: Yes.

Ivan: And it didn't last too long. About when did it go in?

Fred: Oh, just about tie same time the Bridal Veil went in. All the lumber for that house down there came from Laterile.

Ivan: Oh.

Fred: But I don't know what happened, because these are just a bunch of stories.

Ivan: Did you know anything about Frank Reed's operation down here, his factory, to take oil out of the hills back of the River? He use to have a rendering plant down here.

Fred: I don't know about that.

Ivan: He said that the oil would take the paint off his boat. Did you do any fishing?

Fred: No.

Ivan: No fishing at all?

Fred: The only fishing I did was

Ivan: With a team?

Fred: Yes.

Ivan: You knew Seth Davidson?

Fred: Yes. Didn't he ride a motorcycle? Cliff told me — Cliff knew Seth Davidson, too — he used to come here in the night, I'd be sleeping, he'd jump on the bed, raise cain and wake me up.

Ivan: Oh.

Fred: Yeah. (I was. . .) He worked for the government here. See. They had a beacon on that Island here. They had a boat. It was right down there. The building is still there. They'd pay me \$40 too, by looking after it.

Ivan: To take care of the navigation equipment?

Fred: Yes.

Ivan: \$40 a year?

Fred: No.

Ivan: A month?

Fred: Yeah.

Ivan: And he took care of that for a time?

Fred: Yeah. They had a beacon on that where they whirred me and then they had another little beacon out here, red light, going over the tunnel over there, but they didn't keep that one. When they built this highway down here, see, they had a cable from here over to the beacon and when they started

dredging the Dam they tore the line out.

Ivan: So they service it by boat now?

Fred: Yeah.

Ivan: By boat and battery? I hear that Seth Davidson was quite a rounder.

Fred: Yeah, (laughing). He liked to drink all right. By golly, that man was in a wreck and I think he had every bone in his body broke when they fixed him up.

Ivan: He was a World War I flyer, wasn't he?

Fred: Yeah. He was quite a guy.

Ivan: I hear that he was full of life, all right.

Fred: Yep! (laughing as he recalled the old memories).

Ivan: And he said on the highway was more dangerous than flying.

Fred: Yeah.

Ivan: I guess his death proved that.

Fred: I guess it was going home from . . . he was taking some treatments I think down in Milwaukee. And on his way home that happened.

Ivan: Not here.

Fred: Yeah.

Ivan: Yes, I believe it was 1921 that single cylinder Harley Davidson to the top of Beacon Rock.

Fred: Yeah, he knew every body. He knew my cousins. My cousins they were friends they settled over there way early too, over there in Skamania County.

Ivan: I know that name. I certainly know that name. Bill Sams has told me much about . . .

Fred: Oh, he was always a ball, yeah, he was always a ball. I guess it was just a couple of weeks or three that one of the girls died. She had a little restaurant there at Washougal. Theres two of them around there yet. One



of them's name is Hadley.

Ivan: Oh, yeah.

Fred: And he took care of Beacon Rock. Was caretaker there for a long time. And then he died on a cave-in.

Ivan: Oh.

Ivan: Did you go to dances at Cascade Locks with Seth Davidson?

Fred: Not with Seth Davidson. I use to go to the Locks a lot right after the road was fixed.

Ivan: What kind of a car did you have?

Fred: At that time the first car we bought was Cole 8, It was a eight cylinder car.

Ivan: Eight cylinder. It was early.

Fred: And on the first date out, 4 cylinders was missing on that thing all the time.

Ivan: (laughed)

Fred: It was a big car, too. It was a big eartop. I'd get ahold of my brother at the highway and we would take it and get a whole bunch in and away we would go.

Ivan: Do you have it preserved out here in the barn, I hope?

Fred: No.

Ivan: Oh, too bad, too bad.

Fred: (agreeing) Yeah, too bad.

Fred: Then after that we bought a Franklin.

Ivan: I remember the Franklin but I did not know the Cole 8.

Fred: They handled a Morman 2 car and a Chandler.

