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+ No. 1 Motorlog Attraction +

Bonneville Dam Slated To Draw Many Visitors

This newspaper is co-operating with the Oregon State Motor association and The Oregonian in presenting a series of motorlogs intended to stimulate travel in the Pacific northwest. The following article has been condensed from a full page article appearing in The Oregonian May 1.

By Lawrence Barber

WE SET out a couple of Sundays ago for Bonneville, which will doubtless be visited this season by more Oregonians than any other single point of interest. We do not hesitate to say "more" in this case, because Bonneville has everything in its favor as the most popular tourist attraction available to the greatest number of Oregon people.

It is scenic in itself, its surroundings were scenic before Bonneville dam was even thought of, it is reached over a scenic tourist highway strewn with points of interest and convenient stopping places, and the loop roads that lead back to Portland are just as interesting as those that lead direct to Bonneville.

That Sunday we visited Bonneville in the three-A travel car we found numerous other people had the same idea in mind, and when we asked "Bonnie" Whitsett, the captain of the United States guards, how many there were in that sight-seeing mob, he announced that more than 18,000 persons were checked in.

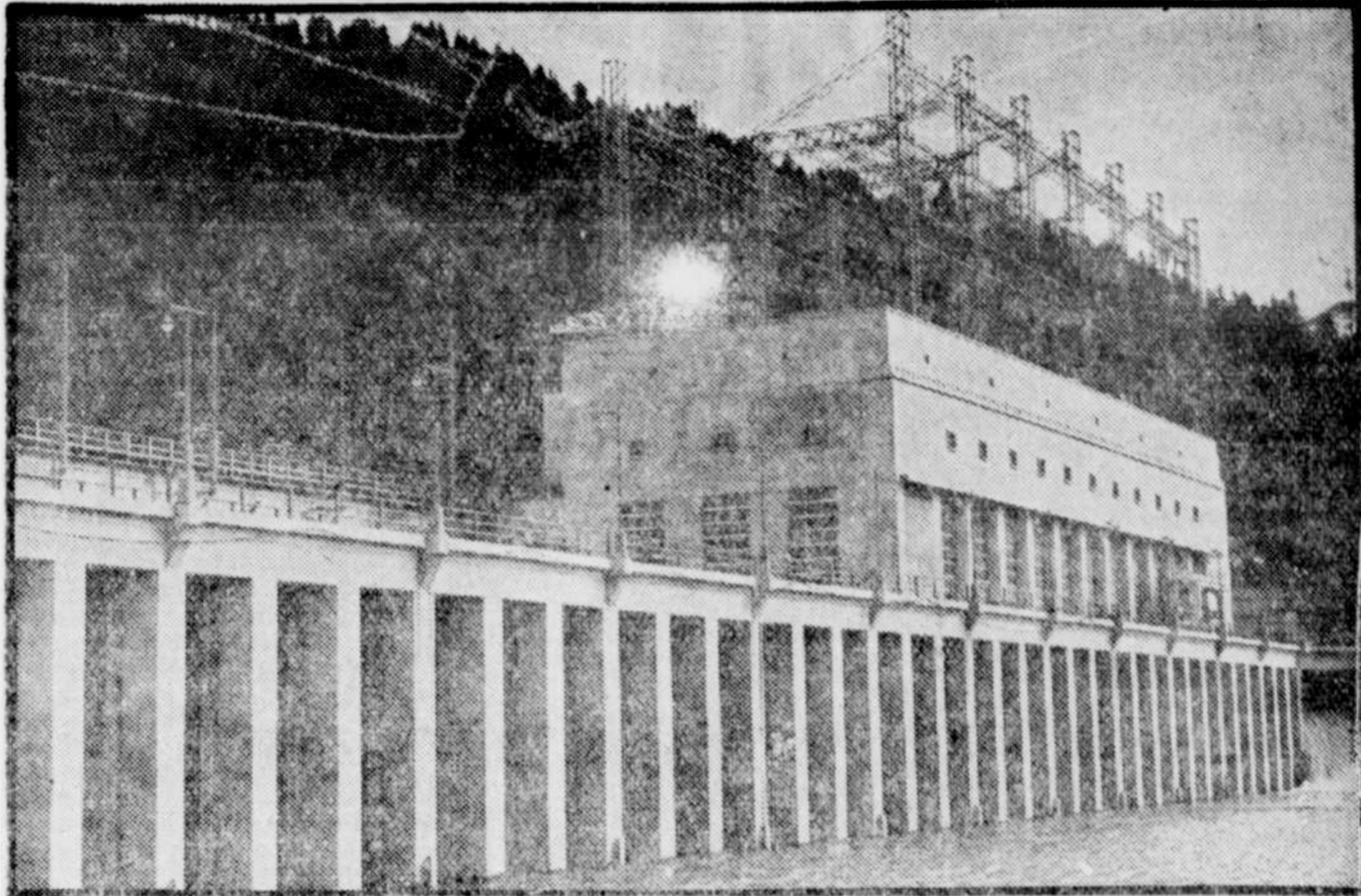
If that number came on an ordinary Sunday, we ask how many will come on the peak days of the season?

