

## HATCHERY WORK AHEAD FOR FINISH BY FALL

Bonneville will have a completely modern state fish hatchery fall to replace the present buildings that have stood for 27 years.

Structure of the big hatchery building is nearly complete, according to Ernest Anderson, superintendent. During the summer, the hatching troughs will be installed and final arrangements made to take care of the fall run salmon. The present hatchery has its troughs filled with hatchery eggs. In about six weeks, according to Anderson, the hatchery will be emptied of fish and torn down.

Mechanics are busy installing machinery in the white utility building, nearest the two structures beside Tan-creek railroad viaduct to the west. A food grinder with a capacity of 100 pounds of salmon per minute is being set in place. The machine will grind up cut, obtained from canneries at Astoria, for feeding the fish, such as 1700 pounds per day required to fill the stomachs of 5,000,000 to 6,000,000 fish that hatchery has distributed in the past. The building will be the hatchery's garage and machine shop.

The cold storage building, beneath the utility building, has a capacity of 125 tons. About 50 tons of feed is now stored in it. The main hatchery building is on the south fishway, which will carry salmon past the fishponds in back of it. The fishponds will be rearranged and reconstructed during the summer, according to Mr. Anderson, better to take advantage of the water flow. Installation of new pools is contemplated. Plans for this will be made when the hatchery building is finished.

## DODSON

Mrs. Robert Myers, Mrs. M. M. Grady and Mrs. Robert Beattie attended the Bonneville Women's community club card party Thursday afternoon in the government auditorium.

Mr. and Mrs. O. C. Correll and Lyle Correll were Portland visitors last week.

Mrs. Harry Matthewson was guestess to the Bonnie Park Women's Wednesday Sewing club. Present were Mrs. Lee Sams, Mrs. Bucher, Mrs. Clyde Kimbrough, Mrs. John Karg, Mrs. McMan, Mrs. Runar Henrick, Mrs. Harold McShatko, Mrs. Ted Johnson, Mrs. J. B. Lash, Mrs. Marion Van Meter, Mrs. Ed Davis, whose home the session was originally scheduled, was unable to be present. Meeting place next week will be announced later.

M. McCrady spent Monday morning in Portland on business. Russell Fales of Portland visited his brother-in-law and sister, Mr. and Mrs. O. C. Correll, over the weekend.

Mr. and Mrs. J. B. Lash spent Monday in Portland.

Marion Van Meter spent Monday in Portland getting dental work done.

Mr. and Mrs. Ted Johnson had for dinner guests Monday evening Mr. and Mrs. Charles Bly of Warrendale.

## Engineers Tell of Interruption To Navigation

Anticipated interruptions to Columbia river navigation by construction of Bonneville dam have been announced by Lieut. Col. C. F. Williams, second Portland district engineer.

The schedule which supersedes that issued last July, is subject to change because of river conditions and contractors' progress unable to predict at present, according to the engineer.

The channel will be blocked as follows:

January 15 to March 1, 1936 part of the time by holding lines while the cribs are being placed for the north half of the cofferdam. The south half of the main channel will be blocked by construction of the south half of the main spillway dam. Navigation interests wishing to pass their ships past Bonneville may telephone Capt. J. S. Gorlinski, resident engineer, for information at Bonneville 30 or ATwater 2381.

March 1 to about May 1, 1936 the main channel will be blocked by the north cofferdam and removal of the cribs of the south cofferdam. The temporary passage through the locks is expected to be open about March 1. There will be less than six feet draft on the upper lock sill if the river falls below 115,000 cubic feet per second flow.

During May, June and July the river will be too high for operation of the temporary lock gates, but engineers expect it will be high enough for passage of craft over the north cofferdam.

From August 1, 1936 to May, 1937, boats may use the temporary lock facilities, but for low stages of the river (100,000 cfs or less) there will be less than six feet of water on the upper sill.

May, June and July, 1937: the river will be too high to permit the use of the temporary lock. The main channel will be blocked by the partially completed spillway dam.

From August 15 to November 15, 1937, the locks will be closed to permit raising the upper lock sill. About November 15 the lake above the dam will be formed by raising to project elevation and the lock in its finished form, opened to navigation.

The temporary lock equipment provides a passage 45 feet wide through the upper sill and 76 feet through the lower sill. When completed the locks will be 516 feet long, 76 feet wide and will have a depth of 36 feet of water, enough to take most ocean freighters.

Rent your rooms and apartments thru a classified ad in The Chronicle.

## Pool & Snooker

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## HOOD RIVER COUNTY TRAFFIC DEATHS DROP

Although several counties in Oregon reported heavy increases in number of deaths caused by automobile accidents, Hood River county reduced its traffic toll from 3 in 1934 to 1 in 1935, according to W. R. McDonald, director of the Oregon State Motor association in charge of safety.

This improved record, he said, has been an important factor in giving Oregon national recognition as a leader in street and highway safety. Based on latest national figures, Oregon ranks second in the country among states which have shown outstanding reductions in motor deaths.

