

Landmarks of Early Historic Events Abound Along Columbia

Dalles Center In Early Days

But Doesn't Live in Past For Boat Traffic Will Enliven City Again

EDITOR'S NOTE
This is one of a series of articles being prepared for Oregon readers by the Oregon State Motor association. The articles seek to interest Oregonians and persons from outside the state in making trips to historic and natural attractions of the state. Today's article is by Judge Fred W. Wilson of The Dalles and Philip H. Parrish of The Oregonian.

By JUDGE FRED W. WILSON and PHILIP H. PARRISH
Our automobile drew up on the view point in front of the state tuberculosis hospital, where the city of The Dalles lay at our feet, in the southern end of the great bowl formed by a bend in the Columbia.

Below us and to the northeast the Columbia poured down between the rocks of Celilo; below us and to the northwest, the bend which forms the bowl, the Columbia swung out of sight into the fissure which it has made for itself, long ages ago, through the wall of the Cascades. And the south of the bowl, which later would be bridged by a railroad and sun, were now a delicate thin green.

The city lay directly below us, and here and there and everywhere were blossoming trees. Viewed from the hill on which we stood, these trees were like putty balls that John Bunyan might reach down and play with.

City Was Hub
The river! Everything comes back to the river among the people of The Dalles. In the old days The Dalles was the center for everything. Here the overland trains from the east broke up with the women going down the Columbia by raft and boat and the men over the Barlow pass with the stock. Here the middle river boats unloaded their passengers and freight, bound for all the interior points. From here the stage lines ran out in all directions, except due west.

With the building of the deep-sea locks at the great Bonneville projects, residents of the Dalles and nearby communities believe that the river business will come back — this time with sea-going vessels coming in land 190 miles from the Pacific to The Dalles.

Having enjoyed this splendid view, our automobile visited several of the historic spots of The Dalles. We drove to the site of the old Methodist mission founded by Jason Lee, Daniel Lee and H. K. Perkins in 1838.

Historic Buildings Visited
No sign of the building remains but adjacent is Pulpit rock, from the pinnacle of which these wilderness ministers preached to the assembled red men.

We stopped at the city hall, which stands on the site formerly occupied by the first courthouse between the Cascades and the Rocky mountains (1859). And incidentally, it was here that Norman Williams was hanged in 1905 — the last hanging in an Oregon county seat. It used to be that if a county wanted a hanging it had to get one for itself. Now they are common property of the state.

Then we passed through a suburb which formerly was the parade ground for the soldiers of Fort Dalles, and stopped for a moment beside the post surgeon's house, now housing a museum. It is the only building left from the old fort and barracks. Across the street stood the commandant's mansion. It was said to have cost \$100,000, and there was nothing in this part of the country to compare with it.

Boat Schedule Given
Presently we left The Dalles, bound for Portland and intermediate points. Driving along the river we recalled the fine old days before the railroads — when the vessels of the Oregon Steam Navigation company plied a busy and romantic trade on the river. The routine and schedule of river travel went as follows:

Passengers would go aboard a boat at The Dalles at 5 a. m. — say aboard the Harvest Queen. That boat would reach the upper Cascades at 10:30 or so, where the passengers would embark and proceed down the north bank on the portage railroad to another boat waiting to depart for Portland. Meanwhile, the Harvest Queen would lay at upper Cascades all that day and night, while the heavy freight was being discharged.

Passengers at Portland also would go aboard at 5 o'clock in the morning — perhaps on the Salmon Reed. Arriving at the lower Cascades some time after noon, they would proceed around the portage to take ship for The Dalles.

Railroads Halted Boats
The Harvest Queen, having lain at the upper Cascades all afternoon and night and the following morning while the heavy freight was being taken off, was ready to receive the passengers from down river and return to The Dalles in the afternoon of the second day. Thus two big passenger-freight boats were kept plying the middle Columbia, and another two were

Historic Spot in Hood River Vicinity



Above, Coe's spring, at Hood River, which brought the first settlement to that city. Below, Judge Wilson, left, and Philip H. Parrish at Pulpit Rock, The Dalles, scene of early sermons by Jason Lee, missionary to Oregon Indians.

busy on the Portland-lower Cascades run. There were freight boats in addition.

In 1883, when the railroad was completed, the river business naturally collapsed. That was when the up-river steamers were taken over the Cascades in flood. Captain Ainsworth sailed the Oneonta; Captain McNulty took the Thompson; Captain Troup handled the Harvest Queen, Hassalo, Idaho and Mountain Queen.

It was not until 1892 that the Indian captain, Martineau, took the D. S. Baker over.

Portage Site Observed
We stopped in Hood River long enough to see Coe's spring up on the hill, where Nathaniel Coe settled and raised a distinguished group of sons. Mr. Hall took a picture of school children playing around the historic spot.

