

# Mid-Columbia Groups To Ask for Free Bridge at Hearing

Hood River, White Salmon, Bingen and Underwood not only want the present bridge retained, but they want it made free, delegates to a hearing at the Hood River Chamber of Commerce declared Tuesday.

The meeting was preliminary to a hearing called by the army engineers in Portland today at 10 A. M., when the local brief will be read. The Bridge of the Gods at Cascade Locks is also affected.

In calling for the hearing, the engineers asked that (a) local residents show the desirability for maintaining a navigable channel up the river; (b) they show the necessity for a bridge at this point; (c) they recommend means of financing alterations made necessary by raising the river level.

Chief snag seems to be who shall finance the alterations on the sections of the bridges above the ship channel — the government or the bridge companies. There is a distinct possibility that the bridges will be wrecked, which the engineers have authority to do, if the companies are unable to pay for the alterations, and local communities fail to show sufficient cause for their retention.

Both the engineers and their superiors in the war department appear to be reluctant to put money into the bridges to the advantage of bridge owners, according to statements made at yesterday's hearing.

Senator McNary has prepared a bill which will authorize and direct the government to acquire the bridges, but doubt was expressed at the meeting as to whether the bill has been introduced.

Following were some of the facts brought forward which support retention of the bridges:

1. Tourist travel is greatly stimulated by presence of the bridges, and would be stimulated even more if the bridges were made free.

2. Local residents and business firms, particularly lumber companies, are heavy users of the bridges. In 1936 44,500 passenger cars and 17,800 trucks used the Hood River-White Salmon bridge.

3. Stage travel between the north and south banks is dependent on at least one bridge, as is private traffic between central Washington and central Oregon and northern California points.

4. A free bridge here would make possible unified terminal facilities for the Hood River-White Salmon area in case river steamship lines patronize this district following completion of the dam.

5. The newly inaugurated mail service between the north and south bank would be upset by destruction of the bridge here.

Those at the meeting pointed out that ferry service could only partially answer the need filled by the bridge.

A committee composed of Earl Coe, Bingen, Bernard Pollard, White Salmon, and A. S. Kolstad, mayor of Hood River, was appointed to draft the brief to be presented at Friday's hearing, embodying the facts brought out at yesterday's meeting.

Roderick McRae, new Hood River chamber of commerce president, conducted proceedings.

Besides members of the above committee, those present were C. F. Brenneman, president of the White Salmon chamber of commerce; Jim Anthon of Underwood; Theodore Suksdorf of Bingen; Mr. Henderson of Bingen; Guy Wade of White Salmon; and Harry DeWitt, C. M. Hurlburt, N. E. Nelson and Minor Corman of Hood River.

## RESOLUTIONS

(Continued from Page One)

traffic will be enabled to reach as far inland as The Dalles; and

WHEREAS the improvements hereinafter mentioned will raise the pool level of the Columbia river so that the Bridge of the Gods, at Cascade Locks, will afford insufficient clearance for the passage of ocean going traffic; and

WHEREAS the improvements hereinbefore cited have created the conditions necessitating the adjusting of said bridge level to afford adequate clearance for sea borne traffic; and

WHEREAS such adjustments were at the time of construction not within the realm of reasonable probability; and

WHEREAS the construction of said bridge was largely in anticipation of the development and the increase of population in this area; and

WHEREAS the present revenues of the bridge company are inadequate to meet overhead and operating expenses; and

WHEREAS the financial condition of the operating company at present is unequal to bear the heavy cost that compliance with the U. S. Engineer's requirements involves; and

WHEREAS the bridge referred to is a public necessity and convenience, there being no other bridge available to cross the Columbia river between Vancouver, Washington, and Cascade Locks, Oregon, a distance of over 45 miles; and

WHEREAS the labor and expense involved in the reconstruction of said bridge is a direct public benefit, and in harmony with the President's plan of creating employment, through PWA or other like agencies; and

WHEREAS in the judgment of this chamber, the United States has created the condition necessitating this heavy outlay of money, which the bridge company is unable to meet without the aid of the federal government;

THEREFORE BE IT RESOLVED THAT THE ASSOCIATED CHAMBER OF COMMERCE, comprising the towns of North Bonneville and Stevenson, on the Washington shore, and Bonneville and Cascade Locks, on the Oregon shore, go on record as favoring the acquisition by purchase by the United States government of said Bridge of the Gods.

Bonneville Chamber of Commerce  
Cascade Locks Chamber of Commerce  
North Bonneville Chamber of Commerce  
Stevenson Chamber of Commerce

## NEW USERS

Folks aren't all moving away from the dam area these days, as some rumors have it.

In fact, there are a lot of people moving in, as W. J. Carlson, water superintendent at Cascade Locks, can prove by his records.

