

CASCADE LOCKS is only 10 minutes from Bonneville dam. Its schools, churches, stores and restaurants are established institutions. It is a permanent town—will be a permanent town after the dam is completed. It sits above the huge lake which will be formed by the waters of the Columbia river when the dam is finished. The lake promises to make it a popular summer resort; it is on the famous Columbia River highway and the Union Pacific

railroad; with completion of the dam it will enjoy the cheapest power rate in America. With the building of deep sea locks great ocean-going freighters can load and discharge cargo within a stone's throw of the business section. Owing to the fact that it is the nearest town to the dam on the Oregon side of the river it has become the residence place of hundreds of workers and government employees.

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ENGINEERS LOCATE NEW RAIL GRADE

Union Pacific Tracks to Pass Through Two Short Tunnels Above Bonneville and at Eagle Creek.

Government engineers have practically completed the survey for relocation of the Union Pacific's railroad tracks from a point a mile west of Bonneville station to a point beyond Eagle creek, but have not determined whether it will be necessary to bring the line into Cascade Locks through a tunnel.

Nearly 50 test holes have been sunk in the side of the mountain which hugs the river from the dam site to the toll bridge. Crews working day and night in 8-hour shifts are drilling constantly. It has been pretty well established from the borings that the entire side of the mountain is composed of an old slide.

Union Pacific officials are protesting construction of a tunnel for the reason, they say, that a tunnel would be expensive to maintain. Government engineers do not want to build a tunnel either, but may be forced to resort to one this side of Eagle creek.

Tentative plans provide for a tunnel probably three miles in length, if a tunnel is used. It would come out west of the bridge and would not necessitate a change in the railroad grade through Cascade Locks.

No decision has been reached by the government engineers relative to a change in the present highway grade, and no decision will be reached until after the changes to be made in the railroad grade has been decided upon. The government engineers say they hope to avoid a tunnel by carrying the railroad tracks up the hillside. If this is done a change necessarily will have to be made in the highway grade between Eagle creek and the bridge.

State highway engineers are after the government to realign the highway grade for miles, but to date no plans even of a temporary character have been adopted.

The change in the railroad grade will begin a mile east of the Bonneville station. The tracks will pass through a 600-foot tunnel under Tooth rock, cross Eagle creek on a trestle and under the spur of the mountain another 600-foot tunnel. Government engineers declare the new grade will be more satisfactory than the present grade.

Church People Are Becoming Active

With the rapid increase in population, members of different church denominations in Cascade Locks are beginning to talk of organizing congregations. The pulpit of the Methodist church here is occupied every Tuesday night by Rev. Nat Buckley, pastor of the Methodist church at Hood River. The Methodists are holding Sunday school every Sunday morning and the Epworth League meets at the church each Sunday night.

The Catholic church is holding no services as yet. It is reported that one of the employes on government work, who is an ordained Christian minister, will commence to hold services on Sunday, probably outdoors if the weather clears up and becomes pleasant again.

Why Not A Tent Colony?

Workers employed on Bonneville dam want to live in Cascade Locks. Hundreds of them are living in government camps because they cannot obtain houses. If living quarters were made available they would bring their families to Cascade Locks.

Now that the winter rains are over and the weather is clearing up it would be practical for the workers to occupy tents. This would permit them to bring their families up from Portland or down from Hood River.

There is an abundance of vacant ground around in Cascade Locks, particularly at the east end of town. We believe water and sanitation facilities could be provided for the camp grounds at a reasonable cost. The ground could be laid out in lots and rented to workers at fair prices. Development of the tent colony would have the added advantage of attracting families from Portland, who would like to spend the summer in the open.

Workers and business men alike would benefit from the tent colony. It would permit workers to reduce living expenses, would turn thousands of dollars loose in Cascade Locks each week.

School Enrollment Continues to Climb

Enrollment in the Cascade Locks public schools has almost doubled since work started on Bonneville dam. Attendance in the grade school jumped from 66 in 1933 to 104 this spring, and enrollment in the high school has climbed from 22 to 32.

The schools, at present a part of the Hood River county unit system, are equal to those of any small town in Oregon. The school buses gather up pupils for a distance of several miles on each side of town, thus making educational facilities to children whose fathers are employed on the dam.

