

CASCADE FOOD STORE CLOSES UP AT LOCKS

Patrons of Cascade Food Store, Inc., at Cascade Locks, Saturday morning found its doors locked, its manager, Dick Morris, gone. The shop remained locked yesterday following rumors that it had been sold, that it was in receivership, that Morris was taking a vacation. Usually reliable sources state that Morris is in Portland negotiating the sale of his business to Portland or Hood River interests. Last week he said he was selling out to move to California. Friday afternoon he said receivers would take over the property within a few days, but none had arrived. Morris began business over a year ago at the Locks, had a profitable trade up to within a few months ago.

BACHELOR'S RETREAT FORBIDDEN TO WOMEN

Most unique residential section of the Bonneville dam area is perhaps E. J. Langer's 12 bachelor houses on the point of the hill overlooking Tanner creek at Bonneville. No women have entered the cabins since they were built, being exclusively a men's addition. Most of the cabins have neat curtains, are kept cleaner and neater than the ordinary woman's home in the district. Not a tree was cut or disturbed to make way for building the cabins. A complete water and sewage system, rival of any in the area, is installed.

Send the Chronicle to friends.

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PROBLEM OF RHINE REVIVED BY HITLER

Always Played Big Part in European Politics.

Washington.—Germany's new military program, which defies the Versailles treaty, renews the old problem of Rhineland fortifications, and again brings into the news a fertile valley which has so often been an economic and political frontier.

According to the terms of the treaty Germany was allowed to retain the left bank of the Rhine providing it was completely demilitarized. Military occupations of this zone (from 1918 to 1930) by American, French and British forces insured Germany's fulfillment of her agreement.

"The Rhine has always played an important part in European politics," says the National Geographic society. "A glance at the map shows many of the most famous Rhine towns standing on the left bank of the river. This is because the Rhine was once a frontier of Roman civilization, and it was on the west side that Roman strongholds were established. Today, starting near its source, the river marks the boundary first between Switzerland and Liechtenstein, then Switzerland and Austria, Switzerland and Germany, and finally Germany and France.

Important Waterway.

"Flowing from south to north, the Rhine is one of Europe's chief waterways. With its numerous tributaries it drains one of the most densely populated regions of Europe, a country rich in minerals and intensively cultivated. It reaches the North sea coast opposite London, thus connecting with British shipping, and forming a natural outlet for Germany, Belgium, and the Netherlands.

"Canals join the Rhine from the Rhone, the Marne, and the Danube. It is navigable without interruption from Basle to the sea, a distance of 350 miles. Ocean-going steamers can ascend as far as Cologne, where cargoes are transferred to river boats, but only small craft can navigate the upper Rhine above Spire.

"Since the Versailles treaty the Rhine has become an international waterway open to ships of all nations.

"Although it rises in the Swiss Alps and enters the North sea through Netherland territory, to the Germans the Rhine is their national river. It is firmly woven into their history, their art, their music, and their literature. A boat trip down this stream is a journey through Germany's past as well as her present.

"The Rhine enters the Rift valley at Basle, flowing north between the ranges of the Vosges and the Black forest. At Mainz, where the Main enters the Rhine, the slopes of the Taunus hills turn the river westward until it reaches Bingen. Between Bingen and Bonn it winds through the narrow Rhine gorge beneath high cliffs adorned with ancient castles or steeply terraced vineyards.

Medieval Stronghold.

"Halfway between Bingen and Bonn the gorge is broken by the entrance of the Moselle from the west and the Lahn from the east. Coblenz is built on a triangle of land between the Moselle and the Rhine. The Romans called it Confluentes. During the occupation of the Rhine land by the allies after the World war it was headquarters for the American division. On a rocky precipice across the Rhine is the old fortress of Ehrenbreitstein, an important stronghold since medieval days.

"Bonn is famous as Beethoven's birthplace, and as the seat of an ancient university. Beyond Bonn the Rhine swings north and then west

through a wide plain. Cologne (Koin), third city of Germany, is a busy port, trading in grain, wine, ores, coal, and timber. Above a sea of city roofs soar the twin spires of the Cologne cathedral, each nearly as tall as the Washington monument.

