

BRISBANE

THIS WEEK

War? Who Knows?
Strange Hanging
How Old Is Graft?
What Are Life and Death?

Lloyd George says there will be no war "this time," but some in Europe do not agree. Mussolini wants France and England to join him in an agreement to suppress any outbreak affecting them.



Arthur Brisbane

France is said to have moved troops for defense to the German frontier, although it is hard to guess what those troops could do. If Germany declared war it would be with planes dropping explosives and poison gas on Paris. No nation at war will sit in trenches for four or five years, now that flying is real.

Britain, going a long way around, wisely, sends a suave statesman, Captain Eden, to Moscow to see Stalin of Russia. The talk, not published, may have been like this:

If England agrees to help you fight Japan, will you help against Germany, in case of need?

A British naval officer cut the throat of a shipmate. In England they hang you for that. When hanging time came, Mrs. Violet Vanderelst, prosperous widow, opposed to the death penalty, hired two planes to fly back and forth above the gallows, trailing banners reading, "Stop the death sentence."

While airplanes flew overhead, trucks drove back and forth before the gallows, with loud speakers bellowing "Abide With Me."

The man that "killed his comrade sleeping," or however he did it, did not "abide." He went through the trap.

Graft and dishonesty are old, as old as human need and cunning. A papyrus written 1,200 years before Christ tells of three men tried for robbing a royal tomb. Egyptian kings were descended from the gods; to rob their tombs was sacrilege, the punishment death.

A dishonest jeweler, putting base metal in a supposedly "pure gold" crown for King Hiero, was exposed by the great Archimedes, who thought out a method in his bath, and started the word "eureka" down through the ages.

Michael Angelo, building St. Peter's at Rome, complained to the pope of the materials furnished by contractors, reminding his holiness that he, Michael Angelo, would make no profit from St. Peter's except "benefit to my soul," and urged the pope to punish the grafters. There is even graft now in this modern, enlightened republic.

What is life? What is death? What are we?

An English gentleman "dies"; doctors pronounce him dead. He returns to life, says he has been in heaven, tells what he saw—a dull account, clothing the same as we wear here. How far, how fast, did his spirit travel while he was "dead"?

What does the soul do while the body is supposedly dead? Does it go away and come back, or just wait around inside the body? What is death? Some say it is only a "better," and there is no such thing.

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BONNEVILLE

CASCADE LOCKS

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Engineers to Ask for Bids on Railroad Job from Locks to Eagle Creek Early in June

The contract for relocating the Union Pacific railroad tracks between Eagle Creek and the toll bridge will not be awarded until early summer, it was agreed by United States engineers late last week after it became apparent that the contract on the first section could not be finished until the later part of May at the earliest.

The Guy F. Atkinson company, General-Shea and Orino, Bell & Malcolm are among those who are expected to submit bids when the government sends out specifications. It is reported that several other contractors are studying the ground with a view to trying for the job.

After numerous studies the engineers have concluded to push the railroad tracks east through the hill at Eagle creek on an open cut. This is going to make it necessary for the government to demolish at least two and probably three of the houses which were built last summer on the circle in Eagle creek heights by employees at the dam.

In making the cut the engineers propose to begin work at Eagle creek. They want to haul the dirt and work across the Eagle creek bridge and through the new Tooth Rock tunnel. They

ARGUMENT OVER GRAVEL DELAYS HIGHWAY WORK

Work of rebuilding the state highway through Cascade Locks did not get under way Monday, as anticipated, and The Chronicle has been unable to learn when the job will be started.

Inability of the state to reach an understanding with the highest bidder on the work relative to the source of gravel has caused numerous delays, although it thought to have been definitely settled.

Crews employed by the highway department have been setting grade stakes, trees along the right-of-way have been felled and everything is in readiness for the contractor to begin moving dirt. The contract calls for handling 10,000 cubic yards of material, much of which will be used in making the fill in front of the Cascade Locks Lumber company.

The Pacific Telephone & Telegraph company and the West Coast Power company expect to put crews of men to work within a few days removing old poles and building new lines. The contractor had announced that he would have his equipment on the job the first of the week and the town was under the impression that 30 or 40 men would be employed in the highway work by the middle of the week. However, the delay seems to be only temporary and the work will be under way before the end of this week.

cannot start removing material until the steel super-structure has been built on the recently completed Eagle creek bridge piers, or get through the tunnel until after the bore has been concreted. The roadbed for the Union Pacific tracks is practically finished through the reservation, but much remains to be done on the Tanner creek viaduct.

ENGINEERS HIT HEAVY STREAM IN TUNNEL FOUR

Heaviest stream of water yet encountered by United States engineers in their search for the hidden lake in Ruckel slide was encountered last Thursday in tunnel No. 4 at a distance of better than 500 feet in the hillside.

