

Famous Boat Namesake of Former Hood River Resident

(By Joe D. Thomson)

That the first ocean steamer over the new Mid Columbia-Bonneville Seaway will bear the name, Charles L. Wheeler, is of particular interest to the people of Hood River and Klickitat counties. Charles L. Wheeler, now executive vice-president of the McCormick Steamship Company, the steamship's namesake, 25 and 30 years ago, when a resident of Hood River, was one of the most enthusiastic citizens engaged in promoting the varied interests of the Mid-Columbia country. Business men and those engaged in developing new orchard tracts of those days remember his dynamic energy, contagious good humor and fiery red head.

Mr. Wheeler has written the management of the Seaway association that he will make every effort to be in the Mid-Columbia country July 9 and participate in the celebration in commemoration of the opening of the Bonneville ship lock and opening to world commerce the new trade lane which extends 200 miles inland, through two mountain ranges to Hood River and White Salmon and thence to The Dalles. The shipping executive will be warmly greeted by a host of old time friends.

Charles L. Wheeler was an extensive operator in orchards in Hood River and White Salmon districts. He was associated in development of the Camas-Prairie country around Glenwood, "ash", in north Klickitat county, with Burnette E. Duncan, before leaving for St. Helens to join the McCormick lumber interests.

The celebration of July 9 bids fair, according to present indications, to attract the greatest number of motorists over the Columbia River and North Bank highways in their history. State and city police of The Dalles yesterday set in motion plans for handling a maximum traffic.

As the time approaches for the celebration, interest among Inland Empire shippers and the general public is being accelerated. The McCormick company has allotted 1500 tons of cargo to be moved from Los Angeles and San Francisco direct

to The Dalles on a rate identical with that applying to Portland. Out bound freight will move to California ports at the rate applying from Portland. The steamship will sail from Los Angeles June 29 and from San Francisco July 2. Efforts are being made to have the cargo spread among the largest possible number of shippers, in order that all may have an opportunity of seeing their business help to write a climactic chapter in transportation history of the nation.

"Inland Empire shippers by their militant fight, raising funds at a time of financial distress and joining in one of the most notable cooperative, coordinated campaigns ever waged in the upper Columbia and Snake river basins, were successful in gaining the ship lock at Bonneville," says W. S. Nelson, in charge of preparations for the celebration. "It is cheering to see their enthusiasm undiminished as they stand at the eve of gaining rewards from this fight."

Captain Arthur H. Riggs, master of the Oregon Steamboat Association and veteran of the Columbia Pilots' association, will be on the bridge of the Charles L. Wheeler, when she leaves Vancouver, Wash., at 3 a. m., July 9. A naval escort will be furnished by the Coast Guard Cutter Onadaga, Commander Highee, and U. S. S. Eagle, Commander Sass. The army will be represented by the official Ensign Corps Boat, the Robert Gray and Feather. These will proceed to the dam, arriving at 9:30 a. m. when a 30-minute coast-to-coast radio broadcast will carry the program of ceremonies on dedicating a bronze plaque on the wall of the shiplock. High national, Oregon,

Washington, and Idaho officials will participate.

At 10:30, with an argosy of river boats and barges participating, the marine parade will get under way to The Dalles. Arriving there at 3 p. m., a parade will start at 4 p. m., ending in ceremonies in recognition of those responsible for one of the most historic transportation events of the nation.

Plans call for a power participation at the ceremonies at the dam, where Administrator J. D. Ross will put one of the huge generators into operation and with power from the great dam light up a first transmission line constructed to Cascade Locks, the historic village of Portageville in the 1850s.

Parkdale Squad Overwhelms Bridal Veil

Parkdale won a game Sunday in decisive fashion, when it finished the first half of the schedule of the Inter-City League by squelching Bridal Veil 17-4.

Both teams started off on a hitting spree. Bridal Veil got three hits and three runs in the first inning and Parkdale got four hits and three runs in their half of the first. Young and Aubert were the

battery for the upper valley team while Nelson, Engquist and Scott handled the pitching for the boys from down the river. At the end of the 4th the score was 3 to 3. Then the Mountaineers seemed to get their batting eye. In the sixth Nelson was batted off the mound and Engquist took his place after 5 runs had been added to the total. In the seventh they added six more runs, while Young for Parkdale kept Bridal Veil to one lone tally in the eighth.

Final score, 17 to 4. Umpires, Barnett and Walters.

B. V.	ABR H P.	ABR H
Enquist, 2 p.	4 1 0	P. Aubert, 3.3 1 0
M. Jackson	3.4 2 1	Davies in 7. 2 2 1
Kripfel ss.	4 0 1	R. Rush, ss. 5 2 3
Barnes, cf.	2 1 1	Young p.
Scott, c.	4 0 1	L. Aubert, c. 6 3 3
Nelson, p.	2 4 0 1	W. Rush, lf. 5 3 2
Snodgrass, 1.4 0 0		Struck, rf. 5 0 2
Sathus, lf.	4 0 0	Williams, 1.4 1 1
S. Jackson rf.	4 0 0	Walters, cf. 3 0 0
		A. Aubert... 1 1 0
		Pugh, 2.... 4 1 2

Totals 34 4 5 Errors 10

This game was the finish of the first half. Parkdale won 3 and lost

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4. Next Sunday's game will be against Corbett and played on the home grounds.

TRAFFIC DEATHS DECREASE
Safety efforts in Oregon resulted in a 19 per cent decrease in traffic fatalities during the first five months of 1938 as compared with 1937, according to Secretary of State Earl Snell. Substantial reductions were noted in every month except April. Greatest numerical decrease was made in May, when there were 11 fewer deaths than in May, 1937.

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