THE DAM CHRONICLE

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73 Years In Cascade Locks BY JACK McCRARY

lator was put on the upper river

Farewell Party.

Completion of the Oregon Rail- down from the upper level. At the road & Navigation company's line upper end of the grounds a boat at much Cascade Locks in the landing was built out into the Woodward. early '80s gave the town direct river. The steamer Dalles City, connection with the east and the built in Portland, was put on the citics and towns of the Willamette lower run and the steamer Reguvalley.

The railroads were busy as run. heavers building lines through Freight brought upstream was day night to help Miss Madelene Wishington, Oregon and Idaho, unloaded at the wharf boat, Meadows and Robert Finlay celeand work was plentiful. The Ore- hauled across the reservation on gon Short Line was finished, the small cars running over the tram-Northern Pacific was building up way and transferred to the upthe Yakima valley from Pasco to river steamer. This tramway was Tacoma, and numerous branches operated for several years, but were constructed into the wheat was taken up after the locks were growing districts. finished and opened to the public

Work on the locks had been car- in 1896. ried forward all the time that railread work was under way, so nobody wanted for a job. I worked for a while on the locks and then quit to cut wood for the government. We got the wood from my father's place, between Dry creek and Herman creek, and hauled it to the locks where it was used in the stationery engines used in the schools. hoisting rocks.

After the first contract on the locks was finished in 1879 the government ran the job. Sometimes congress would forget to appropriate money and a couple of years might pass when little or no work was done, but on the whole it went forward smoothly enough.

An occasional small contract was awarded, but the government retaned direct supervision over building the locks. It employed the stone masons and other workmen. That went on until February, 1893, when the government turned over the construction work to J. G. and I. N. Day of San Francisco, on a contract for completion of the locks enstored into in December, 1893. They pushed things along and were able to turn the finished job over to the United States government on November 5, 1896, just 19 years after the work first was started. It is well to bear this in mind when people talk about early completion of the Bonneville dam. The government works slow but 'exceedingly well.

During the past few months

Those present were Mesdames Silver Perras, Otis McKinnon, Charles Haggblom, Lester Sprague Tom Harrison, Carlyle Harrison, Clyde Foulks, John Foulks, Jerry Woodward, Charles Rosenback, Sue Woodward, C. E. Carnes, R. E. Andrews, Charles Nelson, Arthus Sundsten and Miss Stella

Celebrate at Craigmont.

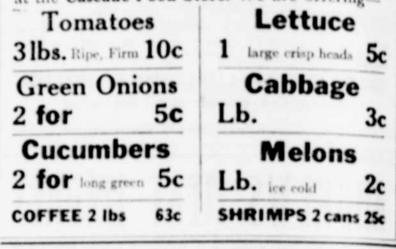
A large number of friends gathered at the Craigmont hotel Thursbrate their wedding.

Miss Meadows, daughter of Mr. and Mrs. R. W. Meadows, and Mr. Finlay, son of Mrs. Edna Finlay, manager of the Craigmont... were married at the home of the bride's parents in Portland at 4 o'clock Sunday afternoon by Rev. C. S. Tunnel, of the Hinson Memorial church, in the presence of A farewell party was tendered immediate relatives.



VEGETABLE THRIFT WEEK

Due to the hot weather which we are having at the present time, we find that our many customers would appreciate some good buys in salad vegetables which do not require cooking. You will always find crisp vegetables in abundance at the Cascade Food Store. We are offering_



Mr. and Mrs. W. A. Nasshahn Crocodiles are supposed never Tuesday by ladies of the town. The family left this week for to die. Some have been in captiv-Eastern Oregon where Mr. Nass- ity for more than a century. Their hahn has accepted a position in teeth are renewed over and over again.

HOME SITES SIOO TERMS TERMS In Beautiful Lakeview Villa

contractors have been employed in blasting rocks from the river. A tot of rocks were taken from the channel when the locks were being constructed, but they were taken out about a mile and a half down stream, at what is known as Umatilla Rock , and at the lower end of Bradford island. The contract for that job was held by David Chalmers and William E. Folmes of Portland in 1881.

While directing the blasting at that time Capt. P. M. Price was struck by a piece of flying rock. His leg was broken and his ankle hadly bruised. And later about a dozen Chinamen employed on the blasting job were drowned when a boat in which they were returning to shore was overturned in the river.

In March, 1887, an electrical blast of eight holes was fired at noon. It was a heavy charge and a rock weighing 150 pounds fell through the roof of the house occupied by Thomas Coyle, janitor at the locks, killing his 3-year-old daughter.

Delay in getting the locks opened as promptly as the war department anticipated caused the state to build a portage railroad through the reservation in 1891. A large wharf boat was built at the lower end of the uncompleted canal, with a steep incline leading

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LOCAL PHONE 151