The stream burst through the earth, flowing two second feet, but continued to gain in volume until now it is flowing four second feet. Unlike other streams of water which have been struck by the men who are working in the tunnel, the flow shows no indication of diminishing.

Small pockets of water have been hit from time to time in the tunnels, but they generally drain themselves in a day or two and the engineers proceed with the tunnel.

Geologists continue to insist that there is a large bod of water in the hills and say Ruckel slide will not behave until the mountain is thoroughly drained. Engineers believe the water is in the hills, but expect to find it in a series of small pools.

NEW CONTRACTORS SET TO WORK IMMEDIATELY

Parker-Schram, already working at full speed under sunny skies on their contract on filling around the new government buildings and on the permanent road system, jumped their payroll some 30 men Thursday, as their bid on modernizing the grounds around the permanent residences was accepted by army engineers.

The contractors' first move was to start laying the lawn sprinkler system and conduits on the streets for the drainage and under-ground light cables. The move came as a definite surprise, for it was not believed by many that the work would not get under way immediately, although it is known that the good weather probably will not last more than another week.

Also included on the company's winning bid of \$39,819.23, is the work of installing concrete curbs, gutters, walks, drainage man-holes, catch basins, storm drains, transformer vaults and electric lamp standard bases.

Digging Inside Cofferdam Slows

A month of easy and better than expected excavating came to a gradual end last week, as the Columbia Construction company neared the bed rock formation in their foundation digging inside of the river cofferdam for the south unit of the main spillway dam.

The work progressed from a plus 30 feet elevation to a point some 40 feet below before the going got really harder. As the size of the "hole" gradually lessened, so did Columbia's mark of averaging from one and a half to five feet a day.

It has now become necessary to drill and shoot at least once a day, but a fleet of trucks is still on the go every minute hauling the excavated material over to the earth-fill cofferdam on Bradford island. Three shovels have been used in the hole, working 24 hours a day.

At the present rate, excavation will be complete within two weeks, just about the time engineers expect the first of the high-water to put in its appearance at Bonneville. Although it is expected that water washing over the cribs will drop some material in the hole, no great amount will have to be taken out when the freshet passes.

Columbia's cribs are in first class condition, proven by the fact that only two of the huge water pumps are now necessary for keeping the deepest points of the excavation free from too much water. The crib crews were laid off ten days ago, with the last sealing and reinforcing steel driving.

CLUB FEATURES SPEAKER

The Bonneville Woman's club will feature a guest speaker from Portland at its meeting next Thursday, April 25. Because of the program, the guest house on the reservation will be used for the gathering, which will begin at 2 o'clock. Mrs. Stanley Levack, Mrs. Wayne Goff and Mrs. Nicholson will act as hostesses.

High Water in River Forces Columbia to Close Down Cofferdam

The Columbia Construction company is preparing to knock off work on excavation for the foundation of the spillway dam within the cofferdam and pull its equipment before the rising waters of the river begin pouring over the tops of the cribs.

The river may level off early next week and remain stationery, or it may fall slightly, but the contractors figure that it will take three days to get the steam shovels out of the pit at the bottom of the river and apparently don't care to run the risk of losing them.

Unless the unexpected occurs, the shutdown on the work within the cofferdam will last for about

STATE CREW IS RUNNING SURVEY ON SUPER ROAD

Engineers from the state highway department are running surveys between Cascade Locks and Bonneville for the new super-highway. A crew of 12 men have been engaged for the past several days and will probably be in the field for sometime yet.

Construction of the first section of the new road between the toll bridge and Fairview, west of Troutdale, is contingent upon aid from the federal government.

Impression prevails that the state highway commission hopes to obtain first aid on that portion of the road which will parallel the railroad tracks, east from Bonneville to Cascade Locks. This job will necessitate the building of two tunnels at Eagle creek, or in going through the hill at Eagle creek heights in a cut.

The state has repeatedly expressed hope that the road can be started in July. Appearance of the engineers in the field gives rise to the belief that the commission at Salem expects federal funds to be available.

KUCKENBERG-WITTMAN DONE AT EAGLE CREEK

The Kuckenber-Wittman company, sub-contractors under Orino, Bell and Malcolm on the Union Pacific railroad relocation through the dam district, packed up its bags last week and left for home, its work on the Eagle Creek bridge completed.

The three piers, which will support a steel truss bridge, were poured a month ago. Since then forms have been ripped off and the grading work just east of the piers, the most important feature of which is the back-filling, has been completed.

The remainder of the bridge will be included on the next railroad contract.

60 days and the shovels cannot be returned to that sector until late in June. Promise is held forth that the Columbia will employ large crews when the excavating is completed, and the payroll may go to 2,000 men, or higher.

The river has been rising gradually to some days, due to rains and melting snows in the mountains on the upper reaches of the Columbia. The weather bureau has predicted that the water will not go above 25 feet, and this rise will not occur before next Monday. At that level the contractors will still have a leeway of four feet before the cribs are submerged.