

# CASCADE LOCKS CHRONICLE

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CASCADE LOCKS

BONNEVILLE

FRIDAY, JUNE 30, 1939

## River Traffic Increases Over Last Year

(By Morris Vennewitz)

Freight traffic, according to statistics compiled by the U. S. Army Engineer Office at Bonneville, is something of increasing importance on the Upper Columbia River. The following table indicates the rapid expansion in transportation of gasoline and wheat—particularly gasoline—which has occurred during the year 1939. The total tonnage for the year of 1938 is shown as a basis for comparison.

Period	Commodities (tons)	
	Gasoline	Wheat
Entire Year of 1938	44,857	27,642
1939:		
January	4,763	1,121
February	3,345	5,281
March	6,058	4,452
April	10,682	4,420
May	12,389	3,641
Total to Date	37,237	18,915

The important fact shown by the above table is not that the amount of gasoline transported during the first five months of 1939 was almost as great as that transported during the entire year of 1938, but that during 1939, the amount of tonnage per month has doubled about every two or three months. Of course, the present phenomenal increase cannot continue for long, but indications are that by the end of the year the monthly tonnage will be close to double that for May. At the present rate the total gasoline tonnage for one year would be about four times that for 1938. In that year petroleum products going upstream represented about 50 per cent of the total tonnage through Bonneville lock and wheat coming downstream about 25 per cent. The balance was made up principally of logs, piling, lumber, and smaller amounts of miscellaneous freight.

As a basis for comparison with previous years, total tonnage of all traffic brought through Bonneville Locks for the year 1938 was about three times the average total traffic on this stretch of river for the ten years previous.

At present, practically all gasoline and wheat handled on the Columbia River above Bonneville is by two companies, the Tidewater Transportation Co. and the Inland Navigation Co.

The Tidewater Transportation Co., whose recent expansion in plant has been causing the large increase in traffic noted through Bonneville, is now operating five tug boats and five barges especially built for hauling gasoline in bulk. In addition, four or five ordinary type barges are being used principally to haul wheat downstream. The four newest gasoline barges are equipped to handle wheat, but as yet, have handled very little. They usually return empty to Portland.

The latest tug boat added to the Tidewater line is a 1200 h. p. twin diesel boat called the "Defiance" and was launched at Attalia some time during the latter part of May. It is 88 feet long with a 23 1/2 foot beam, draws 4 1/2 feet of water and has more power for its size than anything ever seen on this stretch of the river. The "Defiance" is being used only on the upper river above Celilo where many swift rapids are encountered and much power is needed. The tugboats "Mystic" and "Mary Gail" with about half the power of the "Defiance," operate on both the upper and lower stretches of the river, while the 100 h. p. tugboats

### Rifle Club to Meet Bonneville Team

The Hood River Rifle Club will be matched with Bonneville Friday night of this week.

### FOREST GUARDS GO TO SCHOOL

The annual forest guard training camp at Bear Springs on the Wapinitia Cut-off Highway is being currently held, scheduled for June 27, 28, 29, and 30. All forest guards to be employed on the Mount Hood National Forest are in attendance.

### HOLD GOLFING PICNIC

Several members of the local I. O. O. F. enjoyed a golfing picnic at the Hood River course Sunday, the men having as their opponents the Hood River Odd Fellows. Those enjoying the day were Mr. and Mrs. Vernon Goetz, Mr. and Mrs. L. Amoth, Mr. and Mrs. Louie Richart, Chuck Hill and Paul Sanstrum.

### Requests Filed On Right-of-way

Requests for easement across lands in six Oregon and Washington counties to be traversed by the Bonneville power line network were filed last week in northwest federal district courts by the project's legal division through U. S. district attorney's offices.

A total of \$94,4366 has been deposited with the courts as the estimated value of the lands involved in Pacific and Cowlitz Counties in Washington and in Marion, Linn, Lane and Benton Counties in Oregon. The sum will be disbursed to individual landowners by the courts after possession has been granted to Bonneville and satisfactory proof of value has been shown.

