

73 Years In Cascade Locks

BY JACK McCRARY

Completion of the Oregon Railroad & Navigation company's line through Cascade Locks in the early '80s gave the town direct connection with the east and the cities and towns of the Willamette valley.

The railroads were busy as beavers building lines through Washington, Oregon and Idaho, and work was plentiful. The Oregon Short Line was finished, the Northern Pacific was building up the Yakima valley from Pasco to Tacoma, and numerous branches were constructed into the wheat growing districts.

Work on the locks had been carried forward all the time that railroad 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 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 retained 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 entered 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 contractors have been employed in blasting rocks from the river. A lot 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. Holmes 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 badly 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

down from the upper level. At the upper end of the grounds a boat landing was built out into the river. The steamer Dalles City, built in Portland, was put on the lower run and the steamer Regulator was put on the upper river run.

Freight brought upstream was unloaded at the wharf boat, hauled across the reservation on small cars running over the tramway and transferred to the up-river steamer. This tramway was operated for several years, but was taken up after the locks were finished and opened to the public in 1896.

Farewell Party.

A farewell party was tendered Mr. and Mrs. W. A. Nasshahn Tuesday by ladies of the town. The family left this week for Eastern Oregon where Mr. Nasshahn has accepted a position in the schools.

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, Arthur Sundsten and Miss Stella Woodward.

Celebrate at Craigmont.

A large number of friends gathered at the Craigmont hotel Thursday night to help Miss Madelene Meadows and Robert Finlay celebrate 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 immediate relatives.

Crocodiles are supposed never to die. Some have been in captivity for more than a century. Their teeth are renewed over and over again.

Cascade Food Store, Inc.

WEEKEND SPECIALS—Friday and Saturday

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—

Tomatoes	Lettuce
3lbs. Ripe, Firm 10c	1 large crisp heads 5c
Green Onions	Cabbage
2 for 5c	Lb. 3c
Cucumbers	Melons
2 for long green 5c	Lb. ice cold 2c
COFFEE 2 lbs 63c	SHRIMPS 2 cans 25c

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IRA OWENS, MANAGER CASCADE LUMBER CO.

LOCAL PHONE 151