

Owyhee Draws Many Settlers

Dam Completed Last Year, Lands Being Occupied and Improved Now

This newspaper is cooperating with the Oregon State Motor association and The Oregonian in presenting a series of motor cruises under the title, "Motor Cruising for Fun." It is hoped hereby to stimulate travel in the Pacific northwest.

By J. LYNN WYKOFF
ALTHOUGH Owyhee dam was completed only last year, already many new settlers have moved onto the lands which will receive its waters; already many of these have grubbed out the sagebrush and given the desert soil its first taste of plow and harrow.

On these new lands, the first year or two, will be grown hay or grain to build the earth to its highest productivity. Then will come other wind-swept, paying crops—sugar beets, onions, potatoes, fruits, corn and a diversity of others.

Some farms already under irrigation, which have heretofore utilized water raised from Snake river by pumping, will soon be enjoying irrigation from the gravity-flow system made possible by the new dam.

Probably most Pacific north-west residents, except those in the immediate vicinity of Owyhee dam, little realize the magnitude of the dam and its project of land reclamation. Bonneville and Grand Coulee, with their huge cost and promise of great electric power for industry, have served to dwarf this eastern Oregon dam, which is great enough to rate among this country's best engineering feats.

421 Miles From Portland
The dam has been seen by comparatively few, and it must be seen to be appreciated. Four hundred and twenty-one miles—Portland to Ontario—plus the 40 miles or so from Ontario to the dam, seems quite a distance to travel just to look at a dam.

At least that's what I thought as I planned the trip and that's what Harold M. Finlay, manager of the La Grande Observer, remarked while we were en route to Ontario.

But those 421 miles of highway present the Columbia gorge, Umatilla wheat lands, the Blue mountains, Grande Ronde and Baker valleys, Burns river canyon and the high plateau of the Snake river country in a never-ending scenic vista.

The route is paved and smooth the entire distance to Ontario, of course, with the exception of one or two short stretches where repairs of winter damage are under way. Wide curves through mountains and canyons and long, long miles of highway extend straight as an arrow, make it an easy road to drive.

Even in Burnt river canyon, where a narrow, sharply twisting road used to plague motorists, the state has almost entirely finished replacement with a wide, smooth and gently curving highway.

Left Town Friday
The motorist car left Portland early Friday morning and reached Ontario in time for dinner the same evening. Saturday was spent on Owyhee lake and at the dam, and Sunday evening found the car coming into Portland again.

After a quick breakfast Saturday, we headed south toward Nyssa, and then southwest toward the lake, accompanied by Fred Schlaepkoel, our host and guide.

As the car left Nyssa farther behind, well-kept fields and orchards disappeared, and rolling sagebrush-covered desert took their place. Soon, however, came an area where the fields were cleared of the low-growing desert plant, where plows and harrows were working the soil amid small clouds of dust.

"This is some of the newly settled land," our guide explained. "Most of it is being worked this year for the first time, although in a few valley spots where there has been some water available from the Owyhee river, farms were established some years ago."

"Before the dam was started all this land was appraised and the owners agreed to sell it at the appraisal cost, so there's been no speculation and exorbitant pricing. After a few years come back again and I'll show you prosperous farms and nice homes where these plowed areas and little shacks are now."

Mr. Schlaepkoel, bureau of reclamation engineer, explained that the land we were viewing constituted only a small portion of the total area slated to profit from the Owyhee project.

The water will be distributed by a system of siphons, tunnels and open ditches over a belt of land extending from a point southeast of Caldwell, in Idaho, to a point in Oregon just across the state line from Weiler. Of the 95,000 acres to be served, 45,000 will be "new" land, reclaimed from the desert, and 50,000 will be land previously irrigated by expensive pumping out of the Snake.

After a stop to inspect one of the embryo farms, the motorist car wound its way over the bumpy, narrow road that leads to the dam itself. Down into a valley along the Owyhee river, to follow it upstream, around a bend, and there we were, standing before a gigantic man-made gate between two great rocky promontories on either side of a high canyon wall.

Headquarters Comfortable
A few hundred feet downstream, shaded by trees planted when the project was first started, is the superintendent's permanent headquarters, a comfortable appearing group of buildings. A small garden held orderly rows of vegetables, considerably advanced for the season, due to the shelter afforded by rocky canyon walls and the towering dam.

A road up one side of the canyon led to the top of the 417-foot dam, and gave us our first view of the lake behind it, which contains 1,120,000 acre-feet of water. Leaving inspection of the dam itself for later in the day, we decided to get started at once on the boat trip up the lake—

Artificial Lake Worth Traveling Miles to See



main feature of the day. "Red" Wagner, diamond drill bit expert, wild life enthusiast, crack marksman and pilot, joined us to operate the boat.

