

THE BONNEVILLE DAM CHRONICLE

The Chronicle reaches all homes between Herman creek and Dodson and goes into all bunkhouses at the Dam. Most widely read newspaper in the Bonneville Dam area.

Phone 211

CASCADE LOCKS

EAGLE CREEK

BONNEVILLE

BONNY VILLA

WARRENDALE

CASCADE LOCKS AND BONNEVILLE, OREGON, NOVEMBER 23, 1934

NO. 34

RRIPRAPPING IS STARTED ALONG BANK OF RIVER

Riprapping of the shore line between right-of-way of the new road grade and the river, from Cascade Locks to Eagle creek was started Tuesday by Kern & Kibbe, who have a sub-contract for the work from Orino, Bell & Malcolm. The contractors have been building a trestle parallel to the road, and next to the river. This has progressed to a point where manual labor of hauling and dumping of rock can be carried on without interference to the movement of trains on the main line.

Kern & Kibbe recently laid a new track around the gigantic pile on the reservation. They are loading rock off the pile onto a train, which they kick out to the shore line with a switch engine. The Union Pacific has put on a special train and it is taking the loaded cars up the line. The contractors are using 22 cars, each of which has a capacity of 30 yards. The hillside, below the new road, will be walled with rock to the entire distance from the navigation locks in Cascade Locks to the point where the railroad will be out of the cut, just east of Eagle creek. The riprapping is being carried on to prevent wave action from undermining the roadbed before the dam is finished and the pier is formed.

Pouring of concrete for the center pier of the new Eagle creek road bridge is now under way. Surveys and indications are that the contractors, Kuckenberg & Gilman, will be able to complete their job before high water blocks operations.

Chief concern has centered about getting the middle span finished in time for the concrete to be set. The work has to be completed within a time limit and delay would prove expensive.

Swigert & Hart, Portland, are hauling the concrete by truck from central mixing plant on the reservation and dropping it into the pier at the pier site over a high pile. The pier, when completed, will rise 66 feet above the foundation.

Incorporation

The movement to incorporate Cascade Locks has been revived. Petitions, addressed to the county court, asking for an election, are being circulated. Only registered voters are eligible to sign the petition, and only registered voters will be permitted to go to the polls if an election is called.

Whether the people of Cascade Locks desire to incorporate and organize a municipality is a matter that they must determine for themselves. The Chronicle believes the movement a most sensible one, but as it has said before, does not propose to be dogmatic. Some will favor incorporation; others will oppose it. And both groups are entitled to an expression of opinion. For that reason we shall be glad to publish any communications dealing with the subject, irrespective of opinions expressed therein.

In order that the advantages and disadvantages of a municipality may be made available to everybody we believe proponents and opponents of the movement should call a public meeting and permit every person desirous of speaking on the subject an opportunity to be heard. Any movement having to do with public affairs should be thoroughly understood by the people as a whole, and to succeed it must have public support. If the proposition to incorporate is unsound its weaknesses will be found out in a public meeting; and if the movement is sound it will win friends and supporters.

Let's have a public meeting, and let everyone talk.

CONTRACTORS RUSH WORK ON BRIDGE PIER

Using a 2-yard bucket on a 90-foot boom, General-Shea has been dumping concrete into distant forms of the lower guide wall of the navigation canal with a steam shovel. The shovel has tottered like a drunken sailor at times, but the plan appears to be working and the contractors are going forward with the job.

Pouring of concrete has slowed down some, due to the delays occasioned by need of new forms, but the work is in full swing under the watchful eye of I. E. Burks, concrete technician.

The contractors are pouring the draft tube floor slabs and the draft tube pier forms on the power house foundation; the foundation for the lower guide wall piers 3, 4 and 5 of the bridge which will span the navigation locks.

WATER IS A NUISANCE

Seepage water continues to interfere with the excavations which Berkmeir & Saramei, sub-contractors, are digging for the piers on the Tanner creek viaduct.

Due to the presence of the water none of the holes are entirely completed to the 20-foot depth, but practically all of them have progressed to a point where it is going to be possible for the contractors to finish the work after the weather gets colder and the rains let up.