"Every motorist in Hood River county deserves the commendation of safety leaders for entering into the spirit of the 'Let's Quit Killing' program and making an effort to eliminate serious accidents," the motor club official said. "A reduction of this sort offers a vast amount of impetus to safety work."

"It is encouraging to note that this reduction was made in spite of the fact that much of the driving in this county is over comparatively straight and open road, where motorists are tempted to speed where the most serious accidents usually occur."

McDonald said that any decrease in number of traffic fatalities last year was doubly significant in view of a nation-wide increase. In Oregon, he pointed out, motorists apparently were becoming more and more intelligent in the operation of their machines, while in many other states drivers have not yet become "safety conscious."

"Since the Oregon State Motor association inaugurated its program of safety in September, 1934, motorists in this area have been co-operative. Records indi-

## LOCKS FLOCKS TO FIRE

Cascade Locks' new fire siren whooped it up Friday at dinner-time and citizens came running to the home of Mrs. Manda Collins. Flames spurted into the darkness from the chimney, soon died down as Acting Chief M. L. Morgan and the Locks volunteer fire department stood by to see that no damage was done.

## FIRE ELECTION RESET FOR TUESDAY EVENING

With only three or four members present Friday evening, the Cascade Locks volunteer fire department was forced to postpone its election of officers to next Tuesday evening at 8 p. m. in the council chambers.

"It is a shame," said President M. E. Trimble, "that the property owners and businessmen of Cascade Locks, to whom the protection of lives and property from fire are of vital interest, prefer to attend social meetings rather than cooperate with us. Two weeks ago the department publicly announced this important session; subsequently, nearly half a dozen other groups decided to meet on the same evening. We urge every fire department member and every taxpayer to be present at Tuesday's election."

cate quite definitely that they have responded to our request that they drive more thoughtfully, that they take time to be safe.

"We have now entered upon a new year, and it is only reasonable to believe that these motorists will continue to drive intelligently—continue to improve their driving habits. It is not too much to expect a record-breaking reduction in traffic deaths during 1936."

DID YOU EVER NOTE THAT  
A GIRL WITH COTTON STOCKINGS  
NEVER SEES A MOUSE?

## TIME TO BURN BRUSH

### IS NOW, SAYS RANGER

This is a good time for brush burning and general cleanup, District Ranger Roy L. Weeman of Columbia Gorge station, reminds residents of the dam area—but only when the icy east wind isn't whooping down the gorge.

Permits for burning will not be required until the beginning of the fire season May 15. But extreme care must be used, according to Mr. Weeman, because windy days soon dry out the forest. Brush, dead grass and rubbish should be burned around all homes and buildings now to protect them from the extreme fire hazard that occurs in the dry summer months.

## CCC BUILDING EAGLE

### CREEK WATER SYSTEM

Eagle creek national forest camp will soon have a new water system.

A crew of CCC boys are constructing an intake at a spring high up the side of Wauna point to supply sufficient water for the needs of the 2,000 or more visitors each summer weekend. Greater water pressure will be obtained. Present pipelines on the campgrounds will be used. The water system should be completed within several weeks.

SEE "MAC"  
—AT THE—  
OREGON-WASHINGTON  
FOX FARM FOR  
THE OREGONIAN

DR. MELVIN E. JOHNSON  
PHYSICIAN AND SURGEON  
Cascade Locks Phone 35

# PRICES FOR FRIDAY AND SATURDAY CHAPMAN'S GROCERY

CASCADE LOCKS, OREGON

## Cheese

BROOKFIELD  
lb. 23c

## Oysters

BLUE PLATE  
5 OZ.  
11c

## Shrimp

S. & D.  
5 OZ.  
11c

## Tuna

WHITE STAR  
3/4's  
15c

Peaches . . . . .	Libby's 2 1/2's	15c	2 FOR	29c
Syrup . . . . .	Mello Drip		24-OZ.	21c
Matches . . . . .	CARTON			17c
Jello . . . . .			3 FOR	17c
Hot Cake Flour . . . . .	Triangle		4.9 Lbs.	25c
Oil Cloth . . . . .	YARD			29c
Jelly . . . . .	Tea Garden		15-OZ. Glass	24c
Rolled Oats . . . . .	Triangle with China		LARGE PKG.	26c
Oxydol . . . . .	LARGE		PACKAGE	21c
Heinz Soups . . . . .	All Flavors		2 FOR	25c
Shredded Wheat . . . . .				12c
Soap . . . . .	Crystal White Giant		Size—5 For	22c
Corn . . . . .	Butter Kernel No. 2		2 FOR	25c

WAG  
Dog Food  
4 FOR  
19c

BROOKFIELD  
Grade "A"  
BUTTER  
36c

DEFINITION  
FLAPPER: One who does what an old maid would like to do, but doesn't have the constitution to stand it.