With a gentle breeze at our backs we pushed away from the landing boat and headed south into what is literally a no-man's land, for no road or trail leads into it, and the only way to reach it, except by just hiking over the rocky ridges, is by boat. Only an occasional sheep-herder ever wanders into those hills. This became increasingly evident as we began to encounter wild life of many varieties.

Shoreline Ever Changing
The shoreline presented an ever-changing panorama of rocky cliffs, grassy and high-piled basalt columns. In places coloring was vivid, with red and orange hues predominating.

When we stepped on shore to eat the lunch we had brought along, approximately 20 miles from the dam, we had been out about two hours, had seen no sign of humans or human habitation.

A slight breeze blew against our faces as we started back toward the dam. "Red" cocked an experienced weather eye at a few wisps of cloud and remarked it might be well to get going—that breeze might blow up a wind. How right he was!

For about ten miles the homeward journey was much like the outward one. More scenery, more wild life—an antelope gazed at us curiously from the bank where he had been drinking, but loped quickly over the crest of a hill when we tried to approach closely enough for a picture.

The breeze began to get stronger. The water began to get a little rough, and that little tin boat began to bob up and down on the waves. Then the waves began to curl over with little whitecaps that hissed as they broke.

Wind Crew Stronger
Minute by minute the wind grew to more nearly resemble a gale, the waves seemed more and more like ocean surf. "Red" Kraeger skillfully steered a quarter course, the motor throttled down to minimum speed.

Every point the boat rounded—and the lake menders simultaneously among the hills—brought increasing fury to the wind, until the boat's motion seemed more up and down than forward, and until at least one member of the party was firmly convinced with each sickening rise, lurch and splash, that the next wave would swamp it.

Finally even "Red" and Mr. Schlaepkoel conceded there was little chance of getting the boat back to the dam, and decided we'd better make for shore and hike the rest of the way.

Our battle against the wind had consumed nearly two hours more than we'd allowed for the boat trip; hence, our actual inspection of the dam itself was cut short.

Mr. Schlaepkoel guided us to an elevator, larger than that usually encountered in department stores, pressed a button, and we began to descend into the interior of the dam. Owyhee was the first dam to have an elevator.

Down . . . down . . . down . . . passing four "floors" until we finally came to a stop, 295 feet below the top of the dam with thousands of tons of concrete around it, and billions of gallons of cold water behind that, the year-round temperature of that gallery would make it an excellent storage room for perishable produce.

From one end of the dam to the other, and out to the north face, where surplus water—the dam is filled and "wasting"—was spouting through the valves provided for that purpose, runs this corridor. Similar ones traversed each of the other four levels.

Gauges and instruments providing constant check on the dam's condition are located in these. Skipping a detailed explanation of these, it is evident that the government builds its dams to endure, then takes every possible step to maintain a constant check on their enduring qualities.

Gates Wins Plaque
GATES, May 15.—After running the buses on daylight saving time and starting school at 8 a. m. for a week, the grade school was notified early Thursday morning that the Marion county track meet, which had been postponed from day to day because of rain, would be held. The Gates grades brought home the plaque presented to the school with the highest number of points in its division.

Luther League Slate Program for Tonight
SILVERTON, May 15.—The senior and junior-intermediate Luther leagues of the Immanuel church will give a program in the church auditorium Sunday night at 8 o'clock.

Concert Is Enjoyed by Large Crowd at Scotts
SCOTT'S MILLS, May 15.—The glee club concert, held in the school gymnasium last night, was enjoyed by a large audience.

Gordon Morris Honored
AMITY, May 15.—Gordon Morris, son of the Rev. and Mrs. C. G. Morris, student teacher at Oregon State college and who is working for his master's degree, has been elected to the honorary society in physics, Sigma Pi Sigma, and in the upper mathematics society, Pi Nu Epsilon.

Delegates Chosen By Farmers Union
Objection Voiced to Polk 8th Grade Exam Query
Ancient Bonneville
ZENA, May 15.—Open House of Spring Valley Farmers union No. 243, at the Zena schoolhouse was a decided success with a good representation attending. Charles McCarter presided at the business session when delegates A. Dodge, L. Swenbold, J. A. French and Charles McCarter were elected to attend the Farmers union state convention at Clatskanie May 25, 26 and 27 and a committee including J. A. French, S. D. Crawford and A. Dodge was appointed to act on three resolutions to change a portion of the by-laws. The local voted to send a resolution to the Polk county school superintendent taking exception to the eighth grade civics examination question, "Is Bonneville power for general distribution or utilities?"

It was voted to send a communication to senators and representatives that the local is in favor of public interests being protected as to Bonneville power, for which a committee including Mack Van Buskirk, W. Frank Crawford and J. A. French was appointed to draw up resolution to present to S. D. Crawford, secretary.