Ivan: I know those.

Fred: Yeah, yeah. They bought some land right up here from my Dad right above

the old county road here and they wanted to settle but they never did come in. They was going to name that Yeon Highway.

Ivan: When did you buy your Cole? What year?

Fred: Hmmm. Lets see. I think I was 21.

Fred: Well, Gretchen, I didn't know you had — why look at that; well that is something.

Gretchen:

Fred: Oh, well,well!

Gretchen: Thats Fred with the big gauntlet on . . .1916.

Fred: Well, that was the first, I . . . yeah, well, my brother and I, we made that money on the highway. My dad said you can buy a car, but he's the one that decided on the car. If we had gotten a Hudson 6, we would have been so much further ahead. He was the nicest salesman but this other guy that sold it he got around my dad in some way. A tire on that would cost \$82.

Ivan: How much did the car cost?

Fred: Over \$2,000, well, I know the Franklin was \$3,000 and this was \$2,000 and something - maybe \$2,500.

Ivan: Did it have a self starter?

Fred: Oh yes, oh yes.

Ivan: Oh, it was modern.

Gretchen: That was taken right up here at the garage.

Fred: Yeah. Here was the old garage.

Ivan: Oh, right up there.

Fred: We built that so we'd have a place.

Ivan: Cole 8.

Fred: Boy, Gretchen knows people over there that we were at the party that day would just . . . they didn't . . . you know, over at that park.

Gretchen: No.

Ivan: Will you permit us to copy it. And we can give you a print?

Fred: Well, yeah, you want a print.

Ivan: Well, we could copy it. We can photo copy it and maybe you don't know me yet but I don't know whether you would trust me, but maybe you will trust Cliff.

Fred: Oh, I'll trust ... no, no, no...

Gretchen: He'd trust anybody.

Fred: Goodness. I would trust you.

Gretchen: No, well, I .. you didn't know I had that?

Fred: No. I didn't know you had that.

Ivan: I would like to copy that if you please.

Fred: Yes. okey.

Ivan: And then if you find a picture of this paper mill here.

Fred: Yeah. I think I have it in the book, Gretchen, that man wrote, you know, about the family history. You had one and then ...

Gretchen: Well . . .

Fred: The first one we had and then the second one came out.

Gretchen: Well, that's the second one, I think. I don't know. But they got my name on there too. See I worked for Fred since 1941.

Ivan: Oh?

Fred: Yeah.

Gretchen: Did you remember Ladd-Kilton Bank?

Ivan: I surely do.

Gretchen: Well, I worked there. I was the first gal to go on the books.

Ivan: Is that right?

Gretchen: Yes. I went to work at Ladd-Kilton Bank in 1918.

Ivan: That is a real significant note. Yes. I know that Bank.

Fred: Yeah. Yeah.

Gretchen: Well, and then I filed checks and got to knowing all the . . .

Ivan: Did you know, you must have known William Sargent Ladd then?

Gretchen: Oh yes. I knew of him. I didn't know him.

Ivan: Oh, you didn't know the man personally?

Gretchen: No, but you see . . .

Ivan: He had gone by that time?

Gretchen: Ah, I was trying to think of who was President when I went ... Walter M.

Cook. Did you know him?

Ivan: No. I didn't know him.

Gretchen: Well, he was the one that was Vice President.

Ivan: This come on voice is that of firs. Gretchen Robinson. Yes, I find this interesting that you went to work for Ladd and Kilton.

Gretchen: In 1918. September 8th.

Ivan: What bank is that now in Portland, the First National or the U.S. National?

Gretchen: We consolidated with the U.S. National in 1925. And I left in 1929. Then came the depression.

Ivan: Oh, I remember the depression.

Gretchen: I went back home to Indiana. I'm a hoosier.

Ivan: You left in '29?

Gretchen: Yeah.

Ivan: Just before the depression hit?

Gretchen: Very foolish.

Ivan: Ummm, yes.

