

LEGION SCORES MAJOR MILITARY PROGRAM WIN

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Without a record vote, the House of Representatives adopted the greatest peacetime military program in the history of the country.

Principally as the result of the persistent fight of the American Legion and the War Department for an adequate national defense, sentiment for the bill was so strong that enough opposition could not be mustered to force a roll call. Legionnaires in the house, and there are 147 of them in the 74th Congress, (131 in the House and 16 in the Senate), bore the brunt of the fight when pacifists sought to destroy the bill.

The stand taken by the American Legion is that adequate national defense is preparation for peace, not for war—a reasonably armed America need not fear attack, and if we are not attacked we should not have war.

The question of national defense is a much misunderstood question. National Commander Belgram points out that it is not understood by many citizens because certain groups, with mischievous motives, have been busy for years making it misunderstood, and because some other groups, cherishing sincere but misguided idealism, have blindly followed the wrong road toward a goal we all hope to attain some day.

The first group consists of pathological pacifists. Through every medium they can reach, they have distorted the truth about our national defense in every manner shape and form. They have sought to establish in the minds of our citizens a sense of security that is as dangerous as it is false. They have gone into our homes, our schools and churches with a creed that is seditious. Few in number but widespread in activity, they are preaching the gospel of treason.

The second group consists of men and women whose loyalty is as sincere as our own. They are groping for the goal of permanent world peace. So are we all. But they have become deluded with the idea that world peace is to be obtained by disarming this nation while the rest of the world girds for combat.

We must reach out our hand of help to those citizens and exert our fullest strength to show this nation the danger that confronts us in its present state of unpreparedness.

Nations have met at the peace tables, signed agreements reducing armaments, set up international tribunals introduced to settle their differences peacefully, and with what result? Instead of preventing wars they have changed the method of starting wars.

In the case of Manchuria, Japan issued no declaration of war on China, it simply marched in and took what it wanted. Paraguay and Bolivia, getting a little closer to home from the diplomatic standpoint, are engaged in a war right now, yet neither country has declared war. The question is asked: "Who will be next?"

BUILDING WORK APPROVED

With the completion of the new government administration building Friday by the A. S. Hansen company, of Seattle, Captain J. S. Gorlinski, resident engineer, made his official tour of the structure, approving heartily of the work. Particularly commended was the interior color scheme.

THE BONNEVILLE DAM CHRONICLE

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BONNEVILLE

CASCADE LOCKS

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LONG DELAYED RIP-RAP WORK IS UNDER WAY

Already a week behind schedule because of a delay in shipping of the necessary dump cars, Columbia Construction company set to work Thursday morning with their costly riprapping operations on the Washington shore.

The \$120,000 project is to protect the bank on which the town of North Bonneville is founded. Columbia has excavated thousands of yards of material in widening the channel so that the water will flow past the cofferdam more easily during the spring freshet.

This has left the flat without protection from the water, and even now the slow breaking away is noticeable. Material will be brought from near Camas. Contract with Kern and Kibbe calls for 60,000 cubic yards.

Replacing of certain equipment on the cars was declared responsible for the delay in their arrival. Columbia hopes to have the work done within a month and a half, which would be just before the freshet.

Eagles' Activities

An Eagles' rally, only for members and candidates who have paid any part of the dues, will be held tonight, Thursday, in the lodge hall at French's. All members must be present if possible. Refreshments and entertainment will be presented.

The Bonneville-Cascade Locks Lodge is planning to approach the Odd Fellows for use of the latter's new building in the locks as a meeting place.

Perry Kitzmiller was appointed at the Thursday meeting to serve out the term as chaplain, left vacant by the resignation of M. A. Butterfield. George Thomas was appointed quarterly auditor.

The lodge membership was swelled to 176 last week with the initiation of Officer Frank Caroon, of the government guards, and the transfer of "Porky" Fancher, of Gresham; Jack Young, of Portland; and Russell Hall, of Grants Pass.

The lodge has entered the contest now under way in the seven Portland chapters. Each member bringing in a new member will be given a ticket on a new car. Raffle will be held in May.

The initial drill team practice was held last week. Success of the practice led officers to announce that the team would take over the initiatory ceremonies April 4. Fred Spindle and Eric Galasheff were appointed understudies for the chairs of conductor and inner-guard, respectively.

A fun degree, known as the "third degree" to Eagles members, will be started in the local lodge next month. Few chapters in the state have this, but it provides a world of entertainment when gotten under way. It is reported.

Albert Bauer, assistant engineer, was resident investigator on a hydro-electric investigation in Mexico ten years ago.

Send the Chronicle to friends.

Drainage Tunnel Work Proves Interesting Feature of the Dam

One of the most interesting projects in connection with the building of the dam is the drainage tunnels in which government employees are now pushing steadily back under the famous Ruckel slide.

Knowing that there is a huge body of water impounded far back underneath the terrain, which has always proved a trouble point to the railroad and at times to the highway, tunnel one is now at the 1215 foot mark.

Stopping low to avoid the heavily timbered roof and wading through mud and water at times a foot deep, it is a neck-tiring task to traverse the quarter-mile back underneath where the three-man crews work day and night.

But the most surprising part of the journey is the complete indifference workmen show at their precarious occupation. Though timbering is done as each three feet is progressed, the men never know when they will strike a body of water large enough to force them to swim out.

Elaborate precautions for their safety are taken by engineers however, for the boss of the crew is always an experienced miner. This is important, because when the first water seepage in the face before them is noticed, the men

must sink test holes. If no large amount of water comes out, progress is safe to continue. Otherwise the hole must be drained and reported.