Miss Orvetta Cooper and Emory Alderman gave readings preceding luncheon served by Ed McClure and Carl Alderman, assisted by their wives.

Marr Marie Williams President High School Girls at Independence
INDEPENDENCE, May 15.—Marr Marie Williams was elected girls' league president this week at the high school to head the league the first semester of school next year. Other officers elected were Jean Ellen Irvine, vice-pres-

Delegates Chosen By Farmers Union

Objection Voiced to Polk 8th Grade Exam Query

Ancient Bonneville

ZENA, May 15.—Open House of Spring Valley Farmers union No. 243, at the Zena schoolhouse was a decided success with a good representation attending. Charles McCarter presided at the business session when delegates A. Dodge, L. Swenbold, J. A. French and Charles McCarter were elected to attend the Farmers union state convention at Clatskanie May 25, 26 and 27 and a committee including J. A. French, S. D. Crawford and A. Dodge was appointed to act on three resolutions to change a portion of the by-laws. The local voted to send a resolution to the Polk county school superintendent taking exception to the eighth grade civics examination question, "Is Bonneville power for general distribution or utilities?"

It was voted to send a communication to senators and representatives that the local is in favor of public interests being protected as to Bonneville power, for which a committee including Mack Van Buskirk, W. Frank Crawford and J. A. French was appointed to draw up resolution to present to S. D. Crawford, secretary.

Miss Orvetta Cooper and Emory Alderman gave readings preceding luncheon served by Ed McClure and Carl Alderman, assisted by their wives.

Marr Marie Williams President High School Girls at Independence

INDEPENDENCE, May 15.—Marr Marie Williams was elected girls' league president this week at the high school to head the league the first semester of school next year. Other officers elected were Jean Ellen Irvine, vice-pres-

Sales Increase Car Loadings



With Studebaker retail sales for the six months following introduction of the 1937 cars up 47 per cent over a like period in 1936, car loadings at Studebaker's Pacific coast plant have increased proportionately. Here a Studebaker sedan is shown being rolled into a freight car especially equipped to carry five. Bonesteel Bros., Chemeketa and Liberty streets, have the Studebaker agency in Salem.

With Studebaker retail sales for the six months following introduction of the 1937 cars up 47 per cent over a like period in 1936, car loadings at Studebaker's Pacific coast plant have increased proportionately. Here a Studebaker sedan is shown being rolled into a freight car especially equipped to carry five. Bonesteel Bros., Chemeketa and Liberty streets, have the Studebaker agency in Salem.

Four delegates will go to the Northwest Girls League conference to be held at the University of Oregon in Eugene May 15. The delegates are: Anna Mae Ramey, Darlene Hargin, Margaret Schirman and Marr Marie Williams. They will be accompanied by Mrs. Loren Mort, adviser.

Mill Saws Quiet Due to Condition Logging Road

AILRIE, May 15.—Cooper Bros. mill has purchased a new carriage and Wednesday delivered the old one to Eugene. Due to condition of the logging road, the mill has not been able to saw the past few days.

Mrs. Mary Gross, Mrs. George Williamson and Mrs. F. Cooper spent Wednesday with the Berry

student: Ritsuko Inouye, secretary; and Maxine Williams and Betty Addison, song queens.

Four delegates will go to the Northwest Girls League conference to be held at the University of Oregon in Eugene May 15. The delegates are: Anna Mae Ramey, Darlene Hargin, Margaret Schirman and Marr Marie Williams. They will be accompanied by Mrs. Loren Mort, adviser.

Mill Saws Quiet Due to Condition Logging Road

AILRIE, May 15.—Cooper Bros. mill has purchased a new carriage and Wednesday delivered the old one to Eugene. Due to condition of the logging road, the mill has not been able to saw the past few days.

Mrs. Mary Gross, Mrs. George Williamson and Mrs. F. Cooper spent Wednesday with the Berry

Weber Child Brought Home to Gates; Other Babies Born Lately

GATES, May 15.—Fred Weber made a trip to Portland Wednesday to bring home Mrs. Weber and their small daughter, Teresa Margaret, who was born at a Portland hospital April 29. Weber is teacher of sixth, seventh and eighth grades in the Gates school.

Mrs. L. W. Kelle received word of the birth of a son, William Charles, to Mr. and Mrs. William Mills at Los Angeles on May 13. Mills is known here as William Kelly and is a graduate of Gates high school and served four years in the marines.

A daughter, Betty Jane, was born to Mr. and Mrs. Elmer Barney on Kings Prairie on May 14. This is the first girl in the family and there are three boys.