At Cascade Locks we saw a few of the piling of the old portage railroad, and then we came to Bonneville dam, which will do much to change the appearance of the river, but this will have to be left to other motorologists.

We observed that the lake, upriver from Bonneville, will provide very pleasant sailing; but we talked mostly of other times, when the bond who-who of the river boats resounded from the canyon walls and huge-muscled deckhands threw sacks of grain, in perfect order, on piles ten feet high. They were powerful days, and lusty ones.

Reports on First Aid Car Plan Due

Solicitors in the Floyd B. McMullen first aid car drive yesterday were called to meet at Union hall at 10 o'clock this morning to report their week's collections and to plan the coming week's efforts. The Salem Trades and Labor council has taken over the drive voluntarily to raise \$2000 to obtain the emergency car for the Salem fire department.

A report on donations by Salem high school students is expected early this week. Collections have been in charge of the student finance committee, which consists of Shirley Cronemiller, Byron Randall and James Schon. Contributions by Salem school teachers, by buildings, have been as follows: Senior high, \$13.08; Grant, \$1.80; McKinley, \$1; Lincoln, \$1.15; Highland, \$2.05;

1500 Road Signs To Be Installed

WPA-County Project Here For Marking Highways Will Be Extensive

Fifteen hundred roadside signs indicating distances to communities in Marion county will have been installed when the WPA-county project for marking Marion county roads is completed, LeRoy Hewlett, commissioner, reported this week.

Hewlett said 500 to 600 of the new signs had already been placed. They will be very useful in assisting travelers find desired routes to the scores of communities in the county.

Hewlett yesterday addressed a letter to all school districts in the county, asking their cooperation in installing "slow" signs on county roads running by school houses. The commissioner said the placing of such signs would be of material help in reducing traffic accidents at schools.

WPA has furnished the labor in making the signs, painting them and installing them along the highways. The county court at small expense has furnished the iron pipe on which the signs are placed and has furnished some of the material for the cement blocks in which the signs are set.

Martin Ready to Transfer Convict

Will Sign Extradition of McManus as Soon as Papers Appear

Governor Martin yesterday offered the help of his office in speeding William L. McManus, 35, confessed slayer of Elies DeRass, Modesto farmer and ski champion, on his way back to California.

"We don't want these guests a minute longer than necessary," he said. "My office will sign extradition papers the minute they are received."

McManus late Friday admitted the slaying after he had been quizzed for an hour by Sheriff Frank Hogan and District Attorney Leslie A. Cleary, both of Modesto. He had begun a ten-year term in the state prison here for assault and battery in Malheur county only last Sunday.

California officers said last night they would have McManus on his way to Modesto by noon Monday. Whether the state will seek the death penalty for McManus remains to be determined, the officials declared. He had apparently killed DeRass after the latter had taken him for several miles in his car.

McManus has only one arm. He wears extremely small shoes. Through a fingerprint found on DeRass' car officers were able to trace the suspected murderer.

Englewood, \$2.05; Washington, \$1.34; Park, \$1.25; Garfield, 70 cents; Leslie junior high, \$3.20; Richmond, \$1.85; Parrish, not yet reported.

Donations totaling \$58.30 have been volunteered by employees of the secretary of state's office, \$15.50 by the state printing office, and \$21.25 by the department of agriculture staff.

Rotarians Going To Silverton For Charter Program

A large delegation of Rotarians and their wives plan to attend the dinner in the Silverton armory Monday evening when the formal presentation of the charter to the new Silverton club will be made. Dr. Bruce R. Baxter, president of Willamette university will be the principal speaker. District Governor Stanley Long of Seattle will present the charter.

William McGilchrist, jr., of Salem, past district governor, as the governor's representative, conducted the work of forming the Silverton club. The Salem committee to help in the meeting tomorrow night are W. L. Phillips, P. C. MacDonald and George Arbuckle.

Principals Will Meet Wednesday

The last meeting of the Marion county principals' association will be held at a picnic at the home of Agnes Booth, on Summit hill near Turner, Wednesday, May 6, at 6:30 o'clock. Each principal is urged to attend and bring wife or husband or friend.

To aid those who do not know the way two caravans will form one at the courthouse in Salem and the other at the Turner high school, each assembling at six o'clock and driving to the Booth home. Mrs. Booth requests those who are coming to notify her by mail or phone at Turner by Monday.

Stewart Heads Medics
KLAMATH FALLS, Ore., Ore. May 2.—(P)—The Southern Oregon Medical society named Dr. A. B. Stewart, Roseburg, president today. Roseburg was chosen as the 1937 convention city.