A total of 16 holes are being sunk to carry the piers. After concrete has been poured the shell of the arches must be filled with dirt and gravel to form a road bed.

THANKSGIVING SERVICES

Rev. L. F. Smith has announced that Thanksgiving services will be held at the Methodist Community church in Cascade Locks at 10:30 Thanksgiving Day morning. The services will last only about an hour and will be concluded in ample time for the ladies to get home and complete the dinner.

SNOW STAKES ARE UP

"Doc" Carnes has completed the task of setting snow stakes on the highway throughout the district and is now standing around, first on one foot and then on the other, waiting for nature to take its course. Says "Doc": "It is going to be a hard winter, with plenty of snow. How do I know? Don't ask foolish questions, but wait and see if I am not right."

ROAD TO STATION OPENED TO PUBLIC

With the opening of the business district down by the railroad station in Bonneville the government has thrown open the road into the reservation and made it available for public travel.

The new road turns to the left just beyond the federal employment office, passes Captain J. S. Gorlinski's home and comes out in the rear of the General-Shey camp, where it ties into the old road which used to lead past the fish hatchery.

For months the United States guards stopped all cars entering the reservation, but that policy is now abandoned. However, the general public is not permitted to digress from the road that leads to the business district, nor to cross the railroad tracks.

Opening of the new road has had the result of making it easy for people to reach the railroad station, and this will make for a better feeling, for now the public can transact business with the Union Pacific despite the company's refusal to maintain station service in Cascade Locks.

Work of making the new road which will enter the reservation at the point where the old road to the fish hatchery turned off the highway is going forward. Monday the government engineers attacked the problem of lifting traffic out of the muck. They are putting gravel to a depth of a foot on the old section.

ENGINEERS HAVE LOCKS GUESSING OVER GRADE

Engineers from the highway department have been in Cascade Locks establishing the grade for the fill on the highway, from the toll bridge to Carlson's Red & White store.

Definite information is lacking but the engineers while at work fixed the grade for the new Perras market at an elevation which makes it apparent that the top of the roadway is going to be higher than has been generally suspected.

Grade stakes have been set, and reset, until no one knows, or appears to be able to learn, what the engineers have in mind. The highway commission has promised to award a contract at its December meeting for the work, but has no intention of undertaking the work until spring.

Use Chronicle Want Ads.

LODGE TO SEEK BIDS ON FRAME, TILE BUILDING

After numerous false starts and disappointments the Odd Fellows actually got under way with their new building this week when they commenced to clear away debris of the July 2 fire preparatory to actual construction work.

At a meeting of the board of trustees Tuesday night it was agreed to call for bids at once. Contractors are being asked to bid on two different specifications. One calls for hollow tile and stucco; the other for frame.

The new building will not extend the full width of the property, the trustees said after the meeting, but will be 61 feet wide by 50 feet in length and two stories in height. In both size and form it will correspond in the main with the building which went up in flames.

A. W. Meyer and William Sundsten were appointed a committee of two to have the plans prepared and to get bids from contractors who may desire to put up the building. Roughly, the plans are known to members of the fraternal order, but the details will not be known until after architects and engineers have completed their work.

The building will contain three store rooms on the ground floor. The one on the corner, to be occupied by the Cascade Locks Drug company, will be 20 x 50 feet; the center room, to be occupied by "Bob" Andrews, will be 24 x 50; and the third room, adjoining the Perras lot, and to be occupied by the postoffice, will be 17 x 50 feet.

The state has established the highway grade on the corner and with a contract awarded construction can be started early in December.

HENDERSON PLANS TO ERECT HOTEL

S. E. Henderson, Portland, who recently purchased the triangular shaped property, owned by the state fish commission on the highway, just below Tyrrell's Tavern in Bonneville, hopes to erect a 30-story hotel.

Classified columns in the Sunday newspapers carried his advertising. He warned interested parties that they must possess \$5,000.

Henderson proposes to build some stores on the property and it is understood that he will carry the building to a sufficient height to provide quarters for a hotel and apartment.

Workmen have practically completed the job of clearing and leveling the ground. Work is to be started on the store rooms at an early date. Other workmen are putting up the first of what is promised will be a group of cottages, which are being built for rental purposes.

