

BRISBANE

THIS WEEK

Suddenly Polite
Why? He Is Prepared
Thought for Atheists
Strange Hangings

How politely Germany is treated, suddenly, by the "victorious allies"!

Recently Germany was kicked around, all her money taken by the allies, French and English soldiers camping on her territory at her expense, the Versailles treaty sternly enforced.

What a change now! England sends a clever statesman to talk it over with Hitler the moment



Arthur Brisbane

he throws the Versailles treaty on to the rubbish heap.

France is almost polite in messages to Germany. No more threats; no more "Do as we say!"

You know what causes this. Hitler lets it be known that he has been preparing for a war in case anybody wants one; that Germany has a well drilled army of half a million men and an enormous fleet of commercial airplanes that could drop explosive bombs and poison gas most conveniently.

In other words, Germany is prepared, willing, ready and able to fight if anybody insists on it.

So nobody insists.

There may be a lesson there for this country, that, if attacked, could only throw a few lumps of gold at the enemy and plead: "Please be nice."

Flying is like human life in this, you do not see what it is that pulls you along through the upper air.

You look at the three engines, sticking out into space ahead of you, and see no sign of power, nothing to explain the speed and climbing power or what it is that keeps you aloft.

The propellers move at a speed that makes them invisible. You know that you move, but do not see what moves you.

A clergyman might find a text for atheists in that. Your atheist, or gentleman from Senegambia, would say: "Do not talk to me of a trinity of propellers that haul me to my destination and my destiny. If there were any such propellers I should see them."

The name suggested for a new state, that would be number forty-nine, is "Absaroka," a name and state to be created by putting together western North Dakota, the northern third of Wyoming and one row of counties along the southern border of Montana.

The dreadful name chosen for this forty-ninth state, "Absaroka," is the name of the Crow nation.

As long as it is to be one of the United States, why not select a United States name, Lincoln, Edison, or some other with a meaning?

Two Americans, Mr. and Mrs. Switz from East Orange, N. J., with twenty alleged accomplices, accused of spying for Russia, will be tried in Paris within a few days. The Switzes and others are accused of informing "a foreign power" of French secrets concerning high explosives, planes built to fly through the atmosphere and across the Atlantic in six hours, and "chemical war secrets," which means recipes for more deadly gases.

Send the Chronicle to friends.

Highway Contract Delayed

THE BONNEVILLE DAM

CHRONICLE

VOLUME 2, NO. 1

BONNEVILLE

CASCADE LOCKS

THURSDAY, APRIL 3, 1935

LOCKS CITIZENS DEMAND LOCAL JUSTICE PEACE

Appointment of G. A. Cobb, Cascade Locks attorney, as Justice of the peace for the Cascade Locks district is being urged on Hood River county commissioners.

Thirty-one names, including all of the business men in the district except one, were filed on a petition, which was put in circulation by W. Chamberlin, long-time resident. The county court will meet this week and pass upon it.

The need for a Justice of the peace has long been expressed in the Locks and in Bonneville.

Cobb, if appointed, would go into office immediately, serving a two-year term, which would technically start the first week in November. If, however, a candidate ran against him in the November elections, citizens of the district would be required to vote upon the matter.

His duties would include settling all arguments and fining whenever necessary, on both traffic and criminal misdemeanors. By the power invested in him by the court he would work with local peace officers.

MRS. FRED ANDERSON HURT IN CAR ACCIDENT

Mrs. Fred Anderson, wife of the Dew Drop Inn owner in Cascade Locks, suffered two broken knees and severe shock, cuts and bruises Wednesday morning, when the car she was driving to Portland was thrown off the road and into a telephone pole by a blow-out.

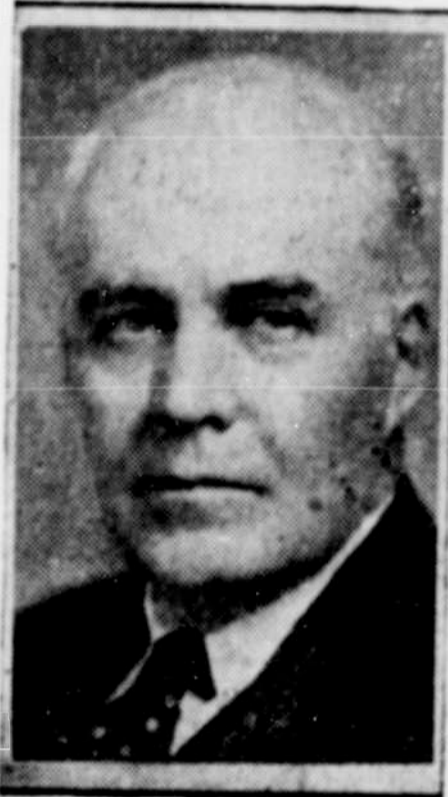
Three high school students, her daughter, Jean, Howard Harrison and Everil Broilhar, also were bruised and cut, but suffered no other injuries. The accident happened a half-mile east of Portland, on Base Line road. At the Portland Sanitarium, where all were taken, doctors said the car apparently was travelling at a fast gate, as it was badly smashed.

Theatre Starts On New Policy

Finally bowing to insistent demands of patrons the Roosevelt theatre, on the reservation at Bonneville, through its manager, Sid Phillips, announced last week that it would present a show seven nights a week. There are two shows Sunday afternoon and two shows Sunday night.

