

BRISBANE THIS WEEK

Important news for life insurance companies. A tendency to old age or early death is inherited, according to Dr. Felix Bernstein of Columbia university, who talked to the National Academy of Science in Chicago. A scientist can tell how old you are physically, by examining the lens of your eye. It always shows signs of hardening before fifty; hardening decides the extent of the how old you are.



Arthur Brisbane

The rest of your body—brain, heart and all the rest—grows old about as rapidly as the eye-lens does.

Leaving out accidents and attacks by disease germs, there is a sort of "pre-destination" in the length of life.

Two brothers, fifteen and ten years of age, with a young friend, were going to an entertainment last Christmas night. George Bond and Carl McMurty of Poplar Bluff, Mo., thought it would be amusing to frighten the children by running after them, telling them, "You will never live to get there."

The two older boys "got there." The little ten-year-old boy, James Ainley, dropped dead of fright as the men pursued them. A sensible jury decided that the two men shall spend six months in jail and pay \$100 fine for their "joke." The jury might well have made it ten years, for it was stupid manslaughter. There is nothing more brutal, cruel or more completely worthy of a genuine "yahoo" than frightening children.

Secretary of Interior Ickes, who also possesses the gift of forcible speech, calls Senator Long "a ranting demagogue," describes, more gently, one other well known broadcaster, and rebukes, without mentioning his name, Doctor Townsend, whom he accuses of arousing false hopes in the "underprivileged."

Senator Huey Long, his language never failing him, able to speak his mind freely in the senate, addressing that august body, describes the secretary of interior as "Lord High Chamberlain Ickes, the chinch-bug of Chicago."

Secretary of Agriculture Wallace he called the "Lord Destroyer, the ignoramus of Iowa."

Some boys in high school, and bigger boys in colleges, recently organized a "strike" to express their horror of war.

War is horrible; it should be, and eventually will be, unnecessary. But there is some good in all evil, and young students and others should reflect on past wars and what modern civilization owes to them.

Germany wants colonies, and is embarrassed by the fact that this would mean taking in a great many black ladies and gentlemen that by no stretch of the imagination could be called "Aryans." The German government announces that, while it could not admit negroes to German citizenship, as Britain does in her colonies, black colonial negroes would be "Schutzbeholdene," with every right except the right to adopt Aryan strut.

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THE BONNEVILLE DAM CHRONICLE

VOLUME 2, NO. 6 BONNEVILLE CASCADE LOCKS THURSDAY, MAY 9, 1935

CRIBS CAN TAKE SUMMER'S RISE ENGINEERS SAY

Although the Columbia is rising steadily and promises to go higher this season than normally, army engineers are confident that they can hold their cofferdams in Bradford slough.

As a usual thing the river does not flow to exceed 625,000 second feet past Bonneville. In the great flood of 1894 it went to 1,170,000, or almost double that of ordinary years. Army engineers anticipate a flood of something like 700,000 second feet, would not be amazed to see the river to 750,000 second feet. Reason: There is 25 per cent more snow in the mountains at the headwaters this year than is common, and the season is one of the latest known to the white men.

General-Shea has strengthened the trestle which carries sand and gravel trains across Bradford slough to the mixing plant on the island, and have anchored the foundation as a precaution against a break in the cofferdams. The upper cofferdam above the powerhouse and locks can be built up to a greater height if the river becomes too unruly, but the army engineers do not dare increase the height very much without raising the Union Pacific railroad tracks. They are prepared to lift the tracks and fight back the high water, and will do this rather than allow the river to flow through the foundation of the powerhouse.

In event the flood gets out of hand and sweeps away the upstream cofferdam and takes out the General-Shea trestle the engineers can throw a railroad track across the powerhouse and put material for the mixing plant on the island without much delay and at a small cost.

No fears are entertained, either by Columbia Construction company or the engineers, for the great cofferdam in mid-channel of the Columbia. They figure that the pressure will not be materially increased after the flood gets under way in earnest, for the surplus water will spread out as the river rises.

Peak of the spring flood usually passes by mid-June and after that date the river begins to fall. Conditions may be different this season, or the flood is getting a late start and should be longer in arriving and passing, unless the weather turns extremely hot up in British Columbia and over in the headwaters of the Snake and the Salmon river in Idaho and Wyoming. Should the sun get in some fast work and the snows begin to run off in heavy volume the situation at the dam could become suddenly acute.

Oldtimers still talk of the flood of 1894. Army engineers are not impressed, for they point to the steadily diminishing precipitation in the back country, which appears to be the result of a pronounced dry cycle, and the presence of numerous reservoirs on the Snake.

* SPECIAL PROGRAM FETES * MOTHERHOOD SUNDAY AT * CASCADE LOCKS GROUNDS

Tribute to the mothers of the nation will be paid Sunday in a special program at 1 p.m., sponsored by the Fraternal Order of Eagles on the government grounds at Cascade Locks. Assisted by Odd Fellows, Rebeccas, American Legion, schools and other organizations, Eagles plan to present several noted guest speakers, whose names are not yet announced. Music will be a feature of the program.

KERNAN STARTS HIGHWAY WORK THROUGH LOCKS

Work of reconstruction on the state highway through Cascade Locks got under way this week. Monday Contractor Frank Kernan moved in his equipment. Tuesday a crew of men began to dump large tilling for drains on the highway. Wednesday the engineer and superintendent of the job got into action.

