

**25' ROOSEVELT Theatre**  
ON THE BONNEVILLE DAM RESERVATION

Direction J. J. Parker

**FRI.-SAT., July 12-13**

PATRICIA ELLIS, GEORGE STONE In

**"HOLD 'EM YALE"**

Broadway's toughest muggs give college the third degree.

**Sunday-Monday-Tuesday  
July 14-15-16**

WHEELER & WOOLSEY in

**"THE NITWITS"**

The Giggle Comics in a Goofy Mystery

**WED.-THU., July 17-18**

William Powell, Ginger Rogers In

**"Star of Midnight"**

Crime! Romance! Plus the greatest star merger in the history of the screen.

Doors Open Daily and Sunday, 6:45--Matinee Su<sup>d</sup>. 1 P. M.

**Diesel Engine and Channel  
Will bring Back River Boats**

With development of the 7-foot channel in the Columbia between The Dalles and Umatilla the public will see the river return to the high favor it held prior to the coming of the railroads.

It is difficult for many people to visualize a heavy traffic on the Columbia and the state is studded with skeptics. That is natural, for they are thinking in terms of the obsolete steamboat of a past age.

And neither can the public understand why the river should boom with activity after the channel is completed when it failed to regain favor after Celilo canal was thrown open for use by river craft.

The skeptics have not kept abreast of the times and do not realize that revolutionary changes have occurred, and are occurring, in methods of water transportation. But river men know what is going on, and what may reasonably be expected when boats can move upstream 300 miles from the sea with heavy cargoes.

The diesel engine and Bonneville dam promise to become the real keys that will unlock the river. Digging of a channel 150 feet wide and 100 miles long in only incidental to other transformation which are going on along the Columbia. Celilo canal, built 20 years ago, was hailed as a great step forward. And it was a great step, but people who did not acquaint themselves with all the facts long termed it a failure and a useless expenditure of public moneys.

Capt. Karl Rosenback, master of the tug 'Warco,' Cascade Locks, said a few days ago that with a clean, straight channel he could haul three barges, carrying a cargo of 900 tons from Portland to Umatilla in three days.

That was just a few days after he had run upstream through the heavy Cascade rapids. His exploit in running the rapids followed the exploit of F. E. Getty, who is in charge of the tug 'Bonneville,' which the government operates on

the river at the dam.

The 'Warco' has a 250-horsepower diesel engine. The 'Bonneville' has a 350-horsepower diesel engine. Both are powerful river crafts.

Captain Getty, in talking of his experience in fighting his way upstream through the rapids, expressed the opinion that practically all transportation on the Columbia would be handled by diesel tugs and barges. His views on the subject coincide with views entertained by Captain Rosenback—and both are practical river men.

Laymen, unaccustomed to the river, still think of the slow ponderous steamboat as a means of hauling freight up and down the Columbia, when, in reality, the steamboat has fallen into a class with the horse and buggy. The 'Umatilla,' which has been hauling wheat on the river only carries about 300 tons. And it is expensive to operate, while a tug dragging barges can be handled by a small crew and at a low cost for fuel.

The locks around Cascade rapids were opened in 1897. They gradually fell into disuse, and now it is only the occasional boat that enters the chambers. The public looks down at them and associates their uselessness with the Celilo canal. It does not realize that the swift water between Cascade Locks and Bonneville tumbles almost 40 feet in four miles, and it does not comprehend that no river man has ever been able to haul payloads upstream against the current with the type of craft and motive power at his command.

Engineers are better versed than the layman. They have long known that the locks at Cascade Locks were of no great value so long as the river went untamed below the Bridge of the Gods. And they have known for a long time that the Celilo canal was of no material benefit to shipping

when there was no channel above The Dalles.

With building of Bonneville dam the locks at Cascade Locks can be abandoned and forgotten, but with the digging of an up-river channel the Celilo locks will become an important link in a chain which will throw the Columbia open to snipping for all types of boats.

