

BRISBANE

THIS WEEK

What Is Ahead?
Muscles Soon Old
The Moon Pulls Us
To Toughen Your Legs

In 1914, as the world gradually moved toward war, no one in Europe realized what was happening or going to happen.

In 1935, as this country moves toward the result of various theories, experiments and efforts, nobody has the vaguest idea of what is really about to happen.

Almost anything might happen. It is possible, and fortunately probable, that what has happened before will happen again, that business and industry will gradually find their way back to normal, and, with officially shortened hours making labor scarce, the slogan may change from "Let the government support me" to "Give me a chance to work and climb to the top."

That may come, and something very different may come.

Once in so often it is necessary for nations and individuals to learn wisdom through first-class failure. That may be on the program for this country at this moment. The wise man will make his arrangements.

Time passes quickly; age comes on you if you depend for success on muscles, legs, arms or eyes. Fifty years ago Babe Ruth, "home run king," was bought by "the Yankees" for \$125,000, highest price ever paid up to that time for a baseball player. Now, only forty-one years old, he is released and goes to the "Boston Braves," who are asked to pay even a penny for the man that has drawn millions of dollars and dollars to the club that "owned" him.

As we go around the sun, with the moon circling round our little earth, and our sun doubtless revolving around some other great central star unknown to us, the moon is always pulling at the earth, as a child pulls at its mother's skirt. That pull gradually causes the earth to "slow down" in speed, turning on its axis.

Doctor Nicholson, astronomer at Wilson observatory, says this constant pull of the moon will eventually make the earth turn so slowly that its day will be 47 days long instead of 24 hours.

"Out of the mouths of babes and sucklings."

Jack Dempsey, who really seemed like fighting, apart from the professional in his championship days, disarming other fighters in his "sere and yellow leaf" at forty, says men should refuse to do "road work" and know that "you can't toughen your legs in a chair or posing for pictures."

Legs are not important, but brains are. Young gentlemen should know that you cannot toughen your legs, or make them work better, without thinking.

Wiley Post failed in his effort to fly the continent in eight hours because of a mechanical accident. His plan was to travel 40,000 feet up into the stratosphere, where slight atmospheric resistance makes high speed possible. He will try it again. American flyers fortunately are not easily discouraged. If they were a flying machine would not have been invented here.

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STATE TO START HIGHWAY JOB

THE BONNEVILLE DAM RECONSTRUCTION

CHRONICLE

OF MAIN STREET SET FOR APRIL

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BONNEVILLE

CASCADE LOCKS

THURSDAY MAR. 7, 1935

GIGANTIC PUMPS TO EJECT WATER IN COFFERDAM

Six water pumps capable of throwing 50,000 gallons a minute, will set to work this week cleaning out Columbia Construction company's cofferdam on the Oregon shore.

The sextet will throw more water out of the huge half moon in an hour than the city of Portland can use in a day. If a person carried two gallon buckets an hour for 5,000 years, they could not carry the amount the pumps eject in a day and a night. The task would stump even the historic war god Thor, who, so myths say, once drank a river dry by mistake.

Columbia, with interested government engineers on all sides, tried using three pumps, brought here from California. In a preliminary test, held last week, the pumps lowered the water in the cofferdam only one foot.

They were throwing 25,000 gallons a minute.

Three of the pumps that the Guy F. Atkinson company used in draining Bradford slough for the powerhouse excavation will be brought into play this time, in the hope that the water can be lowered at least 20 feet. If successful, engineers can find their serious leaks in the dam and be ready to remedy them after the June high-water.

If all goes well, the cofferdam will be pumped dry, and officials will see for themselves what they will have to contend with on the bottom when the time comes for pouring the concrete on the foundations of the first half of the main spillway dam.

Leaks will be plugged, whenever possible, by adding more sheet piling on the outside. Otherwise the sturdy clay formation used to fill in between the piling and the dam itself will be plastered on the outside of the piling.

DEATH TAKES HOLIDAY:

Four Portland men, employed by General-Shea, narrowly escaped death early Tuesday morning when their car tumbled over a 300-foot cliff below Multnomah Falls. All suffered lacerations and bruises except one, who was unhurt and left before his name could be obtained. The others were Tom Deffenbaugh, Oliver Anthis and E. O. Bynyon. Their auto, a heavy sedan, was a total loss.

Rebuild Cannery

Plans were laid last week for the rebuilding of the P. J. McGowan fish cannery at Bonny Park better known as Dodson, which was burned to the ground in January at a loss of nearly \$250,000. Workmen cleaned up the debris pulling aside the little salvageable machinery. Manager Arthur Eadie made several trips to Portland discussing the rebuilding with McGowan last week, and it is probable that the structure will be started within a month.

POET HYDE



Inability to get home on schedule started Noble Forrest Hyde on the long trail which Longfellow has made so famous. Today he takes his writing seriously, and gives promise of becoming one of Cascade Locks most prominent residents. In his spare time he is keeper of the airport, but his poetical career began on the high seas, aboard the U. S. S. Sloat.

View Point Safe

Despite the fears of many that their views of the dam would be limited in the future, the government has not yet permitted Orino, Bell and Malcolm to start work on the railroad's new right of way through the spectator's vantage point, better known as the view point.

The gash started back into the hill from the west side, though directly on the Union Pacific's future way, is work under the new Parker-Schram contract. Top soil will be used for dressing the lawns on the permanent government homes and the regular material for grading on the new road system.

The contractors expect to take out some 100,000 yards of material, going only as far as bed rock. The railroad cut will not be started until the summer of 1936.

