

EIGHT

Mercury Soars; Summer Arrives

The good old summertime came to the dam area last week after a tough and cold spring, and raised the mercury as high as 83 degrees, recorded maximum both Wednesday and Thursday.

The highest April temperature in 1935 was 73, but every day last week showed a higher reading than that.

Trees and shrubs throughout the gorge burst into leaves and flowers almost overnight last week. Budding was delayed a whole month by the wintry blast of February, when the average temperature was but a shade above normal. Despite February's cold spell, little damage except delay in leafing was apparently done.

Last week's warm weather was accompanied by westerly breezes which kicked clouds of dust but cooled off sweating dam workers in the shade. Clouds started rolling in Friday evening from the west, making Saturday cooler.

RIVER FLOWS OVER CRIBS TO END WORK

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block, raising the main part to plus 42. The wingwall is being poured to plus 54, when the beams for the floor bay across its top will be installed. Piers 13 and 14 are all ready to be poured to plus 56 feet and Columbia is hoping that the swirling current through the piers won't dislodge or warp the forms.

Columbia is placing more hand-placed riprap at the upstream side of the wingwall this week, as the river threatens to lap over the top of that already in. The Bradford island cutoff wall, scheduled on the plans to go to plus 55 feet, is now at 65, which may remain as its finished elevation.

TWO DEER SWEEP TO DEATH OVER SPILLWAY

Two more deer, both does, met death in the dam area Monday when swept by the boiling Columbia river over the uncompleted south half of the spillway dam.

One doe was dead before it reached the spillway. The other was seen struggling as it went over the hump, was sucked down and smothered in a welter of waves and foam below the piers. Its body was recovered and taken away by state policemen, but the other deer disappeared.

PLAY BENEFITS LOCKS CHURCH REMODELLING

A comedy play, "The Family Mixup," will be presented Wednesday at 8 p.m. in the Cascade Locks high school auditorium for benefit of the Locks community church remodeling fund.

The Home Builders Sunday school class of the First Christian church of Hood River will be the cast of the play. The small admission charge will all go to making improvements to the Cascade Locks church.

RYER LEAVES

After nearly a year's affiliation with The Chronicle, William H. Ryer leaves this week to take over the county news field for the Vancouver Daily Columbian in Vancouver, Washington. We are sorry to have him leave for he has made many friends for The Chronicle. The new position was something that he could not afford to pass up so we say good bye and good luck.

George M. Henderson of Portland will take over Ryer's duties beginning with next week's paper.

Caution

WARNING SIGNS at railroad crossings were not put there for the information of the engineer.

CITY HALL BOND ISSUE TO BE ON MAY BALLOT

With the passage of resolution 30 by the city council of Cascade Locks Monday night the question of whether the city should further bond itself to the extent of \$8,000 for the construction of a city hall will be placed before the voters with the May 15 ballot.

Attorney Wyers was instructed some time ago to draw up this resolution.

The long argued point of arranging for the right of way through the Alger property was finally settled Monday night. For the first time since the controversy started all the parties have been brought together. Papers were signed and the last legal obstruction to the construction of the water system with the exception of the appeal pending was out of the way.

Action was taken by the council in regard to the number of stray dogs within the city limits at the present time. An agreement presented by the Hood River County Dog Control appointing the city marshal dog catcher and turning over to the city 80 percent of the revenue derived within the city.

It was wondered at the time that the fire hall was being built just who was going to be responsible for the lumber bill. The fire department is a very loosely organized group for Mr. Laher to trust with a \$303.83 lumber bill. Monday night the city council guaranteed payment of the bill, but still the fire department owns the building.

CAR CRASHES FENCE

Crash! went the fence in front of Joe Bucher's Hollywood dairy farm at Dodson Friday night. Bucher rushed out to find an automobile in his front pasture, with the driver frantically trying to keep Joe's contented cows away from the breach in the fence. Bucher helped the motorist, who said his lights had given out, to get to Bonnie Park garage where they were repaired.

LEWIS PLAYS AT DANCE

Vivian Lewis' girls' band will play for the dance at the government auditorium following the big American Legion open house tonight. Admission will be charged for the dance, none for the open meeting.

OFFERS REWARD FOR DOG

Mrs. E. J. Collins, Union Pacific station agent at Bonneville, is offering a liberal reward for the return or information regarding the whereabouts of her white wirehair terrier, "Trixie," lost Monday at Bonneville.

WEATHER BUREAU BROADCASTS

Through the courtesy of radio station KXL, Portland, general weather conditions and forecasts for Oregon, Washington and Idaho are broadcast daily at 8 a.m. and 6:55 p.m., except Sundays, broadcast once at 6:55 p.m. Fire weather forecasts for Oregon will also be included. Calls will be received at both Columbia gorge and Eagle creek ranger stations where special radio sets are located.