Electric light lines, a ventilating system which blows fresh air in and sucks bad air out and a communication line, are carefully protected. It is through the latter feature that men could be reached in case of a slide. The heavy pipe is large enough to pass in messages, sufficient oxygen or even food.

Picks and shovels, a jackhammer and occasionally blasts are used in the work. A small pump runs down the center of the tunnel, and when it passes along the track, visitors must wedge themselves carefully in between supporting timbers, holding their very breath.

At the present time a clear stream of water is passing steadily out of tunnel two. The water, which seeps in from the walls, roof and floor, is ice cold, and provides a natural drinking supply for the workmen.

Excelsior is packed around the timbers when the work is passing through crumbling materials. Engineers estimate that the work is continued at a cost of nearly \$10 per foot.

Brandes Dairy Has New Truck

Roy Sinner, who has been driving the Brandes Creamery truck every since the company entered the Bonneville dam area 18 months ago, hove into sight with a brand new wagon the other morning. It was so shiny and bright that it made some of the boys' eyes pop out.

The truck, carrying a custom built body mounted on a Ford chassis, has a capacity of 400 gallons of milk and contains room for a cold storage compartment, in which dairy products can be carried at a low temperature through means of dry ice.

The Brandes company early saw an opportunity to increase its business by building up a milk route in the district and it has been highly successful, largely through efforts of Sinner, who has a large acquaintance and is well liked by the people of the territory he serves.

UNION PACIFIC STAGE STRIKES HEAVY TRUCK

Nine tons of Union Pacific stage suffered minor, but costly damage Monday noon, when it struck a five-ton Lester Auto Freight truck, driven by Archie Lester. Both machines were west-bound.

The accident occurred at Eagle Creek, where the truck was turning up the road to the heights. Bus Driver Oliver Taylor missed the turning signal, striking the bank and the truck simultaneously. The stage's side was badly dented and the right headlight smashed. Lester reported no damage to his truck.

Plans For Hobby Show Under Way

Continuing along its leisure time activity program, Spillway, reservation news organ, is now preparing to hold a hobby show in the new civic auditorium, which will be completed early in May.

Two of the General-Shea's riggers, Mick Rich and Art Peterson, have won many prizes for their fine needle and thread work. Ronald McBride, National Commissary, builds model boats, and Clark Bogart, U. S. E. D., model airplanes.

Two others, Forrest Davis, General-Shea and Bill Hamilton, Columbia, make braided belts and signet rings, respectively, in their leisure hours.

It is planned to find out the hobbies of many more of the workmen, and to make a huge display, which will be shown in the new auditorium the last week in May.

MUD SLIDE SCARES MEN WORKING IN SEA LOCKS

Men working on the sea locks, near the monoliths on the east end, were forced to flee for their lives Monday night when approximately 12 yards of mud tore loose from their foundations and slid down the bank onto the work.

Fortunately it covered little more than the job and the men's tools. The slide was believed to have been caused by the heavy rains and the recent blasts set off by workmen in the locks.

We want your news items, send them in.

IN TWO SECTIONS SECTION 2

MOAN AND GROAN ARTISTS STAGE TOP-NOTCH CARD

It was cold in Jim Merrill's huge Locks pavilion Thursday night, that's a certainty. But also you could safely wager your money that the wrestling fans in the district who gambled on the belief that Promoter Jim could not hold two successive top-notch cards lost their pokes.

The failure of Bill Avery, billed for the preliminary, to show up, forced Jim to have only three matches, but the six contestants went through their paces at a fiery heat. From start to finish, with the exception perhaps of the opening match, the card was every bit as good as last week's, which, in turn, was the best ever staged here.

The main event was a poor exhibition of wrestling, but the fans cared little, for they were too busy most of the time getting out of the way of Tex Hager and Tony Daro, as first one and then the other was tossed out of the ring.

After a wild first round, which saw Daro test the mettle of the new referee, much to his regret, Hager went into action late in the second round, a series of whip wristlocks and a press gaining him the initial fall.

Daro evened the count in the third canto with flying tackles and a "scientific" press. Successful in his first attempts at choking and roughing, Daro, who hails from Bonneville, forgot to heed the warnings of the official arbiter, and the match went to the Eugene lad in the fifth on a foul, although Hager was almost out on his feet.

The preceeding match, between Ted Graham, 165, Locks cowboy, and Jimmie Dolan, 160, Portland pug, was as clean as the main event, rough. The contestants went six fast rounds to a draw, each gaining a fall. Dolan's came in the third with an Indian death-lock, Graham's in the fifth with a flying dutchman.

The opener, five rounds, was also a draw. Pudgy Roy Herman, Portland, took the first fall from Bulldog Brown, Seattle newcomer, in the third fall with an octopus hold, but Brown evened the count in the fifth with a Boston crab, just saving himself from defeat.

NEW TRUCK DAMAGED

One of the Columbia Construction company's new General Motors trucks, employed in hauling material, was badly smashed Wednesday night when it backed off crib one and fell inside the coffer dam, to the rock bottom some 50 feet below. The driver was steering from the runningboard and jumped to safety. He said he did not see the edge and the eight-inch blockade offered no obstacle.

CARPENTER HURTS BACK

Tom Miller, General-Shea carpenter, suffered a sprained back and possible broken vertebra, when he slipped from a girder in the sea locks Friday afternoon. Miller lit on his feet, after a fall of six feet, but again lost his balance, tripping and falling on his back across a heavy concrete slab.