Gretchen: Then I landed in California. Then I had taken a friend of mine who was a home economics instructor at Ellensburg next door to a chicken dinner place in about 1921-23 when that big Colonial House was a chicken dinner place.

Ivan: Right here?

Gretchen: Yeah. Forrest Call.

Ivan: Oh, ummmm.

Gretchen: And then she finally came down in 1937 after this boat was made and it was empty and she bought the place. And she had me come up from California to help her there and that's how I met Fred.

Fred: Isn't it funny how all of those old road houses burned down?

Ivan: Well.

Gretchen: It wasn't a road house though ... it was just a kitchenette.

Fred: No, no, but. ..like up at Horsejale Falls some relation of mine had the road house there in between the old highway and the railroad track. Then that burned down and there was one at this falls riah this side of Mult-nomah on the hillside there, it burned down. Then Laterile burned down. Crown Point burned down. All of them burned down.

Ivan: Tell me, do you remember that littlehouse on top of the tree there at Multnomah Falls? Along in the 1920's. There was a little house up on top of a fir tree and in my memory it was up there 60 feet.

Gretchen: Yeah. I think I remember that. Yeah.

Ivan: Do you have a picture of that?

Fred: No. I haven't a picture of that. Yeah.

Ivan: I've been looking for that for a long time.

Fred: Is that right?

Gretchen: I never heard of that. Some of those old timers probably would. Was that before . . . that was before the highway the old one went through, wasn't it? Or after?

Ivan: No, no. It was after Lancaster Highway. It had to be in the 20's.

Fred: I'll bet I know who would know. It would be Mrs. Eric. She used to work for the Forestry Department right back of Multnomah, for a long, long time.

Ivan: Is she living now?

Fred: Yes. She is up a Zig Zack.

Ivan: Oh.

Fred: Zig Zack. And she . . . and I hauled 'em in, I hauled 'em back. I use to haul surveyors back in there.

Ivan: Oh.

Fred:

Gretchen:

Ivan: And who is this name please.

Fred: Errington. How do you spell it?

Gretchen: Eva Errington.

Ivan: Eva Errington. E-r-r-i-n-g-t-o-n?

Fred: Yes.

Gretchen: I can write it, but I can't spell it. I'm not a good speller.

Fred: She's still at Zig Zag. That's where she was.

Gretchen: Yes. She might be there.

Fred: Yes.

Ivan: She knows of the building on tree at Multnomah Falls.

Gretchen: She would know if anybody does.

Fred: Yeah. She's the only one that knows because she worked for the Government a long time back in there. I hauled them back there when I was., oh, I hauled them ham and stuff back in there. It was a terrible road. You had to go up a farmer road and then you had to cut back in and get into Multnomah basin, and oh, it was terrible.

Ivan: Up to Zig Zag. You mean you went up there from this side here?

Fred: Yeah.

Ivan: from, from. . .

Fred: to Palmer basin.

Ivan: Palmer basin?

Fred: Right on top of the Falls back in there.

Ivan: That is where Zig Zag is?

Fred: Oh, no. Zig Zag is on the Mt. Hood road.

Ivan: That's what I know.

Fred: Yeah.

Ivan: But she used to live up here?

Fred: Yeah.

Ivan: Here at Multnomah basin?

Fred: Yeah, that's right. She's the first onwe, I think, ever went in there

Ivan: Was there a community there or just a home?

Fred: No. Just a house. She worked with the Government like a caretaker.

Ivan: Where? At Multnomah Falls?

Fred: Yeah. That was back up that hill.

Ivan: She was a Look-Out then, or . . . ?

Fred: Yeah. She had a house there and everything.

Ivan: What was her house, a look-out, or what was she doing there for the government?

Fred: Well, on account of fire and everything. She was a caretaker.

Ivan: In the Multnomah basin?

Fred: In the Multnomah Basin. I hauled to her back in there.

Gretchen: She's quite elderly now.

Fred: Yes.

Ivan: What kind of road was in there?

Fred: Oh, we barely made it back in there but now they say it is open now but its pretty rough. Its still open.