EMERGENCY LOOKOUT SENT UP

Wilbert Harrison of Cascade Locks was sent to the top of Wauna point, above Eagle creek campground and overlooking the dam area, Saturday morning at the request of Ranger Shepherd of Hemlock ranger station on the Washington side due to extreme fire hazard. Communication with Ranger Al Wiesendanger at Eagle creek station was carried on first by semaphore, later by short wave radio when the sets arrived.

Before the depression more than 3 billion board feet of wood material ranging from cordwood to sawlog size, was left behind each year by logging operations in the Douglas fir region of Oregon and Washington. On an acreage basis this wasted timber was greater than the original stands in most parts of the east.

CYC Breezes

"There are many landmen who love ships with a strange devotion, a devotion not peculiar to men who go down to the sea in ships, an admiration not depending either on the construction of hull, the form of rigging and sails, or on the brains and brawn of those who direct the vessels' paths across the great deep. Their love is founded upon something more intangible and wonderful. It is to be found in that subtle awakening of mental processes, that consciousness of self-appreciation arising from the realization that the object of their affection and interest, the ship, combines all the elements of aesthetic fundamentals; that it is in fact inherently a work of art, replete with line, color, form, atmosphere. And for the perfect setting of this work of art, intensifying its beauty and romance, is the ever-present, ever-changing mystery of the sea." — Henry B. Culver, "The Book of Old Ships."

The foregoing excerpts have been quoted as being the most scholarly and well written definition of what makes ships and sailors that way as it will ever be your good fortune to read in a long day's march.

Out on Columbia Construction company's mid-river barge works Dick Shook, rear commodore of the Cascade Yacht club, as a mate. Dick's old sea-going dad, R. M. Shook of Milwaukie, is building a one-design jib-headed sloop that is expected to be shown in Bonneville waters this spring. Called the Dauntless type, she will be 18 feet long with a six-foot beam, the spruce mast 24 feet, deck to peak. Her jib and mainsail total 165 square feet, the mainsail with two rows of reef points and the jib with one row. Mainstays are of 3-16 inch black tarred 6-4 wire rope, forestay 1/4 inch. Rigged for outboard motor. Centerboard. Fully equipped weighs approximately 450 pounds. Mainsail has topping lift and downhaul. Permanent halliard. May be had in natural wood varnish or any color paint with Valspar over. Hull one-half inch spruce. Frames fir or spruce. All hull fastenings, blocks, cleats, cavils, chain plates, etc., of galvanized iron. Best grade Manila used in running rigging. All standing rigging easily demountable. Complete and ready to sail will sell for \$175.

A beautiful little two-foot model of this boat, built to scale, is now on display in the Bonny Villa tavern, home port of Cascade Yacht club's fleet captain, Rolf Enquist.

STATE WARNS AGAINST INSURANCE COMPANIES

SALEM, Feb. 12 (Special)—Renewed activity in mail order solicitation by the National Protective Insurance company of Kansas City, Mo., the Franklin Life Benefit association of St. Louis, Mo., the Sterling Casualty Insurance company of Chicago, Ill., and the Sunset Mutual Life Insurance company of Los Angeles, Calif., prompts Hugh H. Earle, state insurance commissioner, to warn the public against buying insurance through the mails or from unknown persons without making sure the company and the agent have licenses from the Oregon insurance department.

Such companies and associations lead the policyholder to believe he is getting a bargain, Earle state, and in most instances the policies are extremely limited in coverage. The folly of purchasing insurance from unlicensed companies and associations is proved by the number of letters received by the insurance department from citizens who have been unable to collect when they have a claim. The policyholders find, after the company or association refuses to pay, that it is beyond reach through either the insurance department or the courts of the state.

DR. WOOD CONFERS WITH LOCKS DEMOS.

Dr. Joseph P. Wood, leading candidate for democratic national committeeman from Oregon, conferred with democratic chieftains of the dam area in Cascade Locks for a few minutes Monday.

Dr. Wood, chairman of the Oregon delegation at the convention that nominated Roosevelt, was enroute to Baker and intermediate points. He has received strong assurances of support, and felt his chances at the May 15 primary are better than even.

Dr. Wood is ex-mayor of Gandon and ex-chairman of the Gilliam county democratic central committee.

9,000 VISITORS TOUR DAM PROJECT SUNDAY

Nearly 9,000 visitors saw Bonneville dam Sunday, forerunner of even larger crowds to come this summer.

U. S. guards, under whose guidance visitors are permitted to see the project, report that 1,400 persons stopped at the view point in North Bonneville on the Washington side. The Oregon side was much more popular, with 7,266 persons registered for the day in the view point above the navigation lock.