Getzlaff to Show Films

STAYTON, May 15.—Dr. E. E. Getzlaff will show his moving picture scenes of Japan at the Parent-Teachers' association meeting to be held at the high school Monday night. Dr. Getzlaff served as chief surgeon in a hospital in Tokyo for seven years.

Two-Tread Seiberlings NEVER WEAR SMOOTH!

NEW TIRE 7500-10 000 MILES

10 000-20 000 MILES 20 000-40 000 MILES

These four photographs show you how a two-tread Seiberling tire doubles safe mileage and never wears smooth. See us today—we make liberal trade-in allowances!

DRIVE IN—LET'S TRADE

You'll Always Get the Best USED CAR and the Best Deal at Your GRAHAM dealer—We have in stock at this time 4 Buicks—1 Cadillac—7 Chevrolets—3 Chryslers—3 Dodges—8 Fords—12 Grammys—2 Nashes—4 Pontiacs—2 Studebakers—3 Willys Knights—4 Durants and several cars for \$25.00 to \$50.00

Special Prices - Special Allowances - Special Terms

LODER BROS.

445 Center St. Phone 6133 Salem, Oregon
OPEN EVENINGS—CLOSED ON SUNDAY
For Eight Years
Your Graham Sales and Service for Marion and Polk Counties
HOME OF GOOD USED CARS

CARL HULTENBERG THE TIRE MAN

SEE US FOR QUICK, INTELLIGENT TIRE SERVICE—IT IS OUR SPECIALTY.
High and Center Sts. Salem

Remember: see your Chevrolet Dealer FIRST and you'll SAVE MONEY on any Used Car you buy!

Here are just a few of the amazing values we are offering this week

- 1930 Chevrolet Coach: New paint, good rubber, clean upholstery, motor re-tored and fully guaranteed and priced to move at once... \$245
- 1927 Pontiac Coach: This is a lot of cheap transportation for less money—3 new tires and a real buy at... \$45
- 1934 Chevrolet Master Town Sedan: Knee action. Original finish like new. Spotless mohair upholstery. A car we are more than glad to fully guarantee. You have to see this one to appreciate a real bargain... \$495
- 1934 Ford V-8 Tudor Coach: The best looking '34 V-8 in town—Original Black finish like new, spotless inside, motor and all mechanical parts are fully guaranteed. Now only... \$350
- 1934 Chevrolet Panel Delivery: New paint, new rubber, motor completely overhauled. The buy of the season—only... \$445
- 1930 Ford Sport Roadster: This is the finest looking and running Roadster in town at anywhere near the price. New paint, motor, etc..... \$165

ALL POPULAR MAKES ALL DEPENDABLE VALUES At the price you wish to pay

BUY WHERE MILLIONS ARE BUYING

1936 1,160,231 people bought used cars from Chevrolet dealers in the United States	1935 1,425,209 people bought used cars from Chevrolet dealers in the United States	1934 2,019,839 people bought used cars from Chevrolet dealers in the United States
--	--	--

Guaranteed OK USED CARS AND TRUCKS ALL MAKES • ALL MODELS

This Car has been completely inspected and meets the requirements of the U.S. Government's Bureau of Motor Vehicle Inspection.

Douglas McKay Chevrolet Co.

333 Center Phone 3189 430 N. Commercial

THE NEW INTERNATIONALS

The new International values—underneath the modern styling—are of great importance to the buyer: 1 to 3-ton trucks for livestock hauling and other heavy trucking.

Beautiful, streamlined International Pick-Up Trucks are ready for your work, in Half-Ton or One-Ton capacities. Pick-up bodies in these sizes: inside lengths, 76, 88, and 102 inches. All types of bodies are available for all kinds of jobs.

The ALL-STEEL International cab gives perfect protection against heavy weather, summer and winter. It is roomy, thoroughly insulated, and lined with up-to-the-minute equipment. Rubber mountings stand guard wherever cushioning is needed. Full-size windows and one-piece, sloping, V-type, ventilating windshield give full vision for safe driving.

INTERNATIONAL HARVESTER presents to users of trucks the latest and finest products of its automotive plants—trucks at the peak of today's efficiency, with style and beauty that will please every owner and driver. Trucks that offer a new standard of performance dollar in upkeep and operation.

All the new Internationals are as NEW in engine and chassis, in structural refinement, in every important detail, as they are NEW in streamlined design. All are ALL-TRUCK, and all are as modern as today's fine cars.

New standards of utility and performance are offered you in every model of this new International line, in sizes ranging from the Half-Ton Pick-Up Truck to the powerful Six Wheeler. Come in and examine these trucks in our showroom. Or phone us for catalogs describing the new Internationals designed and built for the job you have to do.

James H. Maden Co., Inc.

217 State St. Phone 8590

INTERNATIONAL TRUCKS