"Industry and commerce crowd out natural beauty along the lower Rhine. Dusseldorf is an important manufacturing town, noisy with factories and great steel and iron works. It is particularly noted for its dyeing industries, and also as the birthplace of Heinrich Heine. Duisburg, at the point where the Ruhr joins the Rhine, is one of the most extensive river ports in the world. It is a chief center of the German steel industry, and commercial gateway of the coal and iron shipping out of the Ruhr. Incidentally it was once the home of Mercator, the great map maker.

"Coal smoke and machinery have failed to destroy the legends of the past. Siegfried was supposedly born at Xanten, near the Netherlands border, and at Cleves, Lohengrin, the knight of Wagner's opera, rescued the beautiful Elsa."

Illegal Fishing Is Investigated

Bonneville sportsmen are up in arms over alleged midnight raids by commercial fishermen from Washington side on salmon spawning in the mouth of Tanner creek, and nocturnal running of fishwheels.

Hardly a salmon has been caught in several weeks at Tanner creek, where normally the big fish in great numbers come to breed. Amateur fishermen, unable to believe the Columbia river devoid of fish, began discreet inquiries, uncovered the names of several Washington commercial fishermen, who after a midnight boat-ride on the river, checked in large quantities of salmon at a cannery. One catch was reported weighing approximately 800 pounds.

The marauders are believed to slip into the stream mouth by darkness, throw over their nets, slide back into the main stream to pull the fish aboard. A short run from shore puts them out of Oregon's jurisdiction. Washington fish wardens cannot hold them, since they were caught outside the state.

Fishwheels, outlawed by both states, have been observed running at intervals near Stevenson, Wash., and between Bonneville and Beacon rock, on the Washington side.

Amateur fishermen plan protests backed by evidence to the fish commissions of both states to stop the illegal taking of salmon.

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COLUMBIA EXPECTED TO RISE 6 FEET MORE TO FRESHETS' CREST

After rising steadily for two weeks the river leveled off Monday and is now resting up for the final plunge, which is expected to carry the water up at least another six feet.

Flood stage now stands around 42 feet, according to the gauge used, and will reach the peak about June 25, according to calculations of army engineers.

Weather conditions in British Columbia have been favorable and the snow has not come off the mountains too rapidly, and no great difficulty is anticipated from the Columbia, but much uncertainty exists over the volume of snow which may come off the mountains in Central Idaho and eastern Oregon if the weather suddenly turns hot.

The upper dike in Bradford slough has been built up to 55 feet and the engineers are confident that it will hold the high water back out of the navigation locks and power house area.

Early predictions were for 700,000 second feet, but opinion is current that the flood will not go as high as originally expected.

TUG BUCKS UP RAPIDS AT LOCKS; FIRST TIME IN HISTORY OF RIVER

Driving the government-owned tug Bonneville through foaming waters, 'Admiral' S. E. Getty, skipper on the diesel-powered boat, ran the rapids above the toll bridge for the first time in history of the river.

Steamboats have been taken down over the rapids at different times in the past, but there is no record that anyone ever went upstream.

The Bonneville has 350 horsepower engines and was built at a cost of \$25,000. It is used in running barges on the river in connection with work at the dam.

The run made by Getty will hold special interest for business men and farmers who are interested in river transportation, for he proved that a powerful tug can go against the current, even in high water.

Speaking of his experience,

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Getty declared that in his opinion the successful navigation of the Columbia after the channel is improved will center about use of tugs and barges. A tug requires only three or four men in a crew and the cost of operations per ton mile is low.

LOST FAT BECAUSE SHE HEDED DOCTOR'S ADVICE

AND DIDN'T LISTEN TO
GOSSIPING NEIGHBORS!

Mrs. H. H. Long of Clarinda, Iowa, writes: "Kruschen was recommended to me by my doctor. Weight when starting was 226. Weight now after 3 jars is 208. Doctor says I'm doing fine."

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