

HAMILTON CREEK BRIDGE TO MOVE

FRIDAY AT 11

Those who follow construction projects with eager eyes will be given a rare treat Friday at 11 a.m., when the P. L. Crooks company, contractors for the railroad relocation on the Washington shore, shove the Hamilton Creek bridge into its new position between train schedules.

The move will be a dangerous one, and will require ticklish handling, for the span across the creek is extremely top-heavy. Crooks has six hours to complete the 16-foot move and lay the tracks in place, ready for the next train to cross.

All this week the contractors have been edging it over toward its final resting place. The bridge was jacked up and greased skids placed underneath. It was first moved forward some ten feet, then sideways 60 feet. Immediately the train passes the track on the pile trestle will be lifted, unnecessary pieces knocked off and the bridge slid into place.

Final cleaning up on their \$8,000 contract was completed this week by the contractors. This work included the last of the grading and replacement of track sections wherever necessary.

STOLEN CAR RECOVERED

The efficiency of Multnomah county police officers was plainly shown in a stolen car report issued over the wires at 7:30 Thursday night. At 8:14 Officers Kostner and Dryden stopped an Orino, Bell and Malcolm jackhammer man named Flock, near Corbett with the car, which was registered to General-Shea company's safety engineer, Smith.

Discovery of Old Padlock May Uncover Hidden Wealth

Though few people in the district realize it, a baffling mystery, well savored with romance, has almost been passed up unnoticed in the past week. The whole drama is connected with the finding of a padlock nearly 100 years old, by F. L. McGee, government garage superintendent, Tuesday on Hamilton island, just across from the mouth of Moffett creek.

The lock was found buried underneath an old walnut tree, and many believe, though hesitatingly, that it once concealed a chest of money or jewels from prying hands.

The heavy padlock, now covered with almost a quarter of an inch of rust, weighs three and a half pounds. It is five inches long, three and a half wide, an inch and a half thick. With the exception of the brass keyhole cover and brass ornaments around the keyhole, it is rusted almost beyond recognition.

Inscribed upon the cover, which is broken off near the bottom, are the following lines, A. Thompson, Improved Secure, Barrons, Gate. Above the inscriptions is the royal British crown, with the initials V. R., engraved below.

The initials stand for Victoria Regent, or the reign of Queen Victoria, which started in 1833. A. Thompson is the name of the maker, who by the seal was evidently given the royal grant for lock-making in that period. Barrons is believed to be the trade name of the piece.

That the lock was found beneath the only walnut tree on the entire island lends credence to the fact that buried treasure was once, or may yet be, buried at that spot. It is probable that one

of the many white traders, who followed the Hudson Bay company into this district, buried a valuable chest there, using one of the old company locks to seal it.

As the black walnut is not a native tree of the northwest, the trader dropped a nut on the spot, knowing that a natural landmark would grow on the spot before he returned.

Further supposition is that another white learned of the chest in some mysterious manner, stealing the key. When surprised by Indian friends of the first trader, he broke off the key in his haste to escape. The end of the key still remains in the hole.

But as to whether the trader returned and made off with his chest, having to break apart the chest to get the closed lock off, whether the bandit returned a second time and stole the chest, or whether it is possible the entire chest still remains buried somewhere on the island, is unknown.

If a sudden flurry of treasure hunting breaks out on Hamilton island, or if a resident becomes suddenly rich, then this story, which may or may not be exact in every detail, has not passed unnoticed.

A CRYING ROOM?

Army engineers employees are plainly puzzled. They are quite well satisfied with the new \$7,350 kitchen, but wonder just what the improvement going on in the northeast corner of the messhall could be. Is it a crying room, or the gold room, they ask? Head Walter "Red" Manning refuses to divulge information. Leo Miller, head engineer in charge, does not care to comment.

BUSINESS MEN BACK LEGION'S FISH CONTEST

That the Bonneville American Legion post is receiving full support of the business houses in the district in its trout-salmon fishing contest, now under way, is plainly shown by the number of prizes offered in the past week.

The outstanding of these is the announcement that L. M. French, proprietor of French's tavern, on the highway at Bonneville, has offered a \$50 fishing outfit, which includes a pole, reel, double-tapered line and other tackle, for the winner of the grand trout prize.

To the nimrod who walks off with the grand salmon prize will go a rod, reel and line, a few cases of beer and a couple boxes of cigars, all presented by W. E. Carey, manager of the Community Center.

Other prizes offered include a waterproof jacket, two wool shirts, Pfluger salmon reel and leather reel case. Every prize winner will be given two tickets to the Roosevelt theatre, a haircut and shave by the recreation center barber shop, a chicken or sizzling steak dinner by the Community Center cafe chef, Hy Frager.

Working under Chairman Chas. Bellarts, government guard, is the Legion committee composed of Fred Abbott, Lee Summerville and Kruse. A General-Shea man, who must be an ardent fisherman, will also be chosen, to round out the group.

Through the Legion and Nudelman Brothers store, prizes will go on display in the latter's large show windows. An ice box, in which to exhibit the day's catch, has been built by Walter Beebe, and will be placed on the reservation's main business street. Ice for the box will be furnished by J. F. McDonald, head of National Commissary.

"Chick" Johnson, government mimeograph artist, has been of great help to the Legion, which also has a membership drive under way at the present time, in the making of clever posters and signs.

The contest is open to all dam employees and their families.

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Tackle and licenses can be purchased at Nudelman's, where complete contest information may also be gained.

The Legion wishes to renew its invitation to all ex-service men to attend the meetings of Post 88. Dues are only \$3.50 a year.

EASY SAILING AHEAD IN RAILROAD TUNNEL

Safely through what engineers believe is the last of the bad rock, Orino, Bell and Malcolm is expected to have easy sailing the rest of the way in their railroad tunnel under Tooth Rock.

Work is now progressing at the rapid speed of ten feet a day, and is at the 420-foot mark, with only 140 feet yet to go, through the material known to geologists as dice rock.

The tunnel work will, however, be the last of the projects connected with the relocation of the railroad to be completed. Recent estimations set the time as the first of June.

V. F. W. HOLDS MEET

Nominations for junior vice commander of the local Veterans of Foreign Wars post and plans for a future dance, occupied the majority of the time given over to business at the regular bi-monthly meeting of the post Monday night at French's. Meetings are held the first and third Mondays of every month.

Mrs. Fred Andersen, and daughter, Jean, were Portland visitors Wednesday.



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