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TIRES GREASING

MERCHANTS AGREE NOT TO CARRY FIREWORKS

It's going to be tough on the kids around Cascade Locks this Fourth of July as a result of a merchant's agreement not to sell fireworks, made at Thursday's chamber of commerce meeting.

Memories of the holocaust which burned to the ground the Odd Fellows hall, largest Locks building, last year when a firecracker stand exploded, and the admitted complete lack of fire protection are reasons for the move. An effort will be made to stop all firecracker shooting within the city, whether or not a city government is functioning by that time.

CONTRACTORS PUMPING CONCRETE INTO TUNNEL

Orino, Bell & Malcom have leased a pump from Berkemeier & Saremal, contractors on the Tanner creek viaduct, and are pumping concrete into the railroad tunnel, just west of Eagle creek.

By using a pump instead of following old time methods in pouring concrete the contractors expect to save at least a month and hope to finish the tunnel work by the middle of July.

The pump handles concrete as easily as an ordinary pump handles water. Through means of a pipe the mixture is poured into place behind the forms, where it is allowed to harden.

A want ad will get results.

Forest Service

LOOKOUTS GO UP

Wilbur Harrison took his post Monday as lookout on Larch mountain to remain all summer. Robert Ellis of Corbett was sent to Camp "A" to patrol from Spring camp to Larch mountain for the summer. Harold Gustafson will be lookout on Chindere mountain as soon as horses pack his supplies in, snow being too deep yet to use trucks. Gustafson arrived Sunday from Corvallis, where he is a forestry student at Oregon State college.

Road crews on the east end found deep snow near Table mountain, were transferred to help crews clearing west end roads. When the west end road work is completed, sufficient snow will be melted on the east to allow clearing in a short time.

From two-and-a-half to three feet of snow was found by District Ranger Roy L. Weeman at Green point last week.

COLUMBIA STARTS DIGGING CHANNEL

Columbia Construction company's mammoth rubber-tired buggies are rolling again, this time carrying dirt from the lock approach excavation to fill in the slope up to the new railroad grade near the locks. One hundred men are being employed.

Half a million yards of dirt is being removed by the land-walking, three-story "monaghan," electric shovel which is the largest moving piece of construction equipment on the job. The shovel is beginning at the river end of the canal, dipping into the water to bring the channel to a minimum depth of 50 feet throughout its length of a quarter mile. The canal will vary from 110 to 300 feet wide.

Although a large amount of dirt has already been removed at either end of the line of the channel to provide dirt for filling in around the reservation grounds, enough is left unexcavated to keep Columbia busy until the end of this year.

GEER

Mr. and Mrs. Tom Moyer were visited Friday by six friends on their way from Seattle to see the San Diego exposition, later to travel east to Chicago, Philadelphia, New York and Boston. They were: Mr. and Mrs. Harold Henry, Oral and Jean Henry, Miss Irene Wilson, Miss Mary Armour. The Moyers motored to The Dalles Sunday.

New waitress at Penn's tavern is Miss Alyce Slick, sister of Anne Chambers, new arrival weeks ago. Like her sister, Miss Slick comes from Iowa by way of Portland.

Jesse Johnson, tavern colored cook, "sho don" like dem dere cougahs," reputed to roam the nearby woods. When invited for a walk up to the spring the other evening, Chef Johnson demurred, said he preferred staying right at home in his kitchen rather than take the chance of having a mountain lion jump on his neck in the semi-darkness.

DAYLIGHT TRAIN FOUND ESSENTIAL BY U. PACIFIC

In spending its share of the \$40,000,000 invested by western railroads in air-conditioned cars, the Union Pacific did not overlook its morning train which crosses the state of Oregon by daylight both on leaving for the east and returning, according to

A. S. Edmonds, assistant traffic manager.

"The Pacific Limited, sister train to the Portland Rose," Edmonds said, "has been overshadowed by the natural public interest in our railroad's new Streamliner with its pace setting schedule of 39 3-4 hours, Portland to Chicago. But northwest people, proud of northwest scenery and aware of the benefit to this section of having travelers see its scenic wonders in daylight, can appreciate the value of the Pacific Limited as it is now scheduled and equipped.

"The Pacific Limited, with air-conditioned coaches and standard pullman, now leaves Portland at 8:40 a.m. and crosses the state line into Idaho at 9:00 o'clock in the evening. Westbound, it enters Oregon at 10:15 a.m. and again affords views of the Blue Mountains, the Columbia gorge and Bonneville dam. During the National Parks season this train carries, from the northwest, through pullman service to Yellowstone and Grand Teton national parks. Although the Pacific Limited serves the northwest with numerous local stops, making it a preferred train for local trips between eastern and western Oregon, it makes fast time, requiring only two nights of travel to reach Chicago, Omaha or Kansas City," Edmonds stated.

TELEGRAPH COMPANY LINEMEN LAY WIRES

Western Union Telegraph company line crews have begun relocating five miles of their line for the new railroad grade between Bonneville and the toll bridge.

Eleven men under Foreman H. A. Durler are laying 28 strands of bronze wire working west from the toll bridge. First mile-

RADIO REPAIRS

FACTORY TRAINED EXPERTS

BARTOL MOTOR CO.
Hood River

and-a-half is expected to be completed within three or four weeks. Bronze wire is being used instead of the previous iron for its greater sleet-resisting qualities.

Most of the wire will be strung on poles, with underground cables across the bad spots such as Eagle creek tunnel. When the line is finished, it will be spliced into the present line, to be torn up.

Headquarters of the line crew is in a special Western Union train, sidetracked at Cascade Locks station.

O.B.M. PLANS TO BEGIN LAYING RAIL SOON

Rails for the Union Pacific's relocated railroad line will be laid across Tanner creek viaduct, past Bonneville to the cut at View point beginning in mid-July, according to Orino, Bell & Malcom, contractors.

O.B.M.'s trucks are finishing dumping ballast between the spandrels of the new bridge. Ditching and making ready for ties of the new railroad bed is almost complete, so the contractors have turned their crew to work on clearing and excavating the right-of-way from View point cut to the new Tooth rock tunnel.

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Wednesday, June 26

Merrill's Pavilion

CASCADE LOCKS, OREGON



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Union Pacific's new STREAM-LINER—City of Portland, is now in regular service between Portland and Chicago. This train is running at high rate of speed. Stop, look and listen before crossing Union Pacific tracks.

UNION PACIFIC