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Big Drill Barge Moves Upstream

With the help of Capt. Henry Rosenback's tug, the "Warco," a drill barge which will be used in clearing the channel above Celilo Falls, was taken upstream Sunday morning. The barge, recently overhauled at Longview, is 110 feet long, 35 feet wide and powered with a Diesel plant and three air compressors, was towed to Bonneville by the steamer The Dalles. Below Bonneville Captain Rosenback took a strong grip and helped draw the barge past the cofferdam and through the fast water at the Bridge of the Gods.

The tug, property of the Slems-Helmers company, contractors on the channel work between The Dalles and Umatilla, was pushed upstream from Celilo Falls to a point four miles above Biggs, where it will be used in drilling and blasting away rock at Schofield rapids. After the work is finished at Biggs the barge will be taken to other points where rocks and a swift current have impeded navigation on the river.

Because of the unsatisfactory condition of the river above The Dalles it has been impossible for water transportation companies to obtain insurance and no boats have operated beyond Celilo. Under the contract with the Slems-Helmers company a navigable channel, seven feet deep and 150 feet wide, is to be developed. By using the drills on the barge holes can be driven quickly and economically in the rocks at the different rapids. A dynamite barge will follow, placing charges. After the charges are exploded a clamshell barge will follow and remove the loose rock, which will be towed away and dumped by a material barge.

The federal government is spending \$400,000 on the channel work. The work of making the river safe and building the seven-foot channel is expected to require two working seasons.

COLUMBIA CONTINUES

With 125,000 yards of concrete poured on the main spillway dam, Columbia continues to hold to their schedule. Two of the deck blocks, including the baffles are complete and five blocks are being prepared with reinforcing steel and forms for the final pour.

BONNEVILLE CHURCH NOTES

Rev. Frank Moon will bring the message during the regular church hour at Bonneville Community church next Sunday, December 1st at 11:00 a. m. sharp. Communion will be served.

CASCADE LOCKS CHURCH

Sunday December 1
Morning Sermon: "Phophecies of the Coming King."
Evening—Rev. Mr. S. W. Hall, District Superintendent of Salem. Beginning Sunday and continuing until Christmas, our morning sermons will deal with the coming of the Christ. Our evening sermons will continue to deal with Old Testament characters.

And Mr. Dionne seems to be the only man who has completed the Five-Year-Plan in one year.

Are you afraid of uniformed doormen, too?

**NO MORE LAXATIVES—NO
MORE CATHARTICS—AND
no Constipation when you
take your little daily dose
of Kruschen Salts.**

Take only as much as will lie on a dime in your morning cup of tea or coffee—gain glorious health—physical attractiveness—40 cents. At Bonneville Drug Store and druggists everywhere.

Hearing Called On Umatilla Dam

A hearing on the report filed by army engineers on the Umatilla dam, 150 miles east of Cascade Locks, will be held in Washington, January 15. In course of the hearing the Inland Waterways association, with officers in Walla Walla, hope to prove to the federal government, and particularly to President Roosevelt, that the army engineers were wrong when they recommended that construction of the dam be delayed for some years.

The association is employing engineers and rate experts to assemble data bearing on feasibility and desirability of opening the upper Columbia and the lower Snake river to navigation. They expect to prove that an abundance of tonnage is available to justify development of barge lines on the river, east to Lewiston, Idaho.

Bulk of the available tonnage exists above the mouth of the Snake, but boats cannot go up to Lewiston until after a dam is built at Umatilla to drown out some bad rapids and back up the Snake. Army engineers have declared it futile to build the Umatilla dam until the government is prepared to construct a series of five lower dams on the Snake, and the total cost would run around \$75,000,000. The engineers do not believe the project is justified, and said so in a report to the war department.

STREAMLINER TRAIN WILL RESUME SERVICE

After having been laid up in the shops undergoing numerous changes the Union Pacific's fast streamline train will be returned to the run between Portland and Chicago early in January, according to William M. Jefferies, executive vice president.

The train was withdrawn from service after an accident on the Wyoming desert. Since then the railroad company has been making improvements, based on experience in operating the train on the 2,000 mile run between the Pacific coast and the Middle west.

The streamlines will be ready during the holidays and will be in service right after the first of the year," Mr. Jeffers declared. "There has been a tremendous lot of work done on that train—the powerplant was entirely reconstructed, and new trucks and running gear have been installed throughout the entire train.

"You realize that the City of Portland was a traveling laboratory, and we have learned a great many things about streamline trains since the first day it went into service. One of the things is, it is the railroad's answer to the passenger problem. My personal judgment is this lightweight, highspeed engine will grow rapidly in popularity; there isn't any mistake about the idea.

"The passenger wants speed combined with comfort. The streamliner gives it."

REV. HALL TO VISIT LOCKS

Reverend Mr. S. W. Hall, District Superintendent of the M. E. churches for this territory will be visiting pastor in the local church Sunday evening, Rev. Mr. Weaver announced Tuesday.

The editor had panned the members of the city council of a small town in Iowa. "Half the councilmen are fools," he wrote. The council held an indignation meeting and demanded an apology.

So the editor wrote, "Half the councilmen aren't fools."

Simile

As careful as a nudist climbing over a barbed wire fence.

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FLEGEL AND SINNER RETURN FROM SOUTH

Roy Sinner, local representative for the Brandes Creamery, and Paul Flegel, of the Bonneville Super Service Station at Bonneville, returned Wednesday after a ten-day trip to Los Angeles and way points.

While in Los Angeles they visited the Mission Corporation plant. This plant during the past season used 25,000 carloads of oranges. Before long they are putting on the market a new drink to be known as breakfast orange juice which will be real orange juice undiluted. The dairy orange drink that is on the market at the present time was designated as a beverage and not as a straight orange drink. This plant is also putting out the grapefruit drink which was recently placed on the market.

Roy has been transferred for the time being in charge of sales promotion for all Brandes routes on the east side of the river. For the next few days he will be working in the Bonneville area and west on the highway to Portland.

Patronize our advertisers.

CHRISTMAS SEAL SALE TO OPEN NOVEMBER 29

Local workers in the Christmas seal campaign, to open here November 29, are now in receipt of their supply of the 1935 seals, which they will offer for sale to raise funds for next year's drive against the disease in this district and throughout the state.

Christmas seals have paid for thousands of visits by public health nurses into the homes of the sick, and into schools in Oregon during the past year. They have paid for scores of X-ray plates of children exposed to tuberculosis, the association reports.

"If everyone would put a Christmas seal on every letter and package mailed during December we could easily make our goal," workers point out.

MORGAN REPAIRS

Through the courtesy of the Standard Oil company, Morgan's service station in the Locks blossomed out with a new paint job this week. With the addition of Sam Cairns, expert mechanic from Portland, Morgans are now in position to give every kind of automotive service.

BUY MILK *at your local dairy*

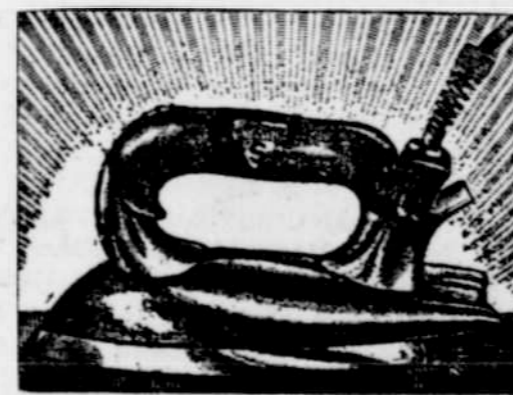
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