THE CASCADE LOCKS CHRONICLE

FRIDAY, MARCH 10, 1939

No matter how nasty the winter,

There was many a youngster

who liked spinach until someone

THE

LOW

COST

WAY

TO BUY A

CAR

told him it was good for him.

think how much worse it would be if politicians were handling it.

Cascade Locks Chronicle

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JOHN H. TRAVIS......Editor

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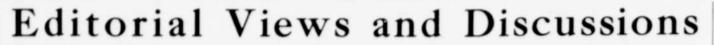
One of the most important things in life is to realize that if you want other people to like you, you must like other people.

The fellow who paid taxes fifty years ago and complained should see us now.

A Bargain in a Used REFRIGERATOR General Electric, 5½ cubic feet \$75.00 HOWE ELECTRIC CO.

PLEASURE

BOUND?



PAYROLLS OR MORE SURPLUS CROPS

It was with considerable surprise that we read editorial comments from two Mid-Columbia newspapers last week, both voicing the opinion that a government chlorate plant near Bonneville is to be desired. Both comments came from progressive-minded communities slated to benefit by industrial expansion in the Columbia Gorge. Both opinions are from newspapers, which have been heretofore forward-looking and logical in their views and interpretations.

Both seem to lose sight of the fact that the start of construction of a factory in our region by a firm which had all but announced it was ready to break ground, would be only a bringing of a new realm here—a boom that would lead to a lasting economy-to payrolls which we so sorely need. Erection of a government plant would be of inspiration to other industries-steel, powder, lumber and aluminum. representatives of which industries have surveyed possibilities of locating in the gorge.

'Why shouldn't the public be furnished sodium chlorate at cost from federal plants. as well as electricity at cost from federal plants?" asks the White Salmon Enterprise.

The Dalles Optimist, attempting to sustain Walter Pierce, its patron saint, in his proposal of a federal chemical plant at Bonneville, sights the present plight of the Northwest farmer by quoting a Hood River truck gardener. "A federally operated fertilizer plant in the Mid-Columbia would be a Godsend to farmers and fruitgrowers in meeting the mounting cost of production," The Optimist declares in quoting the truck gardener.

But we wonder if these two newspapers have stopped to think that vast quantities of fertilizer would not have materially aided the plight of the farmer in recent years. What the farmer has needed has been markets, not cheap fertilizer to raise more crops which would be harvested at a loss, then allowed to rot or be carted out to the hog pens.

Perhaps The Dalles and White Salmon want cheap fertilizer. We believe most farmers around here would prefer markets for their products, rather than the saving of a few dollars in fertilizer that would help them to grow more unsalable crops, produced by an institution which would be but another example of that error of the century - government in business.

BONNEVILLE TOWERS

(Continued from Page One)

are being altered to meet the demands of the Port of Portland for additional river clearance. The highest transmission towers in the world, as far as is known.

In fact, in designing the 650 miles of Bonneville transmission line, the largest job now under way in America, it was necessary to develop an entirely new technique of ine design and calculation. First a manual of instruction was worked out providing organization short cuts. Survey parties were required to "go to school" for 10 days before they were sent into the field.

Then a short circuit board, really a model of the entire transmission and substation system, was built to eliminate laborous calculations and to determine voltage drops and reactions under different load conditions at the 14 substations. This vas done by means of a series of

Bonneville surveyors claim to long.

space.

est tangent heretofore employed fun solving them.

was in California. It was 40 miles

have employed the longest tangents In short, the Bonneville transmisin the world, one from the top of sion system, on which 525 men are the Saddle mountains in Central now employed, not counting WPA Washington to Northrup canyon, line clearance crews, has presented Columbia towers will become the near Grand Coulee, 80 miles away, some problems never before encounand the other 74 miles long. They tered. And the engineering staff did it at night, using automobile unconcerned over politics, PUD headlights and checking it with laws and the socialistic implications. heliographs by daylight. The long- of public power, has had a lot of



ANY OF 42 BRANCHES FIRST NATIONAL

FOUR