Size of the crew will be increased as the work advances. The contractor expects to employ 35 or 40 men, to finish the job within 60 days.

Engineers chuckled when they heard that timid spirits in Cascade Locks hesitated to join a movement to incorporate the town for fear of losing the highway work. They said the work would go forward under any circumstances, that an incorporated town did better than unincorporated towns because the government was footing the bill.

Delay was caused largely by arguments over the gravel for the work. Satisfactory arrangements have now been made to procure the material, according to Aldrich. During the delay, state highway crews finished laying out the stakes for the new grade and the

(Continued on back page)

JUNE 11 NAMED FOR BALLOT ON INCORPORATION

Residents of Cascade Locks will flock to the polls June 11 to vote on whether or not the community shall become an incorporated city.

The date was set last week by the county court at Hood River following the presentation of a petition for the election, signed by 60 persons, including a majority of business men and old residents of the area concerned. Polling place will be in the office of Attorney G. A. Cobb across from The Dalles Freight line office.

Only registered voters will be eligible to cast ballots on the question. Registration must be made at Mr. Cobb's office on or before Saturday in order to vote.

Although established in 1878 when construction of the government locks was begun, Cascade Locks has never been incorporated despite its estimated present population of 1,000. Those in favor of making the community a city stress the need of united action on a variety of fronts to obtain for the Locks the advantages which it requires but which it cannot hope to get without central leadership. Those against the measure fear an increase in taxation and the addition of a bonded debt.

DANCE BENEFITS BASEBALL

Supporters of Cascade Locks baseball team will dance next Thursday evening, May 16, at Merrill's pavilion.

Funds raised from the benefit dance will be used to purchase equipment and pay traveling expenses of the team.

TRUCK SERVICE ANNOUNCED

An addition to Lester Auto Freight line's truck service between Portland and Hood River was announced this week.

The new truck will leave Portland each noon, to arrive at Cascade Locks about 2:30.

Saturday, May 11, is Last Day to Register for June Election

Saturday is the last day upon which residents of Cascade Locks can register for the election of June 11.

At the June election people will determine whether they wish to incorporate the town.

Opposition to incorporation exists among certain people who are speculating in property in Cascade Locks to the detriment of the health and well being of the residents of the town. Strongest opposition is voiced by property owners who do not live in Cascade Locks, but own large property interests in the town and reside in Portland.

Then there are others who have been influenced by one argument or another. These people are all registered and may be expected to vote.

A large number of people who make their homes in the town and are eligible to vote have not registered. They may be expected to support incorporation. Every one of them should be registered.

The grip and control of one man on Cascade Locks will not be broken until the people incorporate the town and take the things into their own hands. Every vote will be needed. But these votes must be registered to count. And they must be registered before Saturday. Ask your friends to register.

Registration books are open at C. A. Cobb's law office, Cascade Locks. There is no cost. Register anytime between 9 a.m. and 5 p.m.

FIRST CONTRACT FOR NEW SUPER ROAD AWARDED

With the awarding of a contract to Tom Lillebo, of Reedsport, for construction of a bridge across Eagle creek the state has swung into action on construction of the new super-highway through Columbia Gorge, from Troutdale to Cascade Locks.

Other contracts on section between the toll bridge and Tanner creek will be let at an early date and work should be well under way in June.

Total cost of the completed road has been fixed at about \$5,000,000. Anywhere from a quarter to a third of this cost will be saved to the state through dredging of channel for ocean-going vessels between Vancouver and Bonneville, for the gravel from the river will be pumped inshore at different spots between Dodson and Troutdale and utilized in construction of the roadbed.

The new road will cross the railroad tracks at Troutdale, pass over the Sandy river on a bridge and keep close to the water's edge to Dodson, where it recross the railroad tracks. The road will come out at Dodson opposite Joe Buscher's dairy farm. From that point to Cascade Locks it will follow close onto the present right-of-way.

In planning the super-highway the state highway engineers have endeavored to combine the beauty of the old road with speed of the new road. From Troutdale to Dodson the old highway will be maintained in its present state for benefit of tourists and visitors, but through traffic will flow down the gorge on a road that will possess long sweeping curves and no grades, except for a short one between the toll bridge and Eagle creek.

Just west of Crown Point the rock which juts out to the river will be shaved away. The Union Pacific tracks pass through the rock in a tunnel. Near this spot the highway will be carried to Long Island, which may be seen near the shore from the Vista House. It will run up the island for four miles, then duck back to the mainland.

Near Crown Point and again Oneonta the current is swift and the river is deep inshore. These spots will have to be filled and ripped. They offer some of the most expensive work on the entire new stretch of highway.

The state highway engineers believe the army engineers are preparing to go forward at once with the channel work between Vancouver and Bonneville, but are prepared, if necessary, to rent a dredge and pump material in from the river for the roadbed. They estimate that the material can be handled at eight cents a cubic yard.

HIGHWAY GUARDRAIL NEAR EAGLE CREEK COMPLETED

Repairs to approximately 40 feet of the edge of the Columbia river highway just west of Eagle creek were completed last week by highway crews.

The section as damaged when a strip several feet wide slid during construction of the new Union Pacific tunnel underneath Tooth rock, carrying away the guardrail and making one-way traffic imperative.

New construction included a concrete bulkhead to support the edge of the highway with a new section of guardrail of reinforced concrete and native stone with arched apertures similar to the other highway rails.