

## FOREST WOOD AT BARGAIN PRICES; SHORT TIME ONLY

**5 CORDS  
\$20**

We want to keep our trucks busy. You are going to need wood before next winter is over. Buy now and save from \$3 to \$10. And remember—you may not be able to get wood when you want it after the weather gets bad.

We cut this wood ourselves. It is bone dry. Sawed any length desired. We suggest you act now.

## HARVEY FOX FARM

Leave orders at telephone office  
Or Mrs. Kaiser, Rear Lakeside  
Market

## LESTER Auto Freight

FAST DAILY SERVICE BE-  
TWEEN PORTLAND AND  
CASCADE LOCKS AND ALL  
WAY POINTS.

Our Trucks provide a quick,  
convenient method of getting  
your hauling done promptly.  
No delays, no red tape.

### PORTLAND TERMINAL:

1001 East Water Street  
Telephone EAst 7800

### CASCADE LOCKS TERMINAL:

Andrews Store  
Telephone 121

**SHIP YOUR GOODS  
BY AUTO FREIGHT**

## BONNY VILLA

One-half Mile West of  
Bonneville

### CIGARETTES

**BLITZ, WINEHARD  
and HOP GOLD**

**Beer on Draught and  
Bottled Beer**

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### LUNCHES

**Sit and Sip by Our Open  
Fireplace"**

## THE LUCILLE BEAUTY SHOP

Mrs. Lucille Henderson, Prop.

A modern shop with the  
latest equipment and ex-  
perienced operators.

Temporarily located next  
door to Men's Shop.

## CONTRACTS TO DATE AT BONNEVILLE DAM

Fifteen contracts have been advertised and let since the Bonneville project was authorized by President Roosevelt September 26, 1933, and these total \$15,372,873. All except \$250,000 of this has been or will be paid from the \$11,000,000 appropriation. The \$250,000 was an extra sum appropriated for further investigation work by the engineers.

Contracts to date follow:

Exploration drilling, Cannon brothers, \$14,725. (Completed.)

Service road, Joslin & McAllister, \$9004. (Completed.)

Temporary relocation of Union Pacific tracks, Clifton & Applegate, \$40,345. (Completed.)

Cofferdams and excavation for lock and powerhouse, Guy F. Atkinson company, \$1,173,390. (Completion set for September.)

Exploration drilling on Ruckel slide, Diamond Drill Contracting company, \$20,150. (Completed.)

Excavation at Cascade rapids, Meyers Contract company and Birkemeier & Sarnel, \$83,320. (Completed.)

Twenty permanent houses, George Waale company, \$160,088. (Under construction.)

Masonry for navigation lock and powerhouse and substructure, General Construction company and J. F. Shea company, Inc., \$3,895,592. (Preliminary work under way.)

Main spillway dam, Columbia Construction company, \$8,972,650. (Preliminary work under way.)

Foundation drilling at damsite, Cannon brothers, \$11,525. (Completed.)

Cement, 300,000 barrels, at \$2.02 a barrel, Beaver Portland Cement company and Oregon Portland Cement company, \$606,000.

Clearing and wood cutting, Eric Enquist & Co., \$3856. (Completed.)

Relocation of S. P. & S. railway tracks in Washington, P. L. Crooks & Co., Inc., \$339,395. (Work under way.)

General exploration drilling, R. S. McClintock, \$14,116. (Under

## TOW COMPANIES BATTLE ELEMENTS TO LAND DREDGE

Shaver and Western Transportation Companies Succeeded in Bringing Boat Over Garrison Rapids

Mr. President, here's a story that might have happened, but didn't. Part of the Bonneville dam work might have been at a stand still today, were it not for the equipment, fortitude and experience of the executives and employees of the Shaver Transportation company and the Western Transportation company, two widely known tow companies operating on the Columbia river.

This is the story in a nut shell. The Columbia Construction gave these towing companies orders to tow The Burrard No. 2, a huge dredge from Portland to Bonneville. Captain Homer T. Shaver, and L. R. Gault, executives of each company, immediately got in a huddle. Each said it was a tough job, weather and river conditions considered.

