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Way Back When



Early River Celebrations Recalled By Historical Research Workers

(By WPA Historical Survey)

On November 5, 1906, amid the blare of trumpets, firing of cannon, and the cheers of multitudes, according to WPA historical records survey, the Cascade Locks of the Columbia were celebrated as completed and opened to navigation.

With a fall of 37.3 feet within a distance of five and three-quarter miles—in one place falling twenty-one feet inside of half a mile—the Columbia river rapids constituted a terror to the early pioneers of Oregon, the over-coming of which involved a portage of several miles of arduous and back-breaking labor. Years later, with the advent of the steamboat and railroad, in short, narrow-gauge railroad, operating along the north shore, transported freight and passengers from the lower to the upper river.

As long ago as June 23, 1874, authority was conveyed by Congress for a survey as to the practicability of a canal and lock, the ultimate estimated cost of which was approximated at \$700,000. After additional surveys, and numerous intervening vicissitudes, the locks were at last turned over, on November 5, 1896, to the

Army Engineering Corps for operation.

Completion of the long-delayed project occasioned much celebration, with thousands attending from all over the Northwest. The first boats to pass the locks were, in the order named, the Sadie B., the Dalles City, Sarah Dixon and Harvest Queen, all of them with colors flying, bands playing, and decks crowded with passengers. To the Harvest Queen, which turned immediately and retraced its way through the locks, belongs the honor of making the first round trip.

The opening of the Columbia river to maritime commerce meant much to the farmers of the interior. The peak year of traffic—in 1908—river boats passing through the locks carried 54,954 tons of freight, at an estimated value of something over \$3,000,000, their passengers for the same time numbering 86,615.

Today, forty-two years after completion, the masonry of the canal, three thousand feet long and ninety feet wide, embracing one lock of 524 feet length, and the other of 514 feet, the total cost of which was \$3,925,844.13, lies submerged by the waters of Bonneville Dam.

New Laboratory Added to Hospital

A bacteriology laboratory, fitted out with all new equipment, was added this week to the Hood River Hospital. The laboratory, which functions principally as an aid to physicians' diagnoses, is an important addition to the already splendid equipment in the local hospital, medical men state.

Serving as technician is Mrs. Sam Fosha, who recently completed a course of training in the Coffin Memorial Hospital in Portland, and also in the Multnomah County Hospital. In addition she is now attending classes every Thursday evening in bacteriology. Mrs. Fosha has worked for several years as a surgery nurse in the local hospital.

Larger equipment in the laboratory, situated on the east side of the building on the third floor, includes a centrifuge, which will be used in certain types of blood tests. There is an incubator where cultures for bacteria growth can be grown. A diagnosis for such a disease as diphtheria can be confirmed with the use of this machine in 24 hours. The incubator was a gift to the laboratory from Dr. C. C. Chick, Hood River physician and surgeon. A drier for pipettes, and an electric water bath are other devices.

A high-powered microscope of newest design, and possessing fine features, according to the technician, is perhaps the most important equipment in the laboratory. It is sup-



CHARLES A. SPRAGUE
Elected Governor of Oregon

plemented by a special calculator for determining blood counts. There is also a hemoglobinometer—a machine for testing degrees of anemia in blood tests.

The laboratory has been installed under the direction of the Hospital Board, with L. M. Baldwin, board member giving particular time and attention to the setting up of the new institution.

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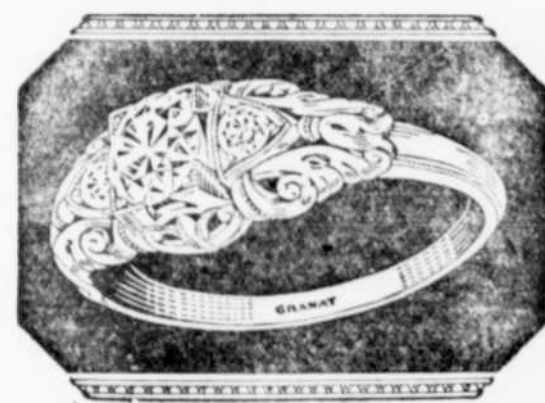
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