

To keep the automobile windshield free from rain or sleet, use an ounce of water, two ounces of glycerin and one-eighth ounce of salt. Dip a cheesecloth or gauze into this solution and rub over windshield.

CASCADIANN

FRI., SAT., SUN. JAN. 7-8-9

"Fire Over England"

The spectacle of the Age

MON., TUES., WED., THURS., FRI.

JAN. 10-11-12-13-14

Joel McRae, Frances Dee, Bob Burns

IN

"Wells Fargo"

RIALTO

FRI., SAT. JAN. 7-8

"Fight for Your Lady"

John Boles, Jack Oakie, Ida Lupino

Betty Gilbert

SUN. JAN. 9

DOUBLE FEATURE

Hugh Hubert, Allen Jenkins

IN

"Sh! The Octopus"

Cesar Romero, Phyllis Brooks

IN

"Dangerously Yours"

MON., TUES., WED., JAN. 10-11-12

Norman Alley's

"Bombing of the Panay"

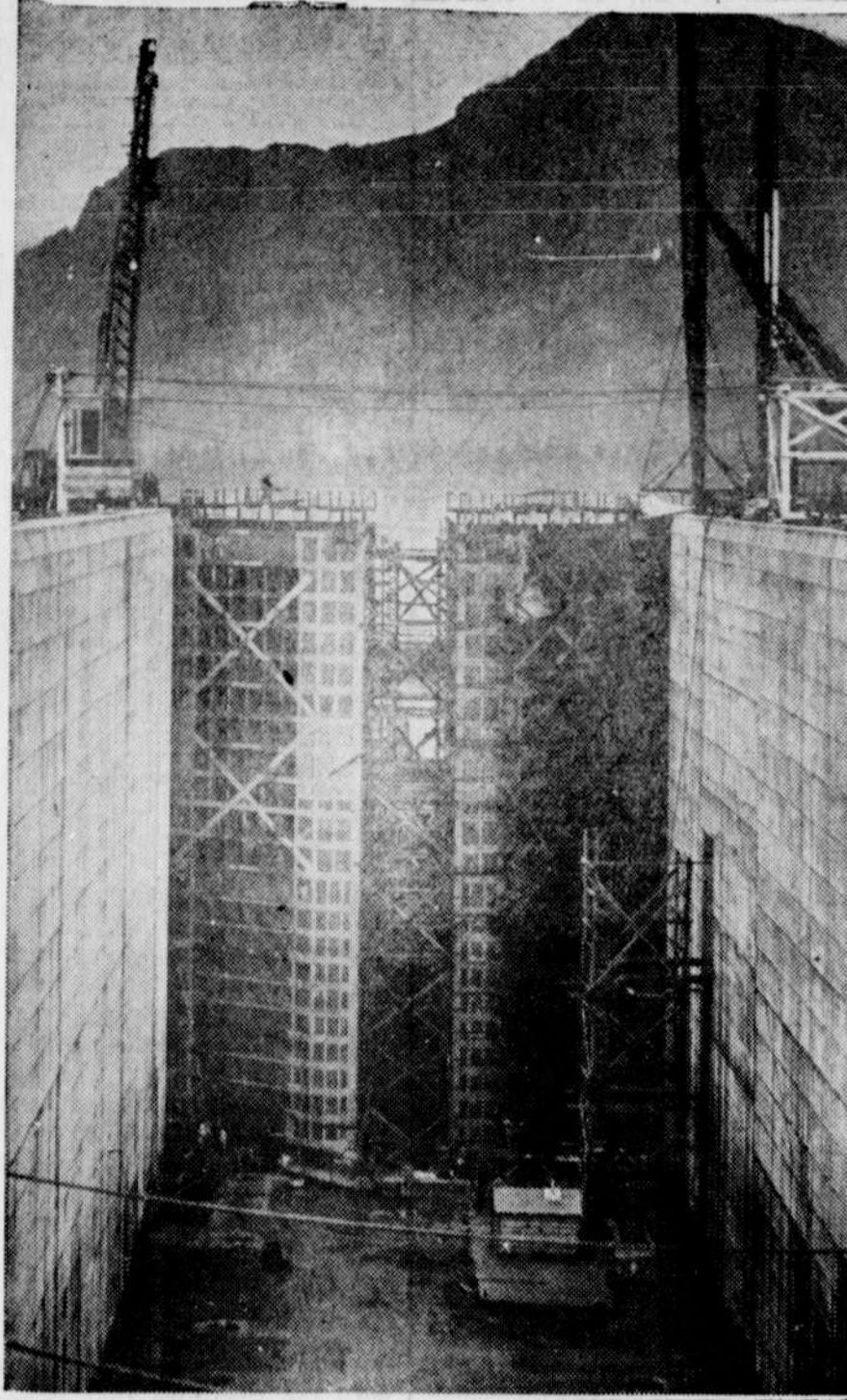
Exclusive Picture

Also

John Wayne, Montague Love

"Adventure's End"

Lower Gates for World's Largest Single Lift Locks



POWER SALE NEXT STEP IN PROGRAM

(Continued from Page One) pleted Bonneville project, with two of the contemplated 10 units for hydro-electric power, is approximately \$51,000,000; with all 10 units, \$75,000,000.

The year 1937 also saw organization of the Bonneville administration, the appointment of J. D. Ross of Seattle as administrator, the completion of the 5000-horsepower service unit to provide the Bonneville reservation with power and started by President Roosevelt on his last visit at the dam last October, and the gradual reduction of the working crew from a peak of 3700 to approximately 1000 men.