"You are going to see the river alive with shipping," said Capt. Nelson, oldest river pilot on the upper Columbia, just the other day.

The tide comes upriver to Bonneville. A lake, or pool, 50 miles long, will be formed in the river back of the dam. This pool of quiet water will extend upstream to Celilo falls. So with these facts in mind it is easy to comprehend that shipping will encounter easy going for a distance of 200 miles inland from the sea.

East from Celilo falls the river drops more rapidly, and there are numerous bad spots in it, but the army engineers hope to develop a channel in which the current will not exceed five-miles an hour.

Now a 5-mile current is not a hard current for shipping to buck, and particularly when the prevailing winds are from the west, or upstream. The river men propose to utilize the Columbia to the fullest, and they are confident their major problems are about over, east to Umatilla.

The public has been slow to sense the changes foreseen by men who earn a livelihood by plying the Columbia, but shipping circles in Portland is aware of the opportunities and there are companies which propose to put lines in operation between the mouth of the Willamette and the mouth of the Umatilla.

Grain, gasoline, lumber, fuel, wool and scores of other commodities will be handled by barges. Volume of shipping is going to depend upon freight rates and interest manifested by people who stand to benefit most from water transportation.

It now costs from 50 to 60 cents a hundred pounds to transport livestock by auto freight from Umatilla county into the Portland market. Already men are talking of a fast livestock dispatch on the river.

And it is costing \$4.50 a ton to ship alfalfa hay from Umatilla county to the Portland market. Men are predicting that with barge transportation alfalfa hay can be laid down in Boston, Mass., for less money than it now costs the Umatilla county farmer to put a carload of hay into the Willamette valley. If that comes to pass it is conceivable that the Umatilla project will develop more rapidly within the next five years than in the past 25 years.

Oil companies are talking, too, of putting a diesel-driven type of tanker on the river that will enable them to put gasoline and oil into Umatilla at a saving of two cents a gallon. Trucks coming in from Spokane and Boise and other points will pick up loads at the river and disappear over the hills with them. Motorists throughout the Snake river valley and the Inland Empire will save two cents a gallon on their gasoline. And after the tankers have discharged their cargoes they will load the decks with grain for transportation downstream.

The truck and the barge lines are going to work hand in glove, but it is already becoming reasonably certain that the trucks on the Columbia River highway will decrease in number, for they will load at Umatilla, rather than making the 200 miles run into Portland.

How far the barge service is going to cut into trucking de-

pends upon the type of service and methods developed by river men for handling small shipments, or what is popularly known as less than carload lots.

Preponderance of freight moving by truck over the Columbia River highway consists of shipments which originate in Portland. Merchants in the back country are not buying heavily these days and they don't purchase any more than necessity demands. Merchandise purchased in the east generally moves out of Portland by rail, but these shipments are limited in quantity. Goods bought of a Portland wholesale house goes to a motor freight depot and is hurried to its destination by some one of the numerous lines giving door-to-door delivery.

River men will find it necessary to give merchants and the public lower rates and door-to-door delivery if they are to obtain the business now handled by the motor freight lines. They may be able to compete with the trucks—and again they may not. But this business represents a large share of the shipping business.

Retail merchants and small farmers must benefit directly from lower freight rates if they are to take a lasting interest in water transportation. They have not been told yet how the saving in rates growing out of Bonneville dam and the 7-foot channel will be passed on to them. Perhaps the

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savings will never materialize. And if they don't the river will never become popular. But if the savings do show up the future of the Columbia is assured for a long, long time to come—and it will be only a matter of time before the government undertakes development of the Snake, east to Lewiston.

In addition to the regular services this coming Sunday Rev. Trefren has announced that a group of men and women from Scholls will provide a musical program at the services.

Due to a crew of carpenters refinishing the floor of the auditorium building on the reservation the dance scheduled for this coming Friday has been postponed to Friday, July 19.

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