Ivan: How can you get back in there now?

Fred: Well, you have to go up to Palmer here.

Ivan: Oh.

Fred: Then through, well, some problem - ah - land at Tricky. Tricky is an old old timer back in there with Smith. They're old timers.

Ivan: There's several homes back in there?

Fred: Well, now it is, yes.

Ivan: Hmm. Well, maybe we can run some of these things . . .

Fred:



Ivan: Is she? Is her health such that she could give an interview?

Fred: Oh, yeah. I'm sure, I'm sure. She drives a six She worked up there until she retired too.

Ivan: Oh.

Fred: See.

Ivan: She worked up in the Multnomah basin?

Fred: Yeah. She worked for the Government.

Ivan: When did they begin building the Multnomah Fall Lodge?

Fred: Right after, ah, the people from town — the city owned that first.

Ivan: The Portland City owned it?

Fred: Yeah. That was right after the Highway was built.

Ivan: Then, did the Forest Service come to own it later?

Fred: The State, I think, and then the Forest Service.

Ivan: mmmm

Fred: Even the city owned it. I don't know why they ever done away with it but they did.

Ivan: Who started that fireplace up there in the dining room? Has that done by the three C's?

Fred: Yeah. I think so. The Government, I think, put that in there. They do quite a bit of rock work and stuff.

Ivan: You'll note they had a real crackling fireplace built up 6-8 feet and then I suppose they run out of money?

Fred: Yeah.

Ivan: I suppose they run out of money and they lost this craftsman and then they went in and cobbled it all very irregular rock. Two different people built that fireplace.

Fred: Well, now you ought to know about the Eagle Creek Bridge that was built all out of rock. The Italians walked up there with that. Eagle Creek.

Ivan: Yeah

Fred: Well, I think it is still there.

Ivan: Yeah. It's still there.

Fred: Yeah, it's still there. Well, that was all done by Italians. I remember when that was done.

Ivan: I remember in 1935, there at the Park, Eagle Creek Park, the Highway had bulldozed over some of the rock wall. I was working on the Highway there trying to get enough money to go to College.

Fred: Yeah. That's right.

Ivan: We had to break up those broken pieces of wall with a sledge hammer.

Fred: Yeah. Oh . . . yeah!

Ivan: I weighed 129 lbs. and that sledge hammer got to weigh more than I did.

Fred: I'll bet you knew a Wisenbecker?

Ivan: Yes, I knew Robert Wisenbecker.

Fred: Well, I knew him well, and his wife.

Ivan: Yes, I knew Robert.

Fred: They were right up there when they started building that road.

Ivan: They were there when the Lancaster road started?

Fred: Yeah. They were right up there then.

Ivan: Oh, Was that the old Columbia River Ranger Station there when they started the road?

Fred: Yeah, yeah.

Ivan: I didn't realize it was that old.

Fred: Yeah. They were there I remember they were - ah - grading it. Grading it. You see they built the Multnomah Falls first and finished it — and then they went on with the other grading; because the Portland bus use to run to Multnomah Falls and then back to Portland. They finished after, (pause) — had that made ahead of the others. And down here is the figure eight, is the last thing they finished.

Ivan: Oh.

Fred: And I raised that up.

Ivan: Did you know Noys Steven Gerald at North Bonneville who had the restaurant?

Fred: Oh, yes, I should say. Ivan: You knew Noys Gerald?

Fred: Oh, my goodness, I was up there lots of times. I knew the different girls that worked there.

Ivan: I did too. You knew Violet, his wife there?

Fred: Yes.

Ivan: She was an excellent cook.

Fred: Yeah. Wonderful. They had such trout, nice trout. Who was the lady that owned that big hotel? She was a good friend of mine. Kind of a \_\_\_\_\_.

Ivan: Oh, Mrs. Sherman?

Fred: No, no, right close to where the other people had the restaurant.

Ivan: Mrs. Gerald?

Fred: No. They had kind of a road house.

Ivan: You mean the hill house?

Fred: Yeah, yes, yes.

