

BRISBANE THIS WEEK

Pleasant News
Air Fleet Controls
Nordic Max, Jewish Max
Gen. Dawes Sees Joy

It is pleasant to read a Washington dispatch saying that the government will establish a great airport in Hawaii near Fort Kamehameha, named for the last king of Hawaii. The idea is to keep enough bombing planes there to take care of unwelcome flyers or surface ships arriving from Asia.



It will be more pleasant to read, as you may do later, that the government plans to establish a powerful air base on the island of Guam, which we are free to fortify, now that the Washington conference agreements have been repudiated and our silly pledge not to fortify Guam is wiped out.

Thanks to airplanes, the Greek rebellion is crushed. The old Greek patriot, Venizelos, leading the revolt at the age of seventy-two, fled from his home on the island of Crete across the Aegean sea to an Italian island for refuge.

Weeping, the old man vowed that he would never again set foot on Greek soil. A rebel cruiser took Venizelos to the protection of the Italian flag. Then, last of the fleet that had rebelled, the cruiser Averag surrendered to the government.

Max Schmeling, German heavyweight prize fighter, beat Mr. Hansas with ease and says, "Now we get Baer." Baer, you know, is the world's heavyweight champion. The fact that he is a Jew, and not a blue-eyed Nordic, with the back of his head as straight up and down as a board fence, is said to annoy Mr. Hitler.

It will interest Hitler and others. A hard-hitting "Nordic" meets Max Baer, a tall young Jew, who laughs while he fights. The meeting will settle nothing. Racial supremacy does not depend on the fist. But in New York city it ought to draw a crowd, gigantic, and a "gate" of about one million dollars.

Henry Ford views money philosophically as merely an abstract "indefinite, incoherent homogeneity," as Herbert Spencer might have called it. Mr. Cameron, broadcasting mentioned casually the fact that Mr. Ford in one year lost \$28,000,000.

When this writer asked Henry Ford what was the most money he had lost in any year while "changing type" and reorganizing, he replied: "I didn't lose any money. I only distributed some money."

It has been customary at executions in New Jersey state prison to admit relatives of a murdered man, that they may witness the killing of the murderer; very considerate, if relatives of one murdered really desire to see the murderer as he sits in the chair, straining against the straps and frothing behind the mask. It is safe to predict that Colonel Lindbergh will reject the invitation to see Hauptmann put to death for the kidnaping and murder of his child. That is probably not Colonel Lindbergh's idea of a pleasant sight.

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COLUMBIA READY TO START WORK ON MIXING PLANT

The Columbia Construction company has ordered two of the longest cableways in the world shipped north from Boulder dam for use in connection with its concrete mixing plant, which it is preparing to erect at the Bonneville dam.

Plans for the mixing plant are now being prepared by the engineers, but there is some uncertainty as to where it will be erected. It may be built on Bradford island—or it may be put up on the Washington shore.

Columbia proposes to use much material from Boulder dam and San Francisco bay bridge in the Bonneville mixing plant. The company will require eight freight cars to bring the cableways and other equipment north from Boulder. Hope is expressed that the task of building the plant can be started by the middle of April.

In connection with the high lines Columbia must also erect two suspension towers. Tail tower, 160 feet high, will be on the Washington shore; head tower, 200 feet high, on Bradford island. The ways should be ready for use within 30 days after their arrival here.

The lines, known as cableways five and six at Boulder, are 2360 and 2170 feet long, respectively, valued at \$7,750 each. Cost of erecting the ways, ready for use, will be approximately \$250,000. They will be capable of carrying 25 tons of concrete at a load.

At least 20 men, all experts, will be required in the assembling of the lines, and an additional 40 when the equipment is ready for use. The stability of the ways is plainly shown by the fact that they have already carried 3,000,000 in their Boulder dam work.

Cobb To Register Voters In Locks

County Clerk Blackman, of Hood River, has appointed Attorney C. A. Cobb registrar of Cascade Locks precinct. Registration books will be kept open throughout the year and any person eligible to vote may stop in at the attorney's office and cause his or her name to be placed on the list.

There are now more than 200 registered voters in the precinct, fairly divided between democrats and republicans. The opinion prevails that another 200 voters can be registered if attention is given to the matter.

Quite a number of people are registered, but will find themselves ineligible to vote unless they register again, due to the fact that they did not go to the polls last fall.

There is no charge for registration. Voters must have lived in Hood River county six months to be eligible to registration.

Use Chronicle Want Ads.

Lets Clean Up

With the return of pleasant weather the urge for a clean up and paint up campaign is growing around town. If half of the business firms which declare they are going to paint buildings this season make good on their threats the community would sparkle like dew on the grass in the morning sun.

There is a pronounced need for clean up week. Nothing would add more to property values. Any person doubting this statement should take a walk down the railroad tracks. People going through Cascade Locks on the railroad trains could hardly be expected to want to live in the community. The condition is really disgraceful.

