

73 Years In Cascade Locks

BY JACK McCRARY

Construction work on the navigation locks around the rapids of the river provided work for quite a number of men and earned considerable money for the district which had not known the feel of money. This money all came out of the national treasury, just as the money that is being spent in wages at the Bonneville dam comes out of the national treasury. It was velvet to Oregon and helped to improve business conditions.

Hardly was the task of building the navigation locks well under way before Henry Villard, a German newspaperman, set about building the Oregon Railway & Navigation company's line up the Columbia, from Portland to the Idaho state line.

Villard organized the Oregon Railway & Navigation company in June, 1879, about a year after work was commenced on the locks. This company came into the property of the Oregon Steam

Navigation company, which for years had enjoyed a monopoly on the river. The Northern Pacific was building west across the Rocky Mountains and Villard wanted a line which would enable him to send trains down the river from Pasco, and when he wanted anything he went after it in earnest.

Building of the railroad through Cascade Locks was financed with eastern and European money, and there was always plenty of it. The railroad was built in 1880 and 1881 and completed in 1882. In 1883 the Oregon Short Line was finished across Idaho and we had through rail connection from Portland to Chicago by the way of Salt Lake. That same year the Northern Pacific was built through to Pasco, so we had two transcontinental lines.

I had been helping to build the locks, but left the government's employ to take a job driving a team in a railroad construction

camp. The contractors brought in hundreds of Chinamen, but every white man who wanted to work could catch on at \$1.50 to \$1.75 a day.

Wages paid 50 years ago don't sound like much money in these times, but we were satisfied, because living was cheap. Board and room cost us 50 cents to 75 cents a day, so we could earn a dollar a day and our board.

There are not many people living in these parts now who helped to build the railroad line up the river, but I suppose there are still quite a number around Portland. Dick Woodward was here in those days and worked on the locks, and August Peterson and Frank Hall came in 1884.

Construction camps were strung all up and down the river and the men came into Cascade Locks to trade at the stores and drink at the bars. Everybody had some silver in their pockets, or if they lost it while drinking and gambling, could earn more before another Saturday night.

Ties and rails for the railroad were hauled up the river on boats to Bonneville, and construction work on the mid-Columbia commenced at that point. The line was built up the river, through Cascade Locks and toward The Dalles. Hood River had not been founded and there was no other town to the east, on either side of the river until The Dalles was reached. That town was quite a place, for it not only had a big trade on the Columbia, but was an outfitting point for stockmen and wheat growers.

After the railroad was pretty well along, the trains were made up at Bonneville. Passengers came up the river from Portland and transferred to the railroad coaches. There was a famous eating house at Bonneville and men who ate there as boys or as young fellows still talk about it.

The railroad company did not build a depot in Cascade Locks until four or five years after the line was finished, but contented itself with putting down a platform, which it later covered with a shed. Bonneville was much more important as a railroad operating point than Cascade Locks, and for some reason, remains more important to this day.

My family had lived in Cascade Locks for 20 years when the railroad came through, and after we had the telegraph and the daily papers from Portland, this district felt it passed the pioneering stage. Another 20 years was to pass before we were to have the automobile and moving pictures, but since those things were undreamed of, it did not matter. The river was full of salmon and the mountains were full of game, so nothing else mattered.

Out in the back country the gold rush was over and people were homesteading the free land which could be had for the taking; down river Portland was growing into a young city; salmon fishing was becoming an important industry; lumbermen were beginning to erect some large mills for that period, and in Cascade Locks people were starting to build farther west, and merchants and saloonkeepers were endeavoring to find new locations, nearer the point where the government was building the locks. Whiskey Flat was in its hey day. Soon it would be going to fade out.

Pendleton — Pendleton is to have a junior chamber of commerce, sponsored by the Pendleton Chamber of Commerce and affiliated with the National Junior Chamber of Commerce. It will be composed of members between the ages of 20 and 35 and will have for its aim community betterment.

Union Pacific Stages



EIGHT SCHEDULES DAILY

LEAVE CASCADE LOCKS

WEST BOUND	EAST BOUND
5:46 A. M.	9:34 A. M.
6:35 A. M.	12:20 P. M.
9:15 A. M.	4:29 P. M.
12:35 P. M.	8:00 P. M.
3:23 P. M.	11:25 P. M.
5:30 P. M.	1:50 A. M.
9:21 P. M.	
11:00 P. M.	

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

Leave Portland—	Ar. Cascade Locks—
10:00 A. M.	1:30 P. M.
6:00 P. M.	9:30 P. M.
Leave Cascade Locks—	Ar. Portland—
2:30 P. M.	4:30 P. M.
10:00 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.

TABLES FOR LADIES

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Daily delivery service to Bonneville District. Give our deliveryman your order.

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