

THE DAM CHRONICLE

Published every Thursday in the interests of the Bonneville dam area.

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SUBSCRIPTION RATES

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OUR PROGRAM

1. Develop a fire protection system.
2. Create a water district and develop lands between Craigmont hotel and Herman creek.
3. Install street lights.
4. Lay down sidewalks—even though they are wooden sidewalks.
5. Urge the federal government to purchase the toll bridge and make it a free bridge.
6. Launch a campaign to make the lake back of the dam the most popular resort on the West Coast.

HOME MARKETS

The need of legislation which will restrain hucksters and peddlers from selling their commodities in Cascade Locks would appear to be imperative if the public is to enjoy the advantages of fresh fruit and vegetables this winter when the weather gets bad.

Local merchants wish to carry complete stocks of goods, and they will carry the stocks if accorded public support, but they cannot be expected to lay heavy supplies of either fruits or vegetables and take a loss on them as the result of competition from outside wagons, the owners of which are not put to the expense of rent, taxes and other overhead.

It would seem desirable for the public to support the stores which are stocking fresh fruits and vegetables. When the storms set in the outside wagons will appear only a couple of times a week and the housewives and restaurants cannot get their daily supplies. Prices in the stores, generally speaking, are no higher, and by developing local sources of supply the women will be able to obtain fresh vegetables every day. It is not only more satisfactory, but more economical.

MRS. SILVA

Closing of the Bridge of the Gods hotel will be regretted by hundreds of people in the Bonneville Dam district who have enjoyed the hospitality of the house. And they will miss the pleasant smile and cheery word of Mrs. Mae Silva, under whose management the inn has been operated for the last dozen years. Her cooking was something for the fellows on the dam to write home about—and no doubt many did write about it.

Mrs. Silva has a legion of friends. And she is deserving of friends, for there has never been a time when she would not help those in need of help. They will be unanimous in their desire to see her remain in the district, but if she concludes that she can do better elsewhere they will wish her every success.

LET THEM GIVE CREDIT

Human nature is funny—and there are times when it is almost unexplainable. Or at least the actions of some people are unexplainable. Early last summer when the matter of incorporating Cas-

cade Locks was brought up The Chronicle gave wholeheartedly of its support because it felt that the town needed an organized government.

The group of men now banded together in the Chamber of Commerce frowned on the movement. A number fought incorporation openly and unashamed. J. B. Laber grew angry and his man Friday, "Bill" Keeler, took the lead in starting a newspaper, which has had for its avowed purpose—if we are to believe the young man who hustles news for its column—the destruction of The Chronicle.

Organizing a newspaper is every man's privilege. And it is beside the point here. But the clique that grew red in the face because The Chronicle had the courage to support incorporation should reflect that without organized government it would have been impossible for the town to obtain a PWA loan.

J. B. Laber may have been sincere when he fought incorporation. And he may have been sincere when he rushed in before the council took office and urged it to ask the government for money with which to build a water system. And granting that he has been sincere he should be patient and let the people determine whether they wish to plunge themselves into debt at his urging.

At a meeting of the city council 10 days ago Jack Eimer, the electrician, appeared before that honorable body big as life and twice as natural for the purpose of promoting a system of street lights. Jack appears to have forgotten that the council pledged itself in the campaign to installation of street lights, and so he, too, should be patient. And he should remember that without an organized government the town could hardly hope for a system of street lights. Let him give The Chronicle credit for its courage and foresight instead of attempting to destroy it.

Appearing at the same meeting of the city council was G. N. Heggard, who was bitterly opposed to incorporation, but nevertheless became a candidate for the council and was defeated, along with Jack Eimer. Mr. Heggard wanted to sell the city a piece of property for \$1,000. And he should remember that without organized government he could not hope to sell his property to the municipality.

The Chronicle is growing a trifle weary of observing the boys sit up late at night endeavoring to figure out means of destroying it and then rush into the council asking favors. It is not in good taste. And somehow it reminds us of the story of the colored mammy, who scolded her small boy.

"Yuh all come in heah out that street," she said, "an' quit playin' with those there white boys. They lick the 'lasses off yuh all hands and then call yuh nigah."

Happily, the efforts made by Mr. Keeler and Mr. Eimer and the others to destroy The Chronicle is of no great concern, for the paper is doing a greater volume of business than ever before, and the public has been more than generous in its support. Subscriptions continue to pour in—many of which are unsolicited. And this, we take it, means the People want an independent paper with the courage to defend their interests—a paper which can neither be bought or controlled by selfish individuals.

PARENT-TEACHERS

The Cascade Locks P.-T. A. will meet Friday at 1:30 P. M. in the grade school cafeteria for dessert-luncheon. Immediately following there will be a short business meeting and program. Superintendent Sherwood will speak on "Why Parent-Teachers?"

The only place you can see a clinging girl any more is on the back of a motorcycle.

New Type Boat to Operate Soon

By Arthur Jones in The Oregonian

News of epochal importance to Washington, Idaho and Oregon was announcement last week of the Inland Navigation company that marine architects are drafting plans for the first of a fleet of river steamers to ply the Columbia and the Snake as far as Lewiston. This, it was promised, would be the initial unit of a flotilla to number as many craft as trade of the Inland Empire warrants.

With railroads handling some 12,000,000 tons normally, it is estimated that not less than 1,000,000 tons would be available at the outset for shipment by river and the company is going after the business.

Jack L. Hyneman of Seattle is manager of the navigation concern. R. S. Whaley is president and H. A. Dent vice-president. The offices of the organization will be moved to Portland soon and the Rose City will be headquarters.

Before decision was reached agents of the company moved through the territory contiguous to the Columbia and the Snake contacting merchants, farmers and other potential shippers. It was announced that 970 wheat growers and 226 merchants had signed agreements to utilize river transportation as far as possible.

Oil and allied products, grain, apples, pears and other fruit and lumber are among the commodities looked to furnish cargoes for the river fleet.

The first boat built is to be 250 feet long, 40 feet beam, with draft limited only by the depth of water to be traversed. The steamers will carry crews of 15.

Some of the points to be served direct are Vancouver, Hood River, The Dalles, Arlington, Maryhill, Umatilla, Wallula, Pasco and Kennewick, Riparia and Lewiston. Other stops depend on the development of trade at any given point.

It is intended to start service next spring.

With completion of the Bonneville dam, deep water will be afforded as far as The Dalles, which has successfully waged a campaign for federal funds to aid in developing its \$300,000 port project, including a 1200-foot wharf to handle ocean steamers.

A few weeks ago award was made of a \$400,000 contract for channeling the Columbia between Celilo and Wallula and preliminary work is now under way. This will provide a channel 150 feet wide and seven feet deep and eliminate the treacherous Five-Mile rapids. Opening of the upper river to navigation was the factor that decided the Inland company to make the venture.

Last week the matter was laid before the Portland Chamber of Commerce, which investigated the company, satisfied itself of its backing to the application at Washington, D. C., for a certificate which will permit operation.

An indication of where the company may look for business was seen last week with announcement from Pendleton that dealers have purchased almost 2,000,000 bushels of wheat from growers of Umatilla county. This will all have to be moved to market and gives an idea of business waiting next year when the river boats are in operation.

Most of Umatilla's old crop had been sold by June and the current purchases are all new wheat. The county is producing about 4,000,000 bushels this year, as com-

pared with an average of around 6,000,000. Price paid this year amounts to about the same as has ranged from 55 to 75 cents Umatilla.

DARTO

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