Seattle Firm Wins Contract

Pacific Car and Foundry company, of Seattle, was low on the government contract for the purchase of the sea locks emergency dam and the stationary derrick which drops the 23 stop-logs in the dam in place. Captain Gorlinski announced Monday, winning bids, which were on two slightly different schedules, were \$108,164 and \$115,245.

Previous estimates by engineers for the huge steel girders, which are 80 feet long, ten feet wide, four feet high, was approximately \$160,000. The logs and the derrick, which can drop them into the specially prepared slots in the locks in 12 hours contain 804,000 pounds of nickel steel and 45,000 structural steel.

Main use of the logs is in cases of emergency, and for the annual cleaning out of the chamber. When not in use they will be piled alongside the sea canal.

Other bidders were: Poole and McGonigle, Portland; William C. Smith, Portland; McRae Brothers, Seattle; Isaacson Iron Works, Seattle; Wallace Bridge and Industrial Steel company, Seattle; Grivo Construction company, Pittsburgh, Penn.; and Worden-Allen company, Milwaukee, Wis.

Rare Spinal Meningitis Case Costs Life Of Kitchen Helper

The icy hand of death, this time in the form of spinal meningitis, again touched on the Bonneville dam, when Kenneth Mayer, young kitchen helper in the Community Center Cafe, died in the Multnomah County hospital, Portland, late Monday night.

Fears of many residents in the district were dispelled by the announcement of Dr. Stanley E. Wells, government physician, that only one other case had been reported, and that an epidemic of the contagious illness was highly improbable.

The lone other person known to be suffering is Joe Jeffries, a General-Shea carpenter, who is fighting desperately for his life in St. Vincent's hospital. Late Wednesday he was barely holding his

U. S. MAY BUILD CUT OR TUNNEL AT EAGLE CREEK

Although construction of the new grade which will carry the Union Pacific railroad tracks from Eagle creek to a point below the toll bridge is scheduled to get under way in May, the United States engineers have not determined yet, whether the line will be carried through the hill at Eagle creek heights in a tunnel or in an open cut.

Setting of grade stakes near the highway at Eagle creek has given to a report that the government and the railroad have agreed on an open cut, but the rumor is groundless.

Principal interest in the method to be employed in carrying the rail line through the hill centers in the residential district on the heights, where people may find themselves living on the edge of a miniature canyon if a cut is made, and three or four houses must be razed.

The state highway department has about reconciled itself to the fact that the railroad company does not want its new line paralleled through a cut by a super-highway, and is wrestling with plans for a tunnel of its very own. However, it will not act until all prospects for a compromise on an open cut which could be used jointly by the Union Pacific and the state has been definitely abandoned.

Considerable talk has been going around relative to a railroad camp, to be built near the toll bridge. This rumor is groundless, too, for the government will house men employed on the railroad job in the Orino, Bell & Malcolm bunkhouses.

Work cannot be started on the Cascade Locks section until the steel has been laid on the Bonneville section, due to the fact that material taken out of the open cut or tunnel must be hauled out of the west end of the hill. This means that the steel on the Eagle creek bridge has to be erected within the next 60 to 90 days.

THIRD ATTEMPT TO GET TURBINE BIDS UNDER WAY

Twice forced to reject bids because of unreasonably high prices, United States army engineers last week reopened bidding for the purchase of turbines and governing equipment, to be used in the powerhouse.

Just how the government plans to get around the exorbitant prices has not been disclosed, for the specifications seemingly are not changed, except that bids on a 5,000 horsepower turbine, adjustable by hand, have also been requested.

Difficulty in gaining a large number of bids has been encountered, as only three companies have patent rights for making certain parts of the turbines necessary on this project. Designing, manufacture and assembling of the huge generators, which will supply the dam with power for at least a year, will take well into the fall months.

The two 60,000 horsepower turbines, which will be placed in units one and two, on the Oregon shore, will have governor adjusted blades. In other words, adapting themselves according to the flow of the water.

The 5,000 horsepower turbine will be used for heating up the larger ones, supplying the reservation with power and running all apparatus in the powerhouse. The size of the big turbines, which will cost over one million dollars, can be realized by the 23-foot blades. These will be turned by water coming in the entrance ways, spinning the generator, and passing out through the draft tubes. The latter part of the powerhouse work is now complete, and men are working in the other sections connected with the turbines.

Seattle Band Back Next Wednesday

The sensational Merle Carlson's orchestra, which last week drew more than 250 couples to their initial dance, will play a final return engagement in Jim Merrill's Locks Pavilion Wednesday night, before continuing their tour of the country.

Carlson's band, which has just completed a long contract with Seattle's Hotel Olympic, is the finest ever to play in the dam district. Miss Pauline Byrns' feature duets with the smiling young leader, received rounds of applause last week, and the music of the 12-piece orchestra was perfect, if the comment of the dancers can be used as a medium.

CRAIGMONT LEASED

Lease of the Craigmont hotel, formerly Cascade Lodge, to J. J. Sullivan, of Portland, was announced last week by W. J. Carlson, owner.

Send the Chronicle to friends.