Also requested by Bonneville was title in fee to 4.14 acres in Hood River County for use as a power substation site. Estimated value was put at \$2000.

Four of the easement cases represent 20.52 miles of right-of-way on the Vancouver-Eugene line with an estimated value of \$44,535. These practically complete the land cases for right-of-way on this line. One calls for easement on nearly 18 miles of right-of-way on the Vancouver-Kelso line with an estimated valuation of \$36,360 and one case involves 24.63 miles on the Bonneville-Dalles line with an estimated value of \$13,471.

Nearly \$700,000 has been deposited in federal courts thus far by Bonneville in its land acquisition program.

**BABY DAUGHTER ARRIVES**  
Congratulations are going to Mr. and Mrs. Burt Nelson, who have a new baby daughter, born Friday at the Hood River Hospital and who they named Nette.

**WANNA BUY A SQUIRREL?**  
Elsewhere in this paper in a classified advertisement offering for sale a number of flying squirrels by Ernest Cooper of the Army Engineers.

Cooper brought seven of these small animals back with him from Mississippi the middle of this month. They are very friendly creatures he says. Seven is a few too many to keep so he is offering several of them for sale.

### Bond Bids to Be Opened Friday

Friday night at 8:00 p. m. in the city council chambers the bids for the sale of the Cascade Locks City Light and Power Bonds will be opened. The council members are more or less holding their breath and keeping their fingers crossed in hopes that no other obstacle will arise to postpone this important event.

Already Chess Brazil, temporary manager of the power company, is busy checking up on inventory and getting ready for the transfer of operation to the city.

**PASTOR TRANSFERRED**  
Rev. W. C. Cronk, for the past year pastor of the churches at Cascade Locks and Bonneville, was last week transferred at the annual conference of Methodist Churches to the pastorate at Woodburn. A successor to Reverend Cronk has not as yet been named.

**MOVE TO WASCO**  
Mr. and Mrs. Frank Reid of Cascade Locks Wednesday moved to Wasco where Reid is employed by the Sherman County Cooperative Grain Growers Association.

**BUY SCAPPOOSE RANCH**  
Mr. and Mrs. Sanford Hill are buying a ranch at Scappoose. Mr. Hill and son John left the first of the week and the rest of the family plan on leaving soon to make their home there.

### Brolliards Feted On 60th Anniversary

Cascade Locks pioneers Mr. and Mrs. C. A. Brolliar, Cascade Locks pioneers, celebrated their 60th wedding anniversary Sunday at a party held in their honor at the high school.

The program consisted of the Brolliards saying their marriage vows before a beautifully decorated floral background and with Reverend Weaver officiating. Mrs. Erwin Brolliar was maid of honor and Erwin Brolliar best man, with Nell Rae as flower girl. Attendants were Mayor and Mrs. Ernie Manchester, Mr. and Mrs. R. J. Wuner, Mr. and Mrs. Lester Sprague, Mr. and Mrs. August Peterson, Mrs. Jennie Madden and Frank Hall. Jack Ridenour, brother of Mrs. Brolliar, gave the bride in marriage. The Misses Jean Hardy, Donna Davidson, Eileen Prohaska, Jeanne Orvis, Eileen Sprague, Helen Rosenback, Audrey and Betty Kelsay held streamers of flowers to form a corridor for the bridal party to march through. Mrs. Edwards sang, "I Love You Truly." Following the congratulations of their many friends the Brolliards were seated before a beautifully decorated cake with the traditional bride and groom and 60th anniversary on it. Miss Doris Petty sang two selections during the dinner hour. Over 150 people enjoyed the pot-luck dinner which followed. The Brolliards were each presented with a lovely bath robe. The Brolliards were married at Garrison, Iowa, in 1879, and moved to Carson, Wn., in 1890, where they stayed several months before moving to the Locks where they have since made their home.