Ivan: No, I don't know the lady, but I do know the name of the lady that was in the hill house.

Fred: Yeah, well, that's the one. I forgot her name. I use to go up there all the time. I knew her.

Ivan: She was the friend of Sam Hill, wasn't she?

Fred: Yeah, yeah, yeah.

Ivan: And Samual Lancaster had a little cabin on the back of the property?

Fred: Yes.

Ivan: And she came down to Bonneville to teach Sunday School?

Fred: Yeah, tha's right.

Ivan: Yes. One of our fish counter friends knew both of them. Knew Samual Lancaster and knew this lady.

Fred: Yes. I knew that lady for a long time.

Ivan: How long was she there in the hill house?

Fred: Oh, golly, I don't know. She came after Wisendagger did, in there.

Ivan: Oh. Albert Wisendagger could give me a lot of information, couldn't he?

Fred: Ohhh, I should say so. Yeah, yeah.

Ivan: I think he is still living, isn't he?

Fred: Oh, yeah. I think he is still working too.

Ivan: Is he?

Fred: Oh yeah.

Ivan: Well, I will have to run that one down.

Fred: Oh, we use to go dancing together and have a great time.

Ivan: Did you have local dances here then?

Fred: Yes. Bridal Veil, they had a dance hall.

Ivan: Did you know ..

Fred: I use to go to Cape Horn. They use to come over here and we'd go over there.

Ivan: Go by boat?

Fred: Yes.

Ivan: Do you have any knowledge of that train accident over here when the train went through the bridge up here, one mill, up here at Bonneville Dam? You know that accident that happened very early. It killed several people. Do you have any knowledge of that?

Fred: The Union Pacific, wasn't it? The only one that I remember when I was just a little bit of a kid, was at Bridal Veil.

Ivan: Bridal Veil? Where?

Fred: And here, this bed here, came out of that wreck.

Ivan: Oh.

Fred: See that bed came out of that wreck in Bridal Veil.

Gretchen: They all wonder why I want to keep it.

Fred: (chuckled at Gretchen's comment).

Ivan: But you have no knowledge of that wreck that occurred up there?

Fred: I probably knew about it and it just slipped my mind. I should know that because I knew everyone on the Union Pacific.

Ivan: Dead Man's Creek up there in the Bonneville area.

Fred: Yeah.

Ivan: Well, we have been trying to get some more information about that. What happened here at this wreck in Bonneville?

Fred: Well, I'll tell you what it was. A train was on the main line right in front of the depot.

Ivan: Yeah.

Fred: And they were waiting for the other train to come and go into the side track and go ahead of them. They were on the main line and then a steam pipe broke and it hit this train and coaches and there were a lot of people hurt.

Ivan: When another train came?

Fred: Yeah. To go into the side track. They had a steam pipe broke and the Engineer couldn't do it. They come in lickety split. Gray on ... Engineer Swain was his name.

Ivan: mmm.

Fred: You oughta seen the mess in front of it. It was right in front of the depot, that they had it.

Ivan: The brakes wouldn't work to turn into the . . .

Fred: Yeah. Something happened when the steam pipe broke and the different switches stuck.

Ivan: How about the switch? Didn't they have the switch thrown?

Fred: Well, no, they were suppose to stop and go in. It's too bad, this was the main liner. But its been right in the side track, but for some reason it stopped running across.

Ivan: When was this?

Fred: Oh, that was way back, I was just a little fellow that I know of, I must have been about nine years old.

Ivan: Urn mm.

Fred: We use to go everywhere on the train. We had., we'd go to The Dalles — big celebration with the Indians on the Fourth of July We'd all have to take that in. I know that Engineer that \_\_\_\_\_. They had a little local from Bidal Veil, I mean from Portland, that had, I think, 3 cars on it. Come back and forth every day.

Ivan: Um hmm. Do you know about the flood that came off the hill there just south of Dodson and destroyed the Reed home? Not Frank Reed of Carter, but the other Reed up there at Dodson. Do you know about that flood that came down and destroyed this home?