East of Portland

Bonneville, site of the dam that harnesses the Columbia river, the powerhouse that is to light farms, homes and factories in the Columbia valley, the sealocks that are to help ocean-going steamers climb to The Dalles, the fish hatchery that helps perpetuate the river's salmon run, is 41 miles east of Portland on the Columbia highway.

It is an advantageous stopping point in two exceedingly interesting loop drives, one a comfortable afternoon run of about 90 miles, the other an all-day drive of 170 miles. The shorter drive lies over the Columbia highway to Bonneville, thence three miles farther to Bridge of the Gods, and return on the Evergreen highway along the Washington side of the river to Vancouver and Portland.

The longer drive follows the Columbia highway through Bonneville and Cascade Locks to Hood River, thence south over the Mount Hood Loop highway to Government Camp—with a 15-mile side trip to Timberline



Bonneville's powerhouse as it appears today; inside are two big generators

lodge—and back to Portland. This loop will not be open until the state highway commission's snowplows have cleared away winter's drifts, sometime in May.

Starting east from downtown Portland, the Sunday motorist has two principal routes offered to reach the highway. One is via Sandy boulevard and Troutdale, the other via East Stark street, Base Line road and the Sandy river bluffs. The two roads merge at the upper Sandy river bridge, about 16 miles from downtown Portland.

Crown Point is 24 miles and 40 minutes' easy driving distance from town. Stop here and rave about Mother Nature's wonders for five minutes.

Multnomah falls is 32 miles and about 60 minutes from Portland. Stop and rave ten minutes this time.

Bonneville is 41 miles and 90 minutes—including stops—from Portland. Turn to the left, under the railroad viaduct, stop at the engineers' administration building and ask for a pass through the powerhouse.

Start moving again, follow the signs and hold the family jalopy down to 15 miles an hour. The sealocks rise up at the right, and just beyond is the powerhouse. If you are interested, park in a nearby appointed spot and follow the guide through the plant. Fifteen to 20 minutes will be required for the quick look-see permitted. Visitors are not allowed in the powerhouse on week days.

Drive on across the power dam to Bradford island. The concrete

work at the left is the fishway designed to lead salmon from the power dam up over the island to the lake above. Your highway crosses a concrete bridge at the junction of this fishway and one that comes up from the spillway dam which you see yonder. The road leads up to the top of the island, swings to the right, thence around a broad loop to the left, giving you views of the lake on both sides of the island and the upper sides of both sections of the dam.

On your way back, turn off the highway just beyond the bridge and park your car alongside several score others in the broad acreage overlooking the main Columbia river. Get out, walk as far as you can toward the main dam, and if the salmon are climbing the fishways, see for yourself how they do it.

Captain Whitsett puts in a word at this point.

Plenty of Parking Space

"There is room for 5000 cars to park here," he says. "The average party requires about 45 minutes to see the project. Then it goes over to the fish hatchery and spends an hour and a half watching the big trout."

Enough for Bonneville. A half mile beyond the entrance is the new highway tunnel through the mountainside (where they all blow their horns). Beyond is Eagle creek and a lovely campground for your picnic lunches. Next stop is Bridge of the Gods, which the United States engi-

neers propose to raise 50 feet higher so ships may pass under.

Across the bridge (toll, 50 cents a car) turn back toward Portland. The old blockhouse; North Bonneville, which grew up with the dam and now is gradually fading away; towering Beacon rock; Cape Horn, where the highway hugs the mountainside, and the busy communities of Washougal and Camas come all too quickly. Watch out for the Camas city cop, who rides back and forth in a big black sedan at the comparably snail-like pace of 25 miles an hour. Then Vancouver, the long bridge, and Portland.