### Barge Capacity Held No Treat To Railroads

Capacity of barges hauling petroleum from Portland to upper Columbia river ports is not great enough to constitute a threat to railroads, the president of a major barge line testified here Wednesday in the closing minutes of a two-week interstate commerce commission hearing involving railroads' request to lower petroleum freight rates in the Pacific northwest.

Kirk Thompson, head of the Tidewater Navigation company, was the witness who openly attacked the contention of the rail lines that more traffic would be lost to water carriers if the coast-to-Inland Empire rail rates are not cut to a schedule based upon a 25 cent per hundredweight charge from Portland to Spokane.

**Hearing Reaches End**  
Shortly after Thompson left the stand, Commissioner Clyde B. Aitchison adjourned the hearing and closed the 2500-page record to testimony. Next step in the case will be the presentation of oral arguments by counsel at the I. C. C. offices in Washington, D. C., July 27. A decision is not expected before autumn.

"Capacity of river carriers cannot be increased until new equipment is provided," Thompson declared. "This would take at least a year."

He indicated that barge lines are now operating at top capacity in hauling petroleum products from Portland to terminals at The Dalles, Umatilla and Attalia.

**Competitive Rate Sought**  
The allied rail lines operating in the northwest again developed, through testimony of H. E. Lounsbury, assistant traffic manager of the Union Pacific railroad, that the lower rail oil rates were proposed to meet the charges of combined barge and truck operations from Portland to Inland Empire points.

"If the lower rates are not allowed," Lounsbury said, "we will lose the traffic 100 per cent to the extent of the capacity of river facilities, and as river capacity is increased, our loss will be corresponding."

Lounsbury said that the computation of the proposed rates was based upon a 7 1/2-cent-per-hundred- (Continued on Page Four)

### LEAVES FOR MARSHFIELD

Everett Brolliar left Portland Sunday for a position with the Standard Oil at Marshfield. Mrs. Elliot, his grandmother, is leaving shortly to go down and keep house for him while he is there. Mrs. Elliott made her home in Marshfield a good many years before coming to the Locks.

### Fast Service Hobby of Railroader

Harvey E. Lounsbury, recently appointed Assistant Traffic Manager of the Union Pacific Railroad with headquarters at Portland.

Fast movement of merchandise is a hobby with Harvey E. Lounsbury, who recently succeeded the late A. S. Edmonds as head traffic executive of the Union Pacific Railroad in the Northwest.

Before he advanced, June 16, to the position of Assistant Traffic Manager, Mr. Lounsbury was General Freight Agent for the Union Pacific continuously since 1912 and ough familiarity with the freight needs of the various communities in Oregon, Washington and Idaho.

"By operating our daily 'Merchandise Special' train from Portland to Boise and major intermediate points," Mr. Lounsbury said, "we feel that the Union Pacific has gone a long way toward solving shippers' problems in respect to swift, efficient delivery of less than carload lot merchandise. This train permits late afternoon loading at Portland and effects early morning store-door delivery the next day. Through connections it affords early morning delivery also at Walla Walla, Yakima, Spokane and Lewiston and at branch line points in eastern Oregon. Since its inauguration last March its popularity with shippers has grown so that we have had to put on additional cars to accommodate the increased tonnage. It frequently carries shipments to more than 400 different consignees.

**YOUNG SON ARRIVES**  
Mr. and Mrs. George Diffin are the parents of a baby boy, who arrived Monday, but hadn't selected a name for the newest member of the household.

**NOBLE HYDE TRANSFERRED**  
Noble Hyde, who makes his home in Cascade Locks, and who has been a radio operator on Lightship No. 88 out from the bar of the Columbia River, has been recently transferred to a light station in southern Oregon. He will report at the conclusion of a month's leave of absence. Mrs. Hyde and sons, Bobby and Noble, will accompany him.