RECEPTION FOR TEACHERS

Teachers of the Bonneville grade school will be introduced to parents and patrons at a reception to be held Friday night in the new building. The public reception was put over early in the school term, due to the lack of quarters. The school has four teachers, two of whom are new to the district, and all of whom are strangers to many of the people living in the territory served by the school.

POSTOFFICE ENJOYS RUSHING BUSINESS

Busiest spot in the district these days is the Bonneville postoffice, which was recently moved from the railroad station to the rear of the new Piggly Wiggly store.

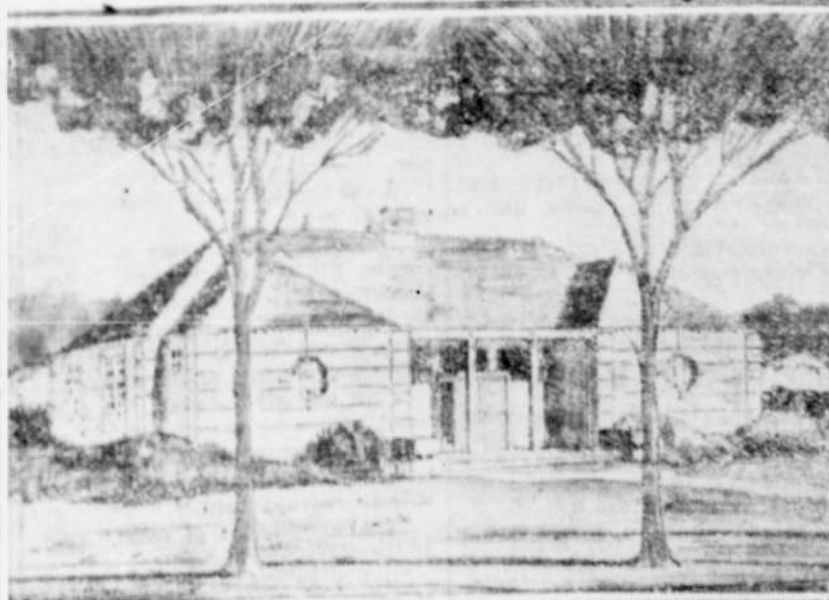
Postmaster Henry Edlund had expected to handle the business alone, but the congestion has become so heavy that he cannot take care of it, so he is employing Miss Hildene Westerlund to assist him. Miss Westerlund served as clerk in the office while it was still in the railroad station.

Day after day long lines of people stand in front of the general delivery window. Just where all the business came from is not clear, for it was not there up to a week ago. Monday the train dropped 14 sacks of mail for the office.

Postoffice hours for the general delivery window at the postoffice has been changed some, and the window is now open from 8 a. m. to 6 p. m. week days, and from 11 a. m. to 122 noon on Sundays.

Subscribe to the Chronicle for friends at a distance. They will enjoy it and it will advertise this section throughout the country.

New Administration Building



Bids will be opened Wednesday by army engineers on a building for permanent headquarters at the dam. The foundation has been built. The building will be of brick

construction and will be used after the dam is finished. The engineers will continue to use the frame building down by the railroad station.

RECREATION COUNCIL IS ORGANIZED

At a meeting Monday evening the administration building, a recreational council was formed for the purpose of furthering the games and social projects in the dam area. Co-operation of the council is expected from the National Recreation association.

Chairmen selected to date are: Orino, Bell & Malcolm: general chairman, M. F. Eastland; basketball, R. W. Fisher; ping pong, Orino Malcom; bridge, Arthur Swigert; pinchle, C. C. Culp; boxing, Tom Wood. General-Shey: general chairman, Geo. Smity; basketball, Jim Brennan; music, Adolf Columbia Construction Co.; general chairman, S. S. Williams; basket ball, Jerry Miller; ping pong, Inzer Shrock; cards, Williams.

S. Engineers: general chairman, Colby M. Myers; basket ball, Jahman; ping pong, "Bob" Swigert; bridge, Lee Summerville; music, Chuck Reagan; music, Al Brandies; dramatics, William Sheen; boxing, Jeff Olson. National Commissary company: general chairman, "Bob" McDonald.