Forest Service

National forests contain 37 percent of the total timber supply of the state of Washington. They also include 39 percent of the total timber stand of Oregon. However, this national forest timber is the least valuable partly because it is the least accessible. Timber estimates include all timber of merchantable size regardless of accessibility or character of logging chance. Large quantities may never become economically available.

The states of Oregon, Washington, Idaho and Montana contain 53 percent of the remaining national supply of timber; the timber stand of these four states is equivalent to nearly 90 per cent of the total coniferous timber of Canada.

Wood burls used in the production of fancy veneers are now an established product of Pacific Northwest forests. Over a million and a half pounds, mostly maple, myrtle and madrone, were shipped from Portland, Oregon, to Europe in 1935.

Latest estimates indicate that of a total of 393 billion board feet of timber in Oregon, 173 billion feet are privately owned; 156 billion feet are in national forests; 46 billion are on O. and C. revested grant lands; and 11 billion on Indian lands.

Latest estimates place the total timber supply of Washington at 276 billion board feet, of which private owners hold 132 billion feet, the national forests 101 billion feet, the state, counties and municipalities 30 billion feet, and other public agencies 13 billion feet.

Traffic studies made in 1929 for Oregon and Washington show that 65 percent of all freight car loadings consisted of forest products—logs, lumber, wood and other forest materials.

According to the Washington state commissioner of public lands, counties of the state in 1934 owned 1,250,000 acres of forest land obtained through delinquent tax foreclosures.

The Pacific Northwest forest experiment station recently found that of the forest land in 18 western Oregon and Washington counties, more than 3,200,000 acres were tax delinquent and almost 479,000 acres had been acquired by the counties for unpaid taxes.

DAM AREA SECTION IS FIRST OF NEW HIGHWAY

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to catch a view of the Vista House. The present upper road will be continued for scenic purposes.

It is anticipated that the dredging work for the new route can be performed in conjunction with the dredging of the channel, which will be done by the army engineers as a part of the Bonneville project.

The state would pay the federal government for the additional cost of placing the sand in the highway embankment over and above the ordinary cost of disposing of such spoil. The construction will be similar to that used in building the Swan Island airport.

Between Dodson and Cascade Locks the new route lies between the railroad and the bluffs. The proposed highway will span the tracks of the Union Pacific railroad by overcrossings at Troutdale and Dodson. The work will be very expensive in the vicinity of Eagle Creek and around the Ruckel slide, lying just west of Cascade Locks.

Last year the highway commission, in cooperation with the army engineers, constructed the joint railroad and highway cut through a high ridge just east of Eagle creek. This section of road is in use. The cost to the state was \$104,000.

In addition to this work there is now under construction a highway bridge across Eagle creek at an estimated cost of \$131,000. A project has just been let by the federal bureau of public roads for construction of a tunnel through Tooth Rock with forest highway funds.

The tunnel will be 837 feet long and 26 feet wide between four-foot sidewalks. The tunnel will be electrically lighted and plans are under way to secure the power free from the Bonneville project.

The present highway goes around Tooth rock with sharp curves. The proposed construction will bore through the rock at an estimated cost of \$225,000, including complete concrete lining.

The Tooth Rock formation is a close-grained, columnar basalt which geologists believe slipped off the high cliffs above at the time of the Ruckel slide, which many years ago dammed the Columbia in the vicinity of Cascade Locks.

In addition to the Tooth Rock tunnel, the state highway commission plans to let a contract for completion of a unit from a junction with the present pavement, approximately one-half mile west of Tooth Rock point, to a junction with the present road just east of the deep Eagle creek cut, a distance of 1.2 miles. The estimated cost of completion and paving of the entire unit is \$100,000.

The sum total of the expenditure on this section, including the work that has been performed and contracts that have been let or soon will be let, is \$500,000.

The Eagle creek section is only a small start, but the highway commission feels that it is the beginning of one of the most important highway changes in the state. And the motorists are waiting expectantly for the new road that will eliminate the famous but hazardous "figure eight" and the Rowena loops.

ADDITIONAL LOCKS NEWS

Dick Woodward Sr. has been rather seriously ill recently.

Grant Cavis is the owner of a new Chevrolet sedan.

Mr. and Mrs. Newton Cassler of Portland enjoyed Sunday dinner with Mrs. Cassler's sister, Mrs. Charles Hagglom. Mr. and Mrs. Don Lewis of Portland were also guests.

The population of Cascade Locks again took a jump when Mr. and Mrs. Tom Coles announced the arrival Sunday night of a 6-pound 8-ounce baby girl. Name, Joyce Arline. Dr. Melvin Johnson attended.