### Carlson Leases to Hood River Man

W. J. Carlson, operator of the Red and White Store on the east edge of Cascade Locks announced this week the leasing of the store and apartment property to Norman Wilson of Hood River. Wilson has already taken over the property and has moved into the store apartment with Mrs. Wilson and daughters, Norma Delores, 7, and Janice Ree, one month.

For the past three years Wilson has been with A. F. Bickford and Son, one of the outstanding Red and White stores in Hood River valley. Previous to that time he managed a Safeway store in Hood River.

The new management will operate on a strictly cash and carry basis, carrying the same standard lines of goods.

**ENGINEERS WIN**  
By a score of 15 to 6, the Bonneville Army Engineers walked over the Hood River team in a Mid-Columbia Softball League game at Hood River Wednesday night. The Engineers sprang into a six-point lead early in the game and maintained a safe margin through the game.

**BUILDS GARAGE**  
A. A. Dixon has purchased a lot in the Moody tract and has started construction of a building which he will use as a garage for the present.

### Sunday Club Ends Season Of Activities

Reviewing the activities of the Bonneville Sunday Evening Club for the past season, just terminated, the committee, composed of James B. Gillett, J. P. MacAuslan, E. J. W. Anderson, Charles A. Robertson and Blanche North have prepared the following review of the club's meetings:

In things worth while, many times the best is saved for the last. Such was not the intention of The Sunday Evening Club of Bonneville. Every speaker has been the equal of the other in his particular line.

On June 4 residents of the Columbia Gorge and Bonneville area were privileged to meet and listen to one of the grandest of Oregon's native sons, B. F. Irvine, of The Oregon Journal.

Even though he is deprived of physical sight his spiritual vision is unimpaired.

His faith in men and women is real and was evidenced by the repeated phrase, "We are better than we think we are."

Community Clubs, co-operative organizations and societies organized, not for power and glory, but for the benefit and enjoyment of neighbors were examples to him of reason to say, "We are better than we think we are."

When we know people, talk with them, learn their problems, exchange congratulations and share their sympathies, suspicion and ill will have no place in that community.

To Mr. Irvine all of these things spelled "Neighborliness," which is the safeguard of civilization.

Sunday, June 18, was Father's Day and to some just a rainy Sunday.

Scheduled as the last meeting of the Sunday Evening Club for the summer, a program decidedly different was planned. The Constitution of The United States, its meaning to the average American citizen: Why there has been a one and one-half year's observance of the Constitution instead of one day. The proclamation has been posted in the post office lobby since July 8, 1937. (I wonder how many have read it?)

Celebration of Flag Day recalls that our own "Star Spangled Banner" is a flag of one of the youngest nations of the earth and yet there are only three older flags, namely, Switzerland, Holland, and Denmark.

Last, but not least, the Fourth of July, our American holiday. To adequately observe all of these required the commanding officers and color bearers of American Legion Posts of Corbett, Oregon; Carson, Wash.; and our home organizations of V. F. W.'s and American Legion Post No. 88 and their auxiliary.

Helen Claire Hodgkins of Portland, who is 10 years old and already winning national recognition, played a number of violin selections. They were well done, and we are sure a great future is ahead of this little girl. Her mother was her accompanist.

Then for the Constitution and its definition. There was a judge of the Nineteenth Judicial District of the Circuit Court of Oregon.

Judge R. Frank Peters was also an American citizen willing to think about the Constitution of The United States of America and bring to the everyday living of all Americans a simple application of the far-reaching blessings of this Constitution written 150 years ago.

It was a simple, straight forward speech by an earnest, honest man and his warning that "the Constitution can protect us only so long as we protect it," should make us all sit down and figure just how our own actions and attitude are being interpreted.

Are we, whose birthright is this Constitution and the land it was to protect, doing our part to honor the privilege given us; or are we by our indifference or lack of interest giving our country and its institutions into the hands of those who are un-American?

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