Fred: The only flood I remember was in 1894. Ivan: Do you remember it?

Fred: Yeah. That., we., my dad went up on the track then with the boat and crew, tunneled down by Frank Reed and through in there.

Ivan: I understand that the 1894 flood destroyed much of the railroad.

Fred: Yeah, yeah. Oh, yeah. My \_\_\_\_\_ was the railroad. That's why it cut this in two. See, this was the main river, was on the other side.

Ivan: Oh, it cut this channel here?

Fred: Yeah.

Ivan: Right out in front of them, and made this Island?

Ivan: That happened in 1894?

Fred: Yeah, 1894.

Ivan: Very interesting.

Fred: We use to use that for pasture before this road went through here. I just rented that from McGowen.

Ivan: Oh, McGowen owned that Island, or that land?

Fred: Yeah. And now the state owns it. You see when the state put this road in there they didn't want me . . . they couldn't put an underground under this track for me to get over and so the ground was cheaper, and they just bought me out.

Ivan: Oh, I see.

Fred: Yeah. McGowen.

Ivan: Remember the time a great amount of water poured down off the hill there and destroyed the pioneer Reed home and covered the railroad track with six feet of gravel?

Fred: Yeah.

Ivan: And then it happened again at a later time.

Fred: Yeah. Oh, I remember 1894.

Ivan: Did you know that Reed family up there at Dodson, at all?

Fred: Well, I probably did.

Ivan: Hook Reed,

Fred: Yeah, I've heard of Hook Reed.

Ivan: He was one of the sons.

Fred: Yeah. McGowen lives there alone all the time down in there.

Ivan: William Sams remembers seeing the old P.J. McGowen.

Fred: Yeah, well.

Ivan: He came real tottery to the cannery there.

Fred: Oh yeah. He was a real good friend of my Dads. Whenever they met they just sh'ook hands - all the time. And talk awhile, yeah, he'd talk awhile and then shake hands again, shake hands.

Ivan: (laughed at this humorous comment).

Fred: Yeah. He was a great guy. I hauled quite a bit of lumber. They just wanted to build up the sand down at that Island, at the lower end of this Island, so we use to put in fences so that when the east wind come it would pile this sand up. See, the fences would hold the sand right where it was suppose to be.

Ivan: Um hm. Oh yes. So your father knew P. J. McGowen?

Fred: Oh yes. Oh . . . they were friends. In fact, he would come here and stay for quite a time at night with him and play cards. Well, he was young. I can see him in my mind, my yes. All those fellows.

Fred: And he was along in years then, too.

Ivan: Well, Bill Sams remembers the final time that he came and started up the gang plank apparently, or I guess he fell off the gang plank into the river and his sons had to fish him out. That's the last time he ever came.

Fred: He liked to drink so well.



Ivan: Oh, did he?

Fred: Yeah.

Ivan: Well, good Scotchman.

Fred: Yeah. Oh, yes. But they drug this all out by hand.

Ivan: This highway or the railroad?

Fred: No, the land here.

Ivan: Oh yes, it was all covered with timber.

Fred: Yeah, see and then we owned all that down in there, we owned all the way up to Rooster Rock.

Ivan: Do you own it now?

Fred: No, well the guy that bought it still owes me. A fellow by the name Givens bought it.

Ivan: How many acres did you have in those early days?

Fred: Oh, he owned all the way from Laverel in those days to up to this side of Multnomah Falls.

Ivan: Many hundreds of acres then.

Fred: Yes, 250 anyway.

Ivan: How far back on the hill.

Fred: Well, pert near to the top. See he owned that where the nuns is, too. They named it Coopie Falls, he bought it from my dad, but should really be Luscher's Falls and the girls went, whoa-whoa, and I said, don't bother about that. See, we owned it before Coopie did.

Ivan: Oh, Coopie bought it from your father then.

Fred: Yes.

Ivan: And when did he buy it?

Fred: That was way back. Coopie owned it when the highway went through.

