

WESTERN DAM PROJECTS BOLD, EXPERT SAYS

"It is believed that the new treaty now being discussed by the state department and the Dominion government concerning development of the St. Lawrence river will meet objections advanced by the Ontario government," said Dr. James C. Bonbright, vice chairman of the power authority of the state of New York, when questioned Monday about status of the negotiations. The first treaty failed to pass the senate in 1932.

Dr. Bonbright is on a week's tour of Northwest power projects, which took him to Bonneville dam Monday and will take him to Grand Coulee and Seattle's municipal development on the Skagit river. Duties of the New York power authority, as created by the legislature when President Roosevelt was governor of the state, are to develop power in the international reaches of the St. Lawrence in behalf of the people of New York.

In addition to his New York Power authority duties, Dr. Bonbright is vice chairman of the World Power conference and is professor of finance at Columbia university, specializing in corporation finance and public utilities regulation. He is being accompanied on his tour by Mrs. Bonbright, Bonneville Administrator J. D. Ross and U. J. Gendron, executive assistant of the Bonneville project.

"The Canadian attitude toward development of the St. Lawrence has changed materially since the first treaty was proposed," he said. "At that time there was a threatened shortage of power in Ontario, but now there is a surplus. Premier Hepburn has been particularly vocal in his opposition to the development program, but now it is believed that the new treaty will meet the objections which the Ontario government has had, particularly so by relieving Canada of the necessity of buying and taking large quantities of power as soon as the project is completed. It will take at least seven years to complete the project.

"In the East the big question is what can be done with Bonneville and Grand Coulee power. I hope to go into this in great detail with Mr. Ross because it will have a decided bearing on the St. Lawrence project. These projects are more bold and daring than the St. Lawrence project because of the tremendous market for power in New York. The number of dams in the St. Lawrence project hasn't been decided yet. Canada favoring two and the United States army engineers one," he added.

Patriotic Etiquette

With Independence Day coming next week, one local patriotic citizen recently called attention to the proper method of displaying the American flag, the Flag Salute, and the salute to the National Anthem. In order to clarify these points, the following accounts are herewith published:

Code of the Flag

The flag should be displayed only from sunrise to sunset, or between such hours as may be designated by proper authority. It should be hoisted briskly, but should be lowered slowly and ceremoniously. The flag should be displayed on all National and State holidays and on historic and special occasions. However, being the emblem of our country, it ought to fly from every flagpole every day throughout the year, weather permitting.

Salute to the Flag

During the ceremony of hoisting or lowering the flag or when the flag is passing in a parade or in a review, all persons present should face the flag, stand at attention, and salute. Those present in uniform should render the right-hand

salute. When not in uniform, men should remove the headdress with the right hand and hold it at the left shoulder, the hand being over the heart. Women should salute by placing the right hand over the heart. The salute to the flag in the moving column is rendered at the moment the flag passes.

Salute to National Anthem

When the National Anthem is played and the flag is not displayed, all present should stand and face toward the music. Those in uniform should salute at the first note of the Anthem, retaining this position until the last note. All others should stand at attention, men removing head-dress. When the flag is displayed, the regular "Salute to the Flag" should be given.

"The Star-Spangled Banner" is recommended for universal recognition as the National Anthem.

Bonneville

(By Jean Bradley)

Mr. and Mrs. Martin stopped on their way from New York to visit their daughter, Mrs. Van Baldwin.

Mrs. Roy Lush's sister from Los Angeles, Calif., is visiting her.

Miss Vivia Jones of Portland spent the week-end with Mr. and Mrs. Carol Johnson.

Gloria Bradley is spending the week in Portland with Betty Melvin. Mr. and Mrs. Lee Hostetter have returned from their vacation.

Mr. and Mrs. Clark Bogart bought a new Ford V-8.

Mr. and Mrs. Frank Bradley had as guest for the week-end Mr. and Mrs. Laurence Jamieson and Mr. and Mrs. Bill Melvin and daughters, Patty and Betty.

Mr. and Mrs. John Woffenden and Mr. and Mrs. George Able went to Mt. Adams Sunday.

Mr. and Mrs. John Thornberry and Mrs. Frances Richards from Kansas City are visiting Mr. and Mrs. Lee Hostetter.

Parts of Old Dalles-Sandy Road Still Seen

Man's scientific, inventive ingenuity accelerates progress, which taking its stride often leaves in its wake the tombs of projects, their utilitarian days ended.

When Bonneville dam was completed in 1937, and the gates of its great spillway spanning the main Columbia channel between Bradford Island and the Washington shore were closed, another such tomb was

formed on the Columbia river. It is Cascade Locks, only a few miles up the river. This project was first authorized by congressional act August 14, 1876. It was completed and dedicated in 1896. Even in recent years, when but few freight-carrying river craft have plied the Columbia, it has been used to pass a huge footage of logs, piling and other tonnage. When the S. S. Charles L. Wheeler, heading the marine parade of July 9 in celebration of opening the ship lock of Bonneville and the new seaway, passes by the old Cascade Locks, passengers will see merely the sidewalls, an example of the fine type of masonry once employed by the United States Engineers in such projects.

Some 10 miles east of Cascade Locks is another transportation tomb, one of the land. High on the sides of Shell Rock mountain may be seen portions of the old grade of The Dalles and Sandy wagon road, a project prosecuted in the 1870's by state appropriations. This grade, confined by dry masonry walls, may be seen on July 9 by the CBS commentator, who describes the mid-Columbia from the air. The highway became decadent even before completion. The rail line along the south bank of the Columbia was pushed through, utilizing some of the grade of the wagon road. A highway along the banks of the Columbia was merely dreamed of until 1912. It is now but the tomb of a road, digger squirrels and porcupines making their homes in its walls. From masonry crevices, too, spring Oregon grape and wild currant bushes, where their roots find nourishment in leaf mold, and the blooms from them might seem as if nature is decking this tomb in remembrance of man's intention to accomplish something worth while.

COLUMBIA WORK SET FOR AUG.

The two-year job of improving the Columbia river channel from Vancouver to Bonneville to provide for ocean-going vessels will get under way in August as the result of allotment of \$630,800 for the project, it was revealed here yesterday at the North Pacific division office of the army engineers.

Formal notice of the allotment has not been received by the local office, but telegraphic confirmation has been received.

Sum for First Year

The sum set aside for this work covers only the first season's activities. Total estimated cost of the 38.8 miles of channel improvement

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Work the first year will be carried out at the Bonneville end of the channel and will consist of dredging and driving spur dikes for the 300-foot channel with 27-foot depth.

The work will be carried on during the low-water period from August to March or April. Excavated materials will be available to the Oregon state highway commission for the water-grade highway fills if so desired, providing there is no additional cost to the federal government, it was explained.

Other Funds Announced

It was doubtful, however, if much of this material could be used, since the channel lies along the Washington side of the river, necessitating piping some 2500 feet or more to the Oregon shore.

Formal notice of allotment of \$612,000 for Bonneville also has not been received, although announced at Washington. This money is for fishways, canal bridge, flowage and other incidentals that have not been completed, the engineers explained.

Grape juice sauce makes a pleasant change when served over baked, spiced or cottage puddings.

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