For the next 47 consecutive hours, three of the most powerful steamboats on the Columbia river attempted to tow the Burrard to its destination at the dam. Five of these hours, men matched brains and brawn against the elements at Garrison Rapids. It looked like the dredge could never be towed to its destination.

The Erick Enquist & Company have just completed their logging and wood cutting contract for the government. All the tools purchased by the company including axes, wedges, etc. were sold at auction in front of the Bonny Villa Grill Monday night.

Two turbine units and governing equipment for powerhouse, estimated cost, \$1,300,000. (Contract has not been let.)

## Union Pacific Stages



EIGHT SCHEDULES DAILY

### LEAVE CASCADE LOCKS

#### WEST BOUND

5:46 A. M.  
6:35 A. M.  
9:15 A. M.  
12:35 P. M.  
3:23 P. M.  
5:30 P. M.  
9:21 P. M.  
11:00 P. M.

#### EAST BOUND

9:34 A. M.  
12:20 P. M.  
4:29 P. M.  
8:00 P. M.  
11:25 P. M.  
1:50 A. M.

## BUY

COMMUTATION BOOKS  
And Save Money

## THE DALLES FREIGHT LINE Inc.

New Fast Auto Truck Service between Portland  
Cascade Locks, Bonneville and Bridal Veil.

#### Leave Portland—

10:00 A. M.  
6:00 P. M.

#### Leave Cascade Locks—

2:30 P. M.  
10:00 P. M.

#### Ar. Cascade Locks—

1:30 P. M.  
9:30 P. M.

#### Ar. Portland—

4:30 P. M.  
Midnight

Portland Office—Ninth Avenue and Irving  
Telephone BRoadway 0441

Cascade Locks Office—Across street from meat  
market

R. J. WUNER, Agent



**LUCILE CUMMINS**

Portland Pianist, Composer, Teacher

### ANNOUNCES—

The opening of a piano studio in Cascade Locks Wednesday, August 15, for private and group instruction.

It is also planned to take up orchestra work and any one who can play an instrument of any kind is invited to join, will be in Cascade Locks at least one day each week, and any information desired as to lessons or orchestra work may be had previous to August 15 by addressing or calling at 2680 Ravensview Drive, Portland or phone Beacon 7533.

## Portland Chamber Extends Greetings To President

It is especially fitting and appropriate for the Portland Chamber of Commerce to join officially with the citizens of the Pacific Northwest in greeting President Roosevelt. For eighteen months the Portland Chamber of Commerce has worked closely with the Administration at Washington, first to accept the challenge from the Administration in setting up the leadership in the National Recovery program in Oregon, which we were able to do with dispatch and enthusiasm, and, secondly, because in the very nature of the "New Deal" the Chamber of Commerce, as a cooperative organization of business men, has had a large part to play.

For more than eighteen months the Portland Chamber of Commerce has been the agency through which the Administration's ideals and efforts have been crystallized in this community, and in industry, agriculture and small merchandising businesses the goal of the Administration has been kept in sight through the efforts of the Chamber of Commerce in its cooperative program. The benefit of sound criticism has likewise been extended to the Administration through the Chamber of Commerce.

At the same time, President Roosevelt has taken what has appeared to be almost a personal interest in the problems of the Pacific Northwest and in making possible the Columbia River development, including the Bonneville Dam, and in otherwise putting his influence as the Chief Executive behind other great Public Works projects in the Northwest, the President has brought much to us out of the adversity of the depression.

We join with the hosts of others in extending greeting to the Chief Executive and add a word of appreciation that he selected Portland as the port where he first set foot upon land upon his return after a month's vacation at sea.

Bonneville will in time become internationally known as the greatest source of cheap power at tide water in the world, and over night Portland has been flashed throughout the universe as the chosen landing place of the Chief Executive of the nation, upon whom the eyes of the world are turned.

WALTER W. R. MAY, Manager,  
Portland Chamber of Commerce.

### TABLES FOR LADIES

Open All Night

**MERRILL'S  
BARBEQUE**

J. A. MERRILL, PROP.

MEALS and LUNCHES

WEINHARD'S AND ALT  
HEIDELBERG ON TAP