Theatre Changes Show From Friday to Sunday

Art Kølstad, Hood River theatre man and owner of the Canadian theatre, which is housed in the I. O. O. F. building, has changed the date of his weekly show from Friday night to Sunday night. He is exhibiting good films and his sound equipment is equal to that found in large houses. The quality of entertainment is such that it is no longer necessary for residents of Cascade Locks to drive up to Hood River or down to Portland to see a good show. It is hoped that the town gives him the cooperation and support that he deserves.

BUILDING ACTIVE IN CASCADE LOCKS

Investors Turn Attention to Town in Increasing Numbers as Dam Work Gets Into Full Swing.

After lying dormant for years, Cascade Locks has awakened to new activity with development of the mid-Columbia river district and now promises to become one of the liveliest towns in the Pacific northwest.

Growth of the town is reflected in the increasing number of new business houses which are being opened and in the rapid increase in the population.

The town's strategic location at the south end of the Bridge of the Gods, and its proximity to the Bonneville dam, is attracting the attention of investors and business men who desire to invest and locate in a community which will be permanent and continue to grow after the dam is completed.

Business men who have invested in Cascade Locks express themselves as satisfied with their investments. These expressions of satisfaction are having the result of drawing the attention of other people to Cascade Locks, until now the opinion prevails that a large number of business firms will seek locations in the town during the summer.

J. B. Laber of Portland, who controls a large share of the vacant property in town, is opening an office on Main street, opposite the Dam Inn, in order to take care of inquiries for property. The office will be housed in a 2-story 20 by 30 building which is now in course of construction, and will be in charge of W. J. Keeler.

CASCADE LOCKS IS SHORT OF HOUSES

Dam Employes Experience Difficulty in Finding Living Quarters for Themselves and Families.

Living quarters in Cascade Locks for families of men employed on Bonneville dam remain at a premium despite the efforts of builders to meet the demand for houses.

Many two- and three-room houses and cabins are being built in different parts of town, numerous small cottages have been constructed in choice locations along the highway, but the supply remains far from adequate.

A census of the present population is impossible, owing to the steady influx of new families. It is estimated that 1000 people are now living in and near Cascade Locks. When work of moving the Union Pacific tracks and the state highway gets underway the population is expected to double again.

Every available house in town is occupied, and it is not uncommon to find two, or even three, families occupying a one-family dwelling.

Numerous homes have taken in roomers and are providing table board. However, the call for quarters exceeds the supply and it is anticipated that the demand will increase steadily as summer approaches.

Contrary to expectations, workers employed on the dam are not crossing the river to eat and sleep in North Bonneville, but are either living in the government camp at the damsite or are flocking into Cascade Locks.

The fact that Cascade Locks is only ten minutes from the damsite by car makes it easier for workers to live on the Oregon side rather than on the Washington side of the river.

There are now more than 1300 men employed on the different contracts which have been let in connection with construction of the dam. Hundreds of men are supporting families in Hood River, in Portland and in other towns on their wages. Probably a majority of these would prefer to move their families to Cascade Locks if they could find a place to live.