Or, if you prefer the long way home, continue on east from the Bridge of the Gods to Hood River, thence over the loop road through apple orchards, fir and pine groves, to Mount Hood. The mountain road to the right leads far up the east slope to Cloud Cap, but it won't be open 'til early summer.

At the head of Hood River valley the loop highway crosses two easy divides and suddenly delivers the motorist to the Government Camp region. Signs tell where to turn off to take the road up to Timberline lodge, and when you start back down you'll probably find another road back to the main highway, completing the new Timberline loop.

Portland is 60 miles beyond Government Camp, so if you are hungry by this time, you'll find numerous roadside eating places ready and able to serve you.

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for the further purpose of a judicial examination and judgment of said court as to the regularity and legality of the proceedings of said board in authorizing the execution for and on behalf of said district of a contract with Reconstruction Finance Corporation for the sale to said corporation and the purchase by it of the aforesaid bonds and a judicial examination and judgment of said court as to the legality of such bonds and said contract aforesaid, and further, for a judicial examination and judgment of said court as to the right and duty of said irrigation district to levy each year until said bonds have been paid in full the necessary assessments provided for by said bond resolution and contract for the purpose of paying the principal and interest of said bonds.

To Hood River Irrigation District and to all freeholders, legal voters and assessment payers within said District, and to all other persons interested in this proceeding.

IN THE NAME OF THE STATE OF OREGON NOTICE IS HEREBY GIVEN, that the Board of Directors of Hood River Irrigation District, Hood River County, Oregon, has filed its petition with the Clerk of the above entitled Court and has thereby commenced special proceedings for the purpose of having a judicial examination and judgment of the Court as to the regularity and legality of the proceedings of said Board and of said District providing for and authorizing the issuance of bonds of said District in the sum of eight thousand dollars (\$8000.00), which bonds have not yet been sold or disposed of, and of the proceedings of said Board in entering into a contract with the Reconstruction Finance Corporation, a governmental agency of the United States of America, for the purchase of said bonds which are issued for the purpose of defraying part of the expense of rehabilitation and supplemental works incurred by the construction of a reservoir at Green Point, Hood River County, Oregon, for the benefit of said district, and all of the proceedings of said Board with relation to said contract and the authorization of said bonds with the maturities and in the form set forth in said petition, and further, for a judicial examination and judgment of said court as to the right and duty of said irrigation district to levy each year until said bonds have been paid in full the necessary assessments provided for by said bond resolution and contract for the purpose of paying the principal and interest of said bonds.

You are further notified that the hearing of said petition has been set for the 23rd day of May, 1938, at 10:00 o'clock A. M. at the courtroom of the above entitled court in the city of Hood River, Hood River County, Oregon.

You are further notified that you and any person interested may at or before the said date as fixed for the hearing of said petition appear and contest the validity of such proceedings or any of the things therein enumerated.

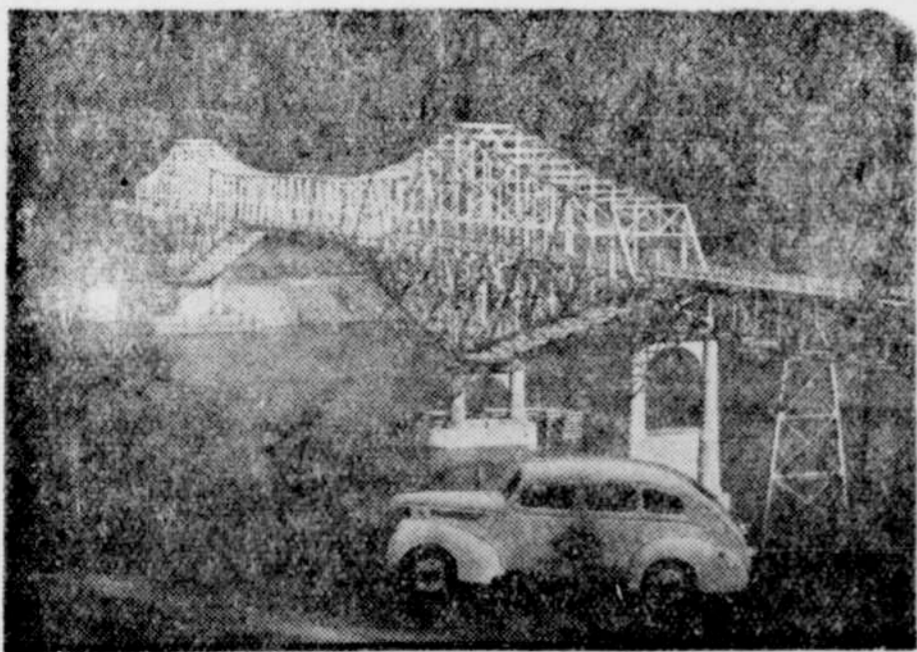
Given under my hand and the seal of the said Circuit Court this 19th day of April, 1938.

