

Albany-Eugene Power Line Surveyed

Bonneville engineers are considering early acquisition of property for a transmission line to Salem, Albany and Eugene.

Information released at the offices of the project revealed that members of the engineering and administration staff have just completed a survey of the right-of-way of the Oregon Electric Railway, which runs southward through the Willamette Valley to Eugene. They made a personal inspection of the properties on a gasoline train last week and conferred with officials of the railroad.

Early Power for Districts

Charles E. Carey, principal construction engineer of the Bonneville Project, disclosed that use of the Oregon Electric properties might save months in bringing power to Willamette Valley cities and rural districts. He was accompanied on his survey of the line by Sherwood Jones, chief of land acquisition, and Donald S. Campbell, civil engineer. Studies are being made of the Oregon Electric right-of-way, which varies from fifty to one hundred feet in width.

115,000 Volt Line Planned

Bonneville engineers said their survey showed the right-of-way was quite straight, and that acquisition of additional tracts in a number of towns would make the route feasible for a 115,000 kilowatt line to Albany and Eugene. U. J. Gendron, executive assistant of the Bonneville Project, said that Administrator J. D. Ross had asked his engineers to survey the Oregon Electric route to determine whether it could not be used to bring Bonneville power quickly to Clackamas, Marion, Polk, Linn and Lane Counties.

AIR MAIL WEEK BEING CELEBRATED

The United States Air Mail, whose wings today cast their shadows from Bangor, Maine, to Honolulu and from the Canal Zone to China, will commemorate with a bright new spread-eagle stamp, the event of that doubtful morning 11 years ago when Charles Augustus Lindbergh, an unknown flyer, took off from Roosevelt Field for Paris.

Paul R. Younts, National Chairman of Air Mail Week, made the announcement at Charlotte recently. It seemed appropriate to him, he said, that this air mail news should come from North Carolina, the state from whose eastern shore sand dunes the Wright brothers took off 34 years ago in the first airplane flight.

"That wasn't so very long ago," Mr. Younts observed, "but today we are celebrating Lindbergh's first flight across the Atlantic as historical."

Lindbergh made his flight on May 21, 1927. The new stamp commemorating it, dominated with the appropriate spread of eagle wings and in two colors, was issued on May 15.

National Air Mail Week is being celebrated in every state this week.

CAR LICENSES SOAR

Sixty thousand more automobile drivers are licensed to use Oregon highways than were licensed at a similar period two years ago. Secretary of State Earl Snell announced recently. Up to May 1 this year, 419,572 licenses had been issued since last June, when all operators' permits expired. This is the largest number of licenses in the history of the state, according to Secretary Snell, and the total will continue to grow until the next expiration date arrives in June, 1939.

GRAY LINE TOURS RESUME

The Gray Line coaches, which transport sight-seers through the Columbia Gorge over the Columbia River Highway, were again seen at Penn's Tavern Sunday, where they stop for the dinner hour. Four of the coaches were at Penn's on Sunday, according to L. M. Morgan, manager of the Tavern.

USING MORE GAS

Despite a March decrease, gasoline consumption in Oregon increased more than two million gallons, or nearly six per cent, during the first quarter of 1938 as compared with the first quarter of 1937, Secretary of State Earl Snell disclosed this week. This increased consumption represents a gain of approximately 30 million miles traveled by motor vehicles in Oregon.

Fish Ladders Receive Official O. K.

The Bonneville fish ladders have been recognized for their efficiency by the United States Department of Interior. A news dispatch from Washington, D. C., on Wednesday indicated Secretary of the Interior Roper said that the Bonneville Dam fish ladders have proven a "complete success" in enabling Columbia river salmon to scale the 78-foot high dam on their way up-river to spawning grounds.

"Chinooks were finding the ladder entrances readily and ascending at the rate of 100 an hour on the first day of operation of the counting station," Roper said. "Fishery biologists who are observing conditions at Bonneville report that there is not the slightest indication of congestion or delay below the dam."

The ladders are composed of 18-inch steps up which the salmon can jump in easy stages.

Because failure of the salmon to reach their spawning grounds on the upper river would imperil one of the northwest's major industries, the workability of the fish ladders on the government dam has been a major topic of controversy.

State Geology Men Comment On Steel Mills

A timely report, given out as a press release before yesterday's announcement that a stainless steel company had contracted for Bonneville power, sets forth the possibility of this type of industry for the Columbia Gorge.

As soon as it has had a chance to analyze properly the Bonneville rate schedule, the State Department of Geology and Mineral Industries is prepared to release the results of a very detailed study of the feasibility of an iron and steel industry for the Portland area. This study has been made, in cooperation with the Director of the Department, by Raymond L. Miller, well known consulting metallurgist. The report gives facts and figures as to why a substantial local steel industry is feasible and should be established in this vicinity. The market situation especially has been gone into very thoroughly with the result that the facts indicate a present annual market available to a West Coast mill in excess of a million and a quarter long tons of

pig iron. On this basis, it is believed that a plant with a capacity of 260,000 long tons per year, or about 500 tons per day of finished steel products, is well justified.

The report demonstrates the availability of all raw materials—ores, fuels, and fluxes. At the present time, the freight on all-rail shipments of finished steel products from East Coast ports is around \$25 per long ton, with water shipments around \$10 per long ton. Roughly, a half million long tons of steel products are shipped from the East Coast yearly by all-water freight, and a quarter of a million by all-rail freight. These freight charges must be assumed by the West Coast

buyers.

The presence of cheap power likely will be an added incentive to the establishment of a steel industry here. It is the ambition of the Department to sell the idea of establishing a steel industry here to parties now in a position to carry through such a program.

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