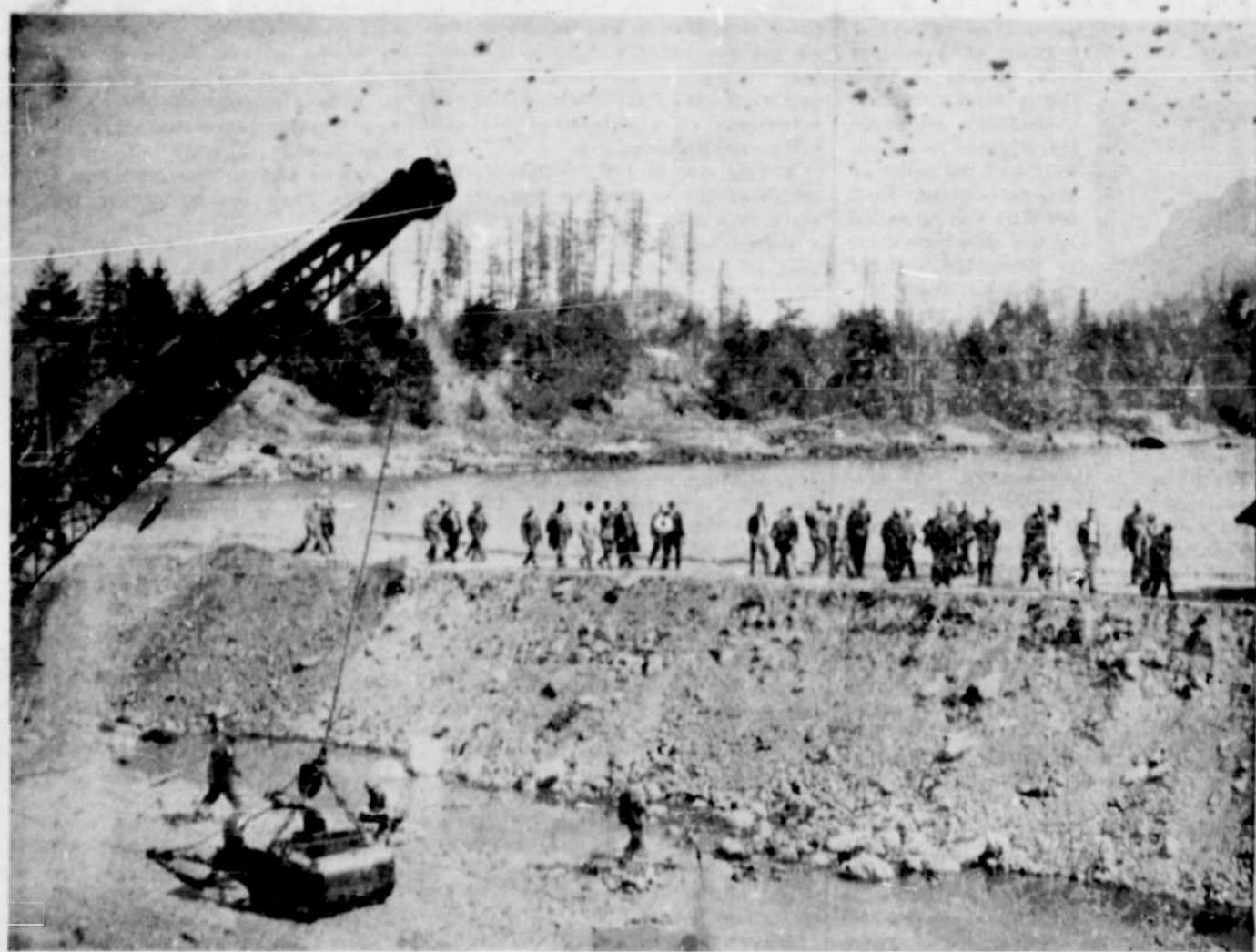
A dozen or more new houses have gone up within the past 60 days. These houses have been rented before the carpenters could finish them.

Bennett Comes to Rescue Of the Unwashed

The influx of people to Cascade Locks caught the town in an embarrassing, and we might add, annoying situation. Just now they have a very annoying situation. There have not been enough bath tubs to go around and the weather has hardly been warm enough to encourage bathing in the river. The condition is being remedied, at least in a measure, by Frank Bennett, proprietor of the Dam Inn who is causing public showers to be installed in the basement of his new building.

Mrs. Kimmell In Portland Hospital

Mrs. C. Kimmell, who conducts the Columbia hotel, has gone to Portland to receive treatment for an abscessed ear. Her condition is not considered dangerous, but the abscess is giving her much pain. Cascade Locks friends sent her flowers and best wishes for an early recovery and return to the home town.



A 10-foot raise in the Columbia river has threatened to carry out cofferdams between Bradford island and the mainland on the Oregon side, despite efforts of contractors to beat Ol' Man river. Workmen have labored feverishly to keep the height of the dam above the water, and with cessation of the rains there is every indication that they have won the battle. An unexpected raise in the river last autumn carried out a cofferdam just as preliminary work on the Bonneville dam was getting well under way. An idea of the height of the dam may be obtained from this picture, taken during a visit of the Portland Chamber of Commerce.