Riprapping Plan

Riprapping of the shore line of the river on the North Bonneville side of the stream will be started shortly by the Columbia Construction company with a view to protecting the ground opposite Bradford island, where the north end of the spillway dam will tie into the mainland.

Rock for the riprapping is being brought from a point near Camas by train. A siding has been laid and work of dumping the material can be carried forward without interruption to other work at the dam.

The Columbia has taken thousands of yards of material from the bank of the river for the purpose of widening the stream and permitting water to flow past the cofferdam in flood season. The cofferdam will have the force of throwing the water toward the shore and causing trouble unless precautions are taken to prevent the current from eating away the bank of the river.

CANADIAN MAT KING WINS WILD PAVILION BOUT

BY PAUL STURGES
Chronicle Sports Editor

The roughest, toughest matman ever to appear in the dam district is Wildcat Johnson, Canadian middleweight champion. That point can be verified by any of Promoter "Jim" Merrill's fans who watched the kingpin batter Ted "Cowboy" Graham into submission Thursday night at the Locks pavilion.

Four times in the final five minutes of the main event Graham bounced out of the ring onto the hard floors. It was a simple matter for the king of the bonewalters to land a jarring elbow slam and end the match from that point, for Graham was barely able to stand erect.

But in the first 33 minutes of the bout Johnson was plainly in difficulty against an opponent who showed twice as many tricks as he had in last week's encounter.

The first fall went to the pride of the Locks in 8:33 with a flying crucifix, a hold that had bothered Johnson no little in the opening minutes. A well planted right to the stomach left the contestants even-steven at 33 minutes, but after the five-minute rest period, Graham was plainly in no shape to compete with the clever champ.

Two state police officers, accompanied by Officer Clarence Brown, curtailed the desire of many fans to vent their ire on the victor.

In the semi-windup, Ray Lampman, 170, Sacramento, body-slammed his way to a win over inexperienced Fong Kallio, 165, Astoria. The veteran Californian found the jarring tosses the best way to down his clever, but slower rival.

After Lampman had taken the initial fall in the second canto, Kallio evened the count in the fourth round with a flying mare and a press, only to drop behind in the sixth and final period.

Jimmy Dolan, popular Portlander, made short work of Curley Green, 160, Corvallis, in the first of two preliminaries. Dolan, who is a former fighter, tired of Green's rough tactics early, and landed enough jabs of his own to take the deciding fall in the second round.

The three-round opener, a special bout arranged just before starting time, saw clever Tex Hager, 156, Eugene, go to a fast draw with Farmer Stewart, 168, Salt Lake.

This match brought a great deal of applause and laughs from the fans, for the matmen consistently mistook Referee Keith Wesp, who grows more popular with the crowd at each match, for their opponent, and played "pig-pile" throughout the entire final round.

OPENS CAR AGENCY

Ed Albee, formerly of the Roy Burnett Motors, in Portland, will open a new and second-hand automobile agency in Larry Sherman's garage at Bonneville this week. Albee, who will show De Soto, Chrysler and Plymouth models, plans to have a show room. He has already contacted and sold cars to several construction company officials, he declared.

Bids for grading Main street in Cascade Locks and making it ready for paving will be opened March 28 by the state highway commission. Actual work of building the new grade will be under way before the middle of April.

The state does not propose to pave immediately, but feeling persists that the street will be hard surfaced within a short time after the grade is made.

Promise to fulfill the state's contract with J. B. Laber was made last Thursday when a delegation of business men from the Chamber of Commerce appeared at the commission's monthly meeting in Portland. Under the agreement the street is to be built to a width of 50 feet, with sidewalks, from the toll bridge to a point near the highway department's garage. The delegation asked that the road be widened to 80 feet out as far as W. J. Carlson's store, but the commission declined to respond to the request.

Reconstruction of the Columbia River highway through Cascade Locks has been hanging fire for the past two years. A number of delegations have appeared before the commission, but never made any progress until Thursday.

Leslie M. Scott, chairman of the commission, and E. B. Aldrich, member of the commission from Eastern Oregon, are giving the work in Cascade Locks their personal attention and all indications are that the project will be carried forward without further delay. Mr. Scott was in Cascade Locks in the past 10 days. Mr. Aldrich, who publishes the East Oregonian in Pendleton, lived in Cascade Locks when a young man went to university from the town.

Plans provide for a grade about on the level of the present grade. Mr. Aldrich, in Cascade Locks Friday en route home, said the grade from the bridge to the Horn club would be raised only about six inches. The hill beyond the Horn club will be leveled and the turn in the road will be done away with.

Funds have not been available yet for paving. This money may be taken from federal aid, and it may be advanced by the state. Neither has the commission determined whether it will use concrete or bitulthic.

Champ On Card

Jim Merrill's two most consistent winners, Wildcat Johnson, uncrowned king of the Canadian middleweight grapplers, and Ray Lampman, the veteran Californian, will tangle in the main event of the Lock's promoter's main event, Thursday night in the pavilion.

Both Johnson and Lampman have won their two matches here, Johnson dropping Ted Graman twice and Lampman winning over Farmer Stewart and Young Kallio. Johnson is plainly a ruffian, while the Californian wrestles cleanly as long as possible.

The semi-windup will find Jimmy Dolan, popular Portlander, also a two-time winner, meeting the clever Ted "Cowboy" Graham, pride of the Locks. The preliminary slated for six rounds, pits two newcomers, Kid Tex, of Texas, and Young Tony, of Bonneville, against each other.

LEGION BASKET SOCIAL

The American Legion held a successful basket social and card party in the community chapel Tuesday night. Prize for the best Basket went to Mrs. Charles Bel-larts.