W. L. VANNET,
Clerk of the Circuit Court of the State of Oregon for (SEAL) Hood River County.

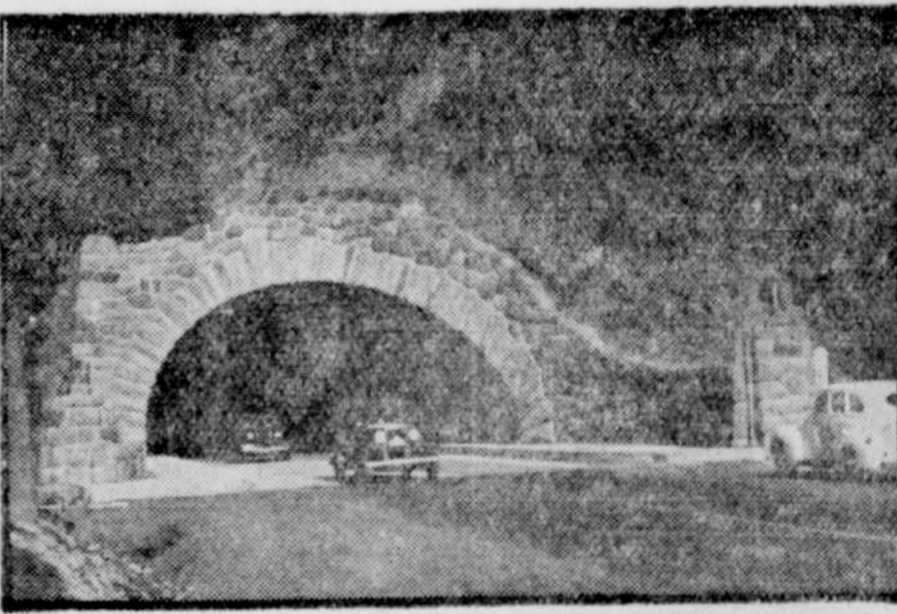
W. F. COSHOW,
Attorney for Petitioners,
Hood River, Oregon.

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Bridge of the Gods, four miles beyond Bonneville



The new tunnel between Bonneville and Eagle Creek

Coulter Announces 2-Speed Axle

Good news to truck operators is the announcement that beginning immediately the Ford Motor Company will install at the factory two-speed axles as optional equipment on all Ford V-8 trucks, according to N. C. Coulter, local Ford dealer.

Ford factory installation of two-speed axles makes possible a saving of more than 50% in the cost.

"With this great saving, every new

Ford truck buyer will have the extra advantage of being able to purchase a powerful V-8 truck factory-equipped with a two-speed axle if he wishes," states Mr. Coulter. "A Ford truck equipped with a two-speed axle gives extra power plus economical speed, gives a wider range of operation to meet every hauling need and allows faster hauling of loads with even less cost and more profit."

Those citizens who refuse to vote but continue to holler are no better than back-seat drivers.

Legal Notices

SUMMONS AND NOTICE OF HEARING

In the Circuit Court of the State of Oregon for Hood River County.

IN THE MATTER OF THE PETITION OF: George Stranahan, Eino Jakku and F. Fenwick constituting the board of directors of Hood River Irrigation District, for a

judicial examination and judgment of the above-named court as to the regularity and legality of the proceedings of the board of directors of said district in adopting a resolution authorizing and directing the issuance and sale of bonds of said district in the sum of \$8000.00 and the terms and maturities thereof for the purpose of defraying part of the expense of rehabilitation and supplemental works incurred by the construction of a reservoir at Green Point, Hood River County, Oregon, for the benefit of said district, and