Ivan: Oh I see. Did he donate the land or sell the land?

Fred: No, everybody donated that.

Ivan: I see. And what is that road that leads diagonally down toward the west from the top of Cape Horn over here, down to the river. What is that old road?

Fred: Oh that's been there a long, long . . . I don't know what you'd call that. Oh wait, I know, a fellow by the name of Stevenson, I forget his first name. He lived there for a long, long time.

Ivan: John Stevenson?

Fred: I don't know whether that would be, don't seem like it.

Ivan: Just the other side of Cape Horn, John Stevenson did have a home.

Fred: Yeah you could see his place right here. See right across? They got a road going right to the water.

Ivan: But on this side of Cape Horn, coming down to the west there was an old road there, I just wonder when that was built.

Fred: Gosh, I know that was there when they was building the railroad over there. I remember when they built the railroad. We used to go over there, row over and that was quite a tunnel they had there. I think that was Ben Stevenson. He lived there a long time and the land still is under his name.

Ivan: Well it was John Stevenson who in 1853 took out the land and his sons, Emory Stevenson, I had an interview with Emory Stevenson who's a man 82 and some of that Stevenson family is still around.

Fred: Yeah, well ask him sometime if it wasn't a Ben Stevenson.

Ivan: Did you know Doctor Fernando Candyany?

Fred: Seems like I've heard of him but, wasn't that an Indian?

Ivan: No, he was an Italian Doctor from Italy who brought these, indentured these contract people over there, right over in that region just east of Cape Horn.

Fred: I knew Mary, her name was Mary Degrosso.

Ivan: Degrosso. I bet she was one of that group that came over.

Fred: Yeah, she used to go around with my oldest sister.

Ivan: Did you know any of the Barracow's?

Fred: I might have.

Ivan: They came with Dr. Candyany.

Fred: Now I know a lot of people over there now, Polish people, Sabaski and Tabaski. They lived right down here at this farm.

Ivan: What did you do when you first had the ranch here. Did you grow cattle?

Fred: Yeah, mostly cattle.

Ivan: Did you have dairy cattle or beef cattle?

Fred: Well first beef cattle and then I went into the dairy business.

Ivan: Well you have at least one animal now.

Fred: No I have 8 head all together.

Ivan: Are you still milking?

Fred: One milk cow.

Ivan: Oh, your others are beef then.

Fred: I used to have 29 or 30 when I was in the dairy, see that's when that land come awful handy down there.

Ivan: Yes, as pasture, yes. So you remember when the railroad was built on the other side.

Fred: Oh yes, yes. I was just a kid but we'd row, my dad, my brother and I we'd go over and watch them work.

Ivan: You know in some books, they say, I guess the Union Pacific owned some land over there and Jim Hill owned land and some books will tell you, this was "Logging" by George B. Abdall, it says that they used to have pick handle fights over there between the Union Pacific and the S. P. & S. Did

you hear anything about that?

Fred: No, I knew it was S.P. & S. but I never heard anything about that. They might have. You know that could easily have been done. Once in awhile I see one of the old cars there, S.P. & S..

Ivan: Up at Wind Mountain there is a stretch of road bed that was built by Harryman. The train is coming, Mr. Luscher has turned his signal, waiting for his friends to wave from the train.

Ivan: I was just going to say, the Union Pacific built a section of road bed right there at Wind Mountain in competition with Jim Hill. They had the right of way and they tried to scalp Jim Hill right there. They built a short section of road bed, it's still there yet. You can see it very readily.

Fred: Julius Meyers, now he had, now he was another good friend of my dad's. He tried to buy Beacon Rock.

Ivan: He tried to build it.

Fred: Yeah, but I guess they didn't think a Portland man should own the point. They had a little trouble.

Ivan: Did you know Turner Leveans? And his fiddle?

Fred: I heard of him.

Ivan: Is it true that he left that fiddle in an elevator in Portland and lost it?

Fred: Well that could be but I didn't know about that.

Ivan: Did you ever go to any dances where he played that fiddle?