According to Carlson, 15 new hook-ups have been made since March 1, which isn't bad at all in a community where everybody is rumored to be on the march.

## RISE IS SLOW

The big stream, known colloquially as the Columbia river, was pouring 83,700 cubic feet of water per second seaward Wednesday, with an expected drop to about 78,000 second-foot due Thursday morning. The big spring rise has not yet begun, but is waiting only upon a few warm weeks somewhere in the interior.

## Eagle Creek

Mrs. R. S. Checketts spent the week end at the Checketts' ranch near the Mount Hood loop highway above Parkdale. Mr. Checketts and two sons are busy there at the family saw-mill and lumber camp, producing about 4000 feet of lumber per day.

Mr. and Mrs. Russell Blevins made a trip to Cannon beach last week-end.

Miss Frances Bellstrom of Portland came up Saturday to spend the week-end with Mr. and Mrs. Irving Hall.

Mr. and Mrs. Fred Snider spent last week-end in Portland. Mr. and Mrs. Charles J. Johnson plan to spend the next week-end there also.

Mrs. C. L. Griffith and children Dickie and Caroline and Miss Lorraine Smith, all of Portland, are visiting the Clarence Smiths here.

## INCREASE SEEN IN

### N. W. LOG SHIPMENTS

Log exports from Pacific Northwest ports showed another increase in 1936, in spite of unfavorable shipping conditions created by the maritime strike, according to Portland and Seattle merchants exchanges compilations recently summarized by Dr. J. Elton Lodewick of the Pacific Northwest forest experiment station, Portland.

Douglas fir logs with 54 million board feet (Scribner scale) made up approximately half the total soft-wood log shipments of 109 million feet. Approximately 35 million feet of Douglas fir went to Japan; about 6 million feet to China; and 2 million to Australia and New Zealand. The remaining 8 million feet were high grade veneer logs shipped to Europe, South Africa and the Philippine Islands.

Hemlock logs ranked second in volume with nearly 33 million board feet, of which Japan took 29 million and China the remainder. Third in im-

portance was western red cedar, with 7 million board feet all destined for Japan. Port Orford cedar log exports totaled 6 million feet, of which Japan took 98 per cent. Other soft-woods shipped were Sitka spruce with 3 million, and western white pine with nearly 2 million feet.

Of hardwood species shipped, cottonwood comprised 6 million feet, mainly going to China and Japan. Other hardwoods such as ash, maple, madrone and walnut for furniture and veneer, totaled 150 thousand feet.

## LOGAN LEAVES

Chas. R. Logan, certified public accountant, has completed his audit of the books of the city of Cascade Locks, after spending a week in the city, at the Lakeside hotel. The books of the treasurer, recorder and marshal were all checked and found in good shape.

A detailed report will be in the hands of the council at its next meeting April 12. The report will cover the period from incorporation to December 31, 1936, a total of 16 months.

# EPPING'S Red and White Store

Cascade Locks, Ore.

## Specials Friday, Saturday, March 26-27

Ham . . . . . lb. 28c

Whole or Half

Daffodils . . . 2 doz. 25c

Shortening . . . . lb. 14c

Pearl

Mayonnaise . Pint 29c

5c refund on jars

Fresh Eggs . . . . .

Extras, large, white

Egg Dyes . . . 2 for 15c

Paa's

Coffee . . . . . lb. 25c

Matchless

POST TOASTIES or Corn Flakes...7c

Red and White

Kellogg's

CRISCO 3-lb. can .....63c

MUSTARD, 6 oz. jar .....9c

Heinz

SALAD DRESSING, quarts .....35c

PALMOLIVE SOAP .....5c

WHITE SOAP .....4 for 19c

Giant P & G

SUGAR, powdered or brown, 3 lbs. 19c

CAKE FLOUR .....23c

Red & White

PANCAKE FLOUR .....17c

Red & White—Lge. Pkg. 2 1/2 lb.

PINEAPPLE, large 2 1/2 cans ..2 for 35c

B & W Broken Sliced

FLAV-R-JELL .....4 for 19c

DOG FOOD .....4 for 19c

Playfair

TOILET PAPER .....5 for 23c

Sterilized, sanitary

WHOLE CLOVES, pkg.....9c

Red and White

## FRUITS AND VEGETABLES

Asparagus . . . . 2 lbs., 35c

Lettuce . . . . 2 heads, 13c

Oranges . . . . 10 lb. bag, 35c

also Green Onions, Radishes, Cucumbers,  
New Potatoes and Tomatoes

## PROGRESS

Keep Hammering!

That's what the water-grade highway committee has been doing, and what it must keep on doing until the last square foot of paving is completed.



# West Coast Power Co.