Under the new policy, the theatre will inaugurate its new policy tomorrow night with the thrilling western mystery drama, "Rocky Mountain Mystery," a story written by Zane Grey. In the leading parts are Randolph Scott and "Chic" Sale, the famous comedian.

TRANSFERRED



George E. Goodwin, for months resident engineer on Bonneville dam, has been transferred to the Portland office of the United States army engineers and placed in charge of preliminary surveys which are being conducted by the government at site of the proposed Umatilla Rapids dam, on Columbia river, 150 miles east of Cascade Locks.

The transfer is a promotion and Mr. Goodwin's friends and co-workers have been congratulating him upon his good fortune. He and Mrs. Goodwin are giving up their home on the reservation and will hereafter make their home in Portland, at the Biltmore apartments.

Mr. Goodwin has enjoyed the respect of the men on the dam in a marked degree, for he is "universally liked by those who have worked under his direction. He was one of the first men to go on the Bonneville project, coming into the district from Hood River valley, where he had resided for several years.

His duties at Umatilla will center around housing facilities for all workmen. He expects to be a Bonneville visitor often, however.

GAMES IN NORTH BONNEVILLE OUT, SHERIFF RULES

North Bonneville's greatest drawing card, its reputation of being "wide open," was blasted last week by Skamania county's Prosecuting Attorney Linville and Sheriff Borden, when they placed a ban on all gambling and slot machines.

The move was a surprise, both to the gamblers themselves, whom, rumors say, have not been doing so well in the Washington dam town, and to the public. For more than a year the sporting bloods have been allowed to play unmolested.

Neither official, both of whom took office the first of the year, would make any statement when asked for a reason for their sudden foreclosure. Lack of funds to pay "protection money" is one of the stories making the rounds in connection with the nemesis of the gangsters.

PARKER-SCHRAM HARD HIT BY SPRING RAINS

Hardest hit of all contractors connected with the building of the Bonneville dam, by the heavy rain storms of the past two weeks, was Parker-Schram, of Portland. This company holds the \$51,680 contract for filling around the new administration building and civic auditorium, grading of roads in the vicinity of the new structures and dressing up the lawns around the permanent residences.

Excavation work from Lancaster point was just well under way when the first spring storms hit. Since that time Parker-Schram has had only one good day, and that one they centered their forces in preparing the grounds around engineer's homes for the final dressing up.

The rest of the time they have had to work in seas of mud or not at all. Work has been delayed through inability to find a place to dump material.

CHRONICLE A YEAR OLD

With this issue The Chronicle begins its second year. The first 12 months has been the hardest, but it is ancient history now—and after all no one probably cares much, except the publishers. But the publishers are like the mother of a young, dirty-faced hopeful, for they have seen the paper attain a size where it can walk. And now that the crawling stage is past the paper becomes a legal publication. To the people of the district and to the business men, who have been loyal in their support since the initial issue, we express our most sincere appreciation. With the passing months we shall endeavor to create a large, newsier paper. We take this means of publicly thanking those who have contributed to the upbuilding and growth of the paper, for we are deeply and humbly appreciative of the help and encouragement that has been extended to us.

KERNAN AWAITS STATE'S GRAVEL ANNOUNCEMENT

One week after they had officially announced that Frank Kernan, of Portland, was low bidder for the highway relocation through Cascade Locks, state engineers were still trying to decide where the gravel for the work was to come from.

Test holes have been sunk, both in the Locks and in the fish hatchery grounds, near Herman Creek, but difficulty has been encountered in price and location of the gravel.

Kernan, whose bid was \$34,600, told members of the Chamber of Commerce highway committee that he expected the decision of engineers Thursday or Friday.

Work will get under way within ten days and is expected to be completed within two months. Contract calls for a bituminous, or black top, finish, similar to the present one. The asphalt cannot be laid until the temperature is 70 degrees, however, which would apparently delay it until the middle of June.

Of major importance is the fact that a double seven-inch concrete curb will parallel the highway from the toll bridge to the end of the school grounds. The road work will carry on to just past Carlson's Red and White store. Through town the new highway will be 80 feet wide, with additional eight-foot shoulders on each side.

Space for a 16-foot sidewalk will be left, as far as the high school. This will be graveled until such time as the town wishes to concrete it. Past the school house the highway will narrow to 40 feet, but the wide shoulders will continue, making a fine sidewalk, compared to the present one.

One of the major argumentative points in the fight for highway relocation is apparently settled in favor of the town, as the contract calls for the proper pipe to lay the culvert in front of the lumber company.

Other bidders and their figures included Joplin and Eldon, \$41,414; United Contractors, \$44,373; Kern and Kibbe, \$47,300.

Ask Bids On Canal Work

Making preparation far in advance, army engineers announced last week that bids for the excavation of the lower lock approach canal and also for the excavation and lining of the fishways in connection with the sea locks, would be opened in Portland, April 23.

The work, which it is estimated will cost more than \$300,000, will not be done until September, however. Plans call for the use of the sea locks next spring, so contractors will have plenty of time to complete the work. Specifications require removal of 420,000 yards of material and 3,500,000 station-yards of over-haul.

FILLING STATION STARTED

Ben Scott, of The Dalles, long delayed by inclement weather, set to work last week on his Standard Oil filling station, on the west end of The Dalles Freight Line property.