Fred: Yeah, I heard of that. We used to have all kinds of fellows like that.

Ivan: And I think that, did you know Dr. Hiram Leavens? The father, let's see, did you know the father of Turner?

Fred: Seems like I have, but I'm not sure though.

Ivan: It was Hyrum Leavens. I get confused between Hyrum Dodsens and Ira Dodsens.

Fred: McGowan was the oldest family that I knew at Dodsens because they were related to Jim McGowan. That was Jim's brother's wife up there with him.

Ivan: Do you remember the construction over here when they were blasting out the tunnel?

Fred: Oh yeah.

Ivan: How long did it take them to build that tunnel?

Fred: Oh not so terribly long, I think it was about 2 years. We used to go over there a whole lot, my dad and I. We'd row over just to see what was going on.

Ivan: You remember that accident one January night about 1907 where the people, Lindstrom and others, the surveyor started to cross the river up at Warrendale, from the Warrendale from the Washington side to the Oregon side, do you remember that accident where 4 or 5 of them were lost? A very cold night?

Fred: Yeah, I think so. Well now I can tell you a good one here. Ben Stevenson would come from there over in a row boat to pick up the mail for over there from Bridal Veil, now think of that?

Ivan: He'd cross over from Cape Horn everyday to get the mail?

Fred: To get the mail.

Fred: Now see, that was before the railroad was built.

Ivan: I see. Was he paid to do this?

Fred: Oh yes.

Ivan: The government paid him, he was a mail carrier then.

Fred: That's right. Ben Stevenson was the man in the big house, do you follow?

Ivan: Could he have been the brother to John?

Fred: I wouldn't be a bit surprised.

Ivan: Or could he have been the son?

Fred: That I don't know. But he was quite an elderly man then.

Ivan: I see. Well I knew Emory, I know Miles Stevenson at Stevenson right now. Did you ever cut any timber and sell any timber up there?

Fred: Very little, just very little. See the State now, I own all this timber but they want to keep it. They're awful strict about cutting the trees now along this highway.

Ivan: Even if you cut your own trees?

Fred: No, no you can't cut your own trees. They'll buy them.

Ivan: What law is there that

Fred: Well I don't know but they have a fit. The only way you could do it, they wouldn't even let you take it over the highway but if you cut it for wood I think you could. But I, myself, I wouldn't want to see those trees cut. I'm a lover of the Gorge. You take a crazy logger go in there and cut that up, it would be the darndest mess you ever saw in your life.

Ivan: We're getting near the end of our tape here. I'd like to go back to Samual Lancaster for a minute. How would he come out from Portland, would he come out, drive out on his new road?

Fred: Well, I tell you I think, oh, maybe down at Corbett they'd get that far and then come along the road but see that was quite a big job right here building that bridge. They had to have that all come in with railroad cars and then they had an elevator to bring the materials in. One man was killed there.

Ivan: Did you know any of the other engineers that worked with Lancaster?

Fred: Well, Lancaster was supposed to be the main engineer and the more curves, the better he liked it.

Ivan: Was it true that people would come out from Portland and volunteer work for nothing, just work to promote the highway?

Fred: Well yeah, I believe there was. I don't think Yon, or Benson or Lancaster made any money out of it, I think that was all.

Ivan: I know that Yeon donated his time.

Fred: Yeah I think they was pretty good friends, Benson did too.

Ivan: Benson donated money to build the bridge up here at Multnomah Falls and he donated money to build a road across Shell Rock Mountain, up near Hood River.

Fred: Yeah. I know he was the instigator of that rock bridge right there at Eagle Creek, that was something!

Ivan: That's a beautiful bridge.

Fred: Do they still drive over that?

Ivan: Yeah, that's the only approach to the hatchery now.

Fred: Yeah, Weisendanger he just loved that bridge.

Ivan: The hatchery people drilled a hole in the deck, the roadway and put a pump down there. Now they have a big iron man-hole cover it.

Fred: I was about 16 years old when I went up there, I had to haul fish from the river over to the old cannery.