Graham Talks, Dealers' Meet

One of Noted Brothers in Auto Firm Tells Views at Spring Session

Robert Graham, one of the Graham brothers, manufacturers of Graham cars, was the principal speaker at the Graham spring weekstake meeting held in Portland Friday for dealers of the Portland district.

Mr. Graham is much interested in farming. He owns a 4500 acre farm at Washington, Indiana. He has 226 registered Jerseys on the farm, the foundation stock which came direct from the Island of Jersey.

Mr. Graham told a representative of The Statesman of his interest in farming and also how they were encouraging better breeding stock in their district. He said that they had two cheese factories on their farm; a milk drying plant, and that they bought milk from 450 farmers in that community. He told of the processing of the grains into the various feeds which work as well done on the farm. He said, "I believe that science will figure ways and means to use farm products. I believe that the same applies to your western country. More attention should be paid to the by-products of wood. There should be less tearing down and wasting of our national resources."

Mr. Graham was accompanied by Mrs. Graham. He said that they had been married 25 years and had made almost that many trips to Oregon.

Cars Are Too Fast
When asked what he thought of the speed and safety of the present day automobile, Mr. Graham said: "The present day cars are built so that they will go much faster than they should be driven. That extra or reserve power gives the car better life and better performance. Selfishness is the cause of many accidents. Many people forget about the other fellow when they drive an automobile. In anything else they may not be that way but when they get into a car they fail to appreciate the rights of others. There should be strict regulations as to lights, brakes and the highways should be patrolled by courteous officers."

Asked about the drunken driver, Mr. Graham said: "The railroads solved the problem of drinking when they made strict regulations to their employees. So some such strict regulations should be made about automobile drivers."

Jim Loder, of Loder Brothers, Salem Graham dealers, attended the meeting. Other factory men present included J. P. Cory, "Cannonball" Baker, W. V. DeGalan, L. W. Thoms and C. E. Briggs.

'Cannonball' Here On Economy Drive

"Cannonball" Baker passed through Salem Friday afternoon on his economy drive from Vancouver, B. C., to the Mexico border. He is driving a Graham car and is making a fine mileage record so far on his trip. From Vancouver, B. C., to Portland he averaged 31.7 miles to the gallon of gasoline.

Mr. Baker is accompanied on his trip by a member of the Washington Automobile association who is checking the mileage and gas used. While in Salem, Mr. Baker said of the accuracy of the Graham speedometer. He said that between Seattle and Tacoma the Washington Automobile association have a ten-mile distance marked off to test speedometers. "The Graham checked to the tenth of a mile over this distance," he said.

"Cannonball" Baker first came to the Umlight when he raced with an Indian motorcycle in 1908. He was given the name "Cannonball" by a press representative of a New York paper. While in Salem, Mr. Baker stopped at the Loder Bros. Graham sales room, 445 Center street.

Silver Fleet Is At Akron Again

The Silver Fleet of The B. F. Goodrich company has just returned to Akron, Ohio, after spending the winter months in Florida testing tires, according to word received by W. H. Zosel, manager of the Goodrich Silverton store at 198 South Commercial street.

Consisting of a crew of 30, the Silver Fleet traveled 485,681 miles on Florida roads during the winter, or a distance almost equal to 20 trips around the world.

Birthday Cake Is Topic of Recipes For Coming Week

Does your youngster have a birthday coming up in the next few weeks? If so, you are already planning his or her birthday cake. Send in your favorite recipe for birthday cake, including the decoration, to the Round Table this week.

The Statesman Round Table offers three cash prizes for the best recipes submitted on the current topic. The contest lasts until Thursday noon.

Permit Girls to Leave, Suggested

PORTLAND, Ore., May 2.—(P)—

A recommendation that Ruth and Mary Cameron be allowed to leave the United States voluntarily will be made by the immigration office here, Roy Norene, district immigration officer, said today.

The girls are the daughters of Duncan Cameron, former Cottage Grove minister, who was deported. A hearing was held at Eugene recently relative to disposition of the girls. The government contended they were brought to the United States illegally.

Immigration officers were told two families plan to adopt the girls. Norene said today the question as to whether they could return to the United States for adoption would be determined when it arose.

Union Label Demanded On All Goods, Program

Demand on the part of labor union groups for purchase only

of goods bearing the union label is the aim of a new union committee organization being formed at labor headquarters here. A representative from each of the labor unions is on the organization committee; according to Herbert A. Barker, who is serving as chairman of the special label committee.

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An Incorrectly Adjusted Carburetor Can Cause: 1-Crank case dilution. 2-Premature breakdown of spark plugs. 3-Excessive gum formation around valves. 4-Carbon formation. 5-Loss of power. 6-Burnt valves. 7-Poor all-around performance. 8-And Gasoline waste; and yet all the rest of the engine parts may be perfectly synchronized.

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