Operations in 1937 cost approximately \$9,000,000. With the finishing touches were put to the north half of the main spillway dam, the money making possible also the completion of the fish ladders on the Washington side, installation of the steel slide gates along the dam and the second gantry crane to lift them, and of the immense upper and lower gates for the ship lock. Back filling at the north end of the dam was completed and is also finished at the south end. Rip-rapping bank protection on the Washington shore, extending upstream about half a mile, is approximately half done and will be finished in February. The big cables which were used to carry materials out over the main dam were taken down in December and the great towers at either end are now coming down.

Much of the work of the past year has centered in the powerhouse where the two 43,200-kilowatt generators were assembled and installed by the General Electric company and the two turbines were installed by army engineers and the S. Morgan Smith company. Also completed were the six main transformers, three for each power unit; screens for the intake channels to the powerhouse, and governing units, operated under 300 pounds oil pressure and control-

ling automatically the turbine blades and the gates to the turbines. The bus and switch structure on the roof of the powerhouse was about one-third completed.

Other powerhouse work of the year included installation of hundreds of conduits to carry lines to controls, the air washing, conditioning and heating plant, and the great storage battery system which operates the controls by direct current and, incidentally, guarantees control of powerhouse machinery whether or not the hydro units are in operation.

The lock, which will accommodate barge traffic to and from The Dalles when the water level rises to 72 feet (it was 44 feet December 22) and ocean-going ships after the channel is dredged from Vancouver to Bonneville, has the greatest lift in the world, generally about 55 feet and a maximum of 66 feet. It will be open to barge traffic some time in January of this year.

Generators Largest in World

The two generators, 50 feet in diameter, are the largest in size and weight in the world, 50 feet in diameter and weighing about 1,500,000 pounds each. The five-bladed, automatically adjusted turbines and shafts weigh about 2,000,000 pounds each. Both are supported on one great, flat thrust bearing in oil. Because of their great size and weight, it was necessary to build and test them at the factory, tear them down for shipment, then reassemble them in the power house after they were rolled in on specially constructed railroad tracks. Tests on the turbines and generators (the generators must be thoroughly dried out before being placed in service) will be run in January and February.

The great power house can be operated 24 hours a day by 12 men, four to a shift; the locks will require five or six, and the fish ladders 35 to 40 men when the run is on and five or six the rest of the year.

Supplemental work now under way and necessitated by the great lake

rising behind the dam and as far as The Dalles includes:

Raising the Bridge of the Gods approximately 55 feet and reconstructing approaches, providing a circular approach on the Oregon side and a new one on the Washington side; rise of normal level of river about 50 feet because of Bonneville Dam.

Raising approaches to Hood River Bridge, replacing wooden approaches with concrete and steel spans (rise of river here to be about 15 feet above present normal); riprapping bank to protect railroad; building flood protection levee from Hood River to Hood River Bridge approach, about half a mile; raising and protecting about a quarter of a mile of railroad.

Building three-mile earth levee at The Dalles in front of the town of Three-Mile Creek, cost about \$150,000; fixing storm sewer and rebuilding sanitary sewer and installing pumping plant, cost about \$140,000. The levee is about half done and the sewer jobs about 30 per cent complete. The river will be about five feet higher than present normal at The Dalles.

River Gives Aid

Work at Bonneville has been speeded during the last year by unusually favorable river conditions, the Columbia having the lowest water stage for the longest period of any in a number of years.

The only thing preventing completing the project on schedule would be a delay in receiving electrical equipment such as the main control switchboard.

Things to be done in 1938 before Bonneville can begin delivering

power to homes, farms and factories:

1—Allocation of costs at dam, by federal power commission, as basis for rate.

2—Securing of appropriation for transmission lines to be built under the direction of Administrator Ross, and building of lines, jobs requiring from six months to 18 months.

3—Finding markets for Bonneville's first two units of power (about 86,400 kilowatts or 120,000 horsepower) and obtaining appropriations for additional units as needed.

The construction phase has been successfully negotiated by United States army engineers; the sale, transmission and distribution phase is just beginning under the direction of Ross—approximately a year late for proper integration with the construction schedule.

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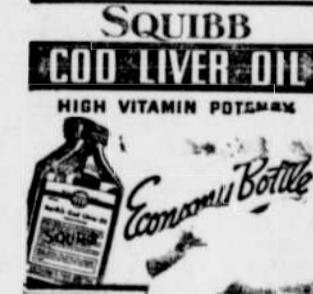


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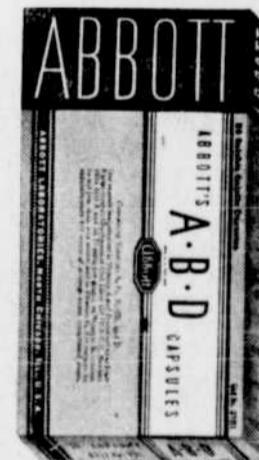
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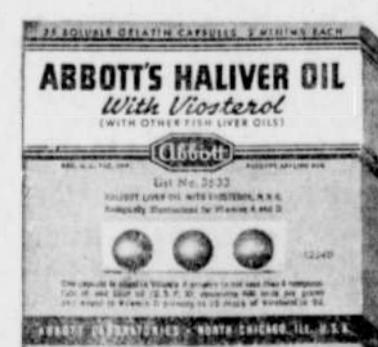
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