

DAM CHRONICLE

CONSTRUCTION OF DAM HELPS CASCADE LOCKS TOWN GROWS RAPIDLY

Founded on a payroll that was created when the federal government set about to open the Columbia to river crafts in the '70s, Cascade Locks, business center and capital of the Bonneville Dam area, is enjoying renewed prosperity as a result of the project now under way on Bradford island, four miles downstream.

With completion of the dam and the impounding of the waters of the river behind the wall of masonry at Bonneville, the town will nestle on a lake which will stretch east almost to The Dalles, 40 miles away.

Caught up in a narrow valley on the site of the legendary bridge of the gods, the town sprang into being 60 years ago after congress ordered locks installed in the river at the point where the Columbia commences its swift fall over a series of rapids.

President Grant signed the executive order which directed engineers to run the first surveys in the late summer of 1874. After his term of office was completed the grizzled Civil war leader came west to participate in formal opening of the Northern Pacific railroad to transcontinental travel and had occasion to see the work at the locks under way.

This week President Roosevelt, who, by executive order, set steam shovels to throwing dirt at Bonneville, comes to the district to observe progress on the second phase of the government's efforts to tame the Columbia.

Beginning at Cascade Locks the river falls 38 feet in a distance of 3 1/4 miles. For half a century after the first fur traders and trappers came into the Pacific northwest all cargoes on the river had to be carried 5 1/4 miles on backs of men, from what, in early days, was known as the Upper Cascades to the Lower Cascades. Construction of the dam will completely wipe out the rapids and make the river a calm, placid lake.

PAWN POOLS DAIRYMAN

Some day when Joseph A. Bucher, proprietor of the Hollywood dairy, tires of his milk route he can start a zoo with wild animals which come down to his place from the mountains.

A few weeks ago it was the bears which were annoying him. Now it is the deer. The deer are fond of apples and word has got around among them that the apples in the Bucher orchard are of excellent quality.

The other morning Bucher saw a strange calf in his herd. He commenced to check up on the Guernseys to learn which cow had dropped a calf. None pleaded guilty, so he rubbed his eyes, vowed he would never take another drink of anything stronger than water. Then one of his employes came by.

except in periods of storms, when the wind will whip up the white caps.

Pioneers, traveling the Oregon Trail, feared the cascades and a majority choose to trudge around the long trail over the shoulder of Mt. Hood rather than attempt to run them in boats.

With the enactment of the donation land claim law in 1850 the level lands along the river were preempted by white families. In 1852 a town was founded at Cascades, on the Washington shore, opposite Bonneville. Little evidence of that town remains today.

In the middle '50s a wooden tramway was built on the Washington side of the river, and a sawmill, store and dwellings were built opposite the present day Cascade Locks by the Bradford brothers, from whom Bradford island takes its name. In 1861 a wooden tramway was completed on the Oregon side of the river. It linked the Upper and Lower Cascades. In 1863 steel rails were laid down on the Washington side of the river and for nearly 20 years thereafter steamboats transferred their cargoes from the upper to the lower river over the line.

The district between Cascade Locks and Bonneville was the scene of a short, but bitter Indian war in 1856. General Sheridan, then a lieutenant stationed at Fort Vancouver, led the soldiers of the regular army against the Indians. The spot where he crossed the river is marked with a sign. It may be seen on the highway, just below the toll bridge. In the attack on the whites the Bradford mill was burned. Following the fight with the Indians, the army built two blockhouses on the Washington side of the river and one at Bonneville to protect the portage at the Cascades from further attacks. Lieutenant Sheridan was stationed at Cascades.

When work was started on the locks in 1878 a town sprang up on

the Oregon side of the river. From the beginning it was known as Cascade Locks. In the 60 years that have elapsed since the town was founded it has occupied a strategic position on the river.

In 1882 the Union Pacific completed the railroad through the Gorge of the Columbia. Construction of the locks, coupled with the building of the railroad, made Cascade Locks an extremely lively community, where brawny men drank deep at the bars of the 13 saloons and fought to see who would buy a round for the house.

The locks were finished and opened to river traffic in 1896. It was a gala occasion and drew a huge throng of visitors.

In the early '90s a sawmill was established in Cascade Locks. It provided employment for a large number of men until destroyed by fire in 1927.

After the dam is completed and the lake is created the town will boast the largest log pond in the world; the mountains on the Washington side contain billions of feet of timber; there is an abundance of water in the mountains back of the town. The community is confident that these resources, coupled with cheap power from the dam, will attract industrial payrolls.

Located, as it is, on the Columbia River highway, and only 45 miles from Portland, Cascade Locks gives promise of becoming a famous summer playground.

The government reservation at the locks contains 80 acres. The locks and property will be of no value to the government after the dam becomes a reality, so the residents of the town are preparing to ask congress to deed the land to the public for park purposes. The lock will not be drowned out in their entirety, but will rise to a sufficient height above the water to offer an excellent quarry for pleasure crafts.

HEAVY TOURIST TRAVEL

Tourist travel, always heavy at this season of the year, has been increased by the presence of thousands out-of-state visitors who have timed their trip to Oregon this year with a view to seeing and hearing President Roosevelt.

In July and August the out-of-state cars on the Columbia River highway often outnumber the Oregon cars. For the past week whole processions of cars bearing foreign license plates have been trailing down the highway.

Tourist camps and restaurants and hotels in the state have enjoyed an excellent run of business as a result of the President's visit to Bonneville dam. Californians predominate among the tourists, as usual, but there are an unusually large number of tourists from the middle west, who have come to Oregon to escape the heat.

Paint the old kitchen or bathroom
or front porch. Tint or kalsomine
the old room.

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Pd. Adv.