

THE DAM CHRONICLE

Published every Thursday in the interests of the Bonneville dam area.

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OUR PROGRAM

1. Develop a fire protection system.
2. Create a water district and develop lands between Craigmont hotel and Herman creek.
3. Install street lights.
4. Lay down sidewalks—even though they are wooden sidewalks.
5. Urge the federal government to purchase the toll bridge and make it a free bridge.
6. Launch a campaign to make the lake back of the dam the most popular resort on the West Coast.

A FIRE DEPARTMENT

After 18 months of debate Cascade Locks has organized a volunteer fire department. That the necessary hose and fire fighting apparatus must be obtained and made available for use before the department can be instrumental in knocking down insurance rates is not important, for they will come in time, but it is important that a group of men are prepared to give of their time and energy for the good of the community.

The municipal incorporation will be functioning by mid-September and can purchase the necessary small truck and hose which are going to be necessary if the community is to enjoy fire protection. By organizing now the business men and property owners will have a department ready to enter service when the mayor and town council takes office.

A bucket brigade, properly disciplined and well directed, can do very effective work in event of fire. Fire fighting organizations of this character have saved many towns through prompt and effective work. It is not the type of a department that the town wants permanently, but everyone recognizes it as the beginning of an association of men who are prepared to put the community's interests above their own interest. And it is this spirit which builds cities.

HUEY LONG

In Louisiana, where a decadent aristocracy has ruled the state for a century and a half, Huey Long is giving the masses public schools, good roads and decent living conditions. A picture of what the "Kingfish" is actually accomplishing was given the people of the Pacific northwest for the first time in an article in the Sunday Oregonian.

Conditions under which the poor class of Louisiana, Alabama and Mississippi live are unbelievably intolerable. Only a Long could break the power of the ruling class. To Oregonians the mighty Huey is a pain in the neck, a large hearty laugh; to the downtrodden of the deep South he is a Messiah, chosen by God to lead them forth from the slough of despair.

Oregonians have drawn their

opinions of Long from articles which have appeared in national magazines. Unacquainted with Louisiana, it has been impossible for them to understand how the people of a sovereign state could permit a man to set himself up as a dictator. They have not realized that there was an untold story, nor have those who are familiar with conditions in Huey's home bailwick puzzled their mind over failure of Collier's, Saturday Evening Post, Liberty and other popular sellers, to present all of the facts. The article in The Sunday Oregonian will awaken a train of reasoning.

The South has produced many able statesmen. But it has also produced more than its share of blatherskites. Huey readily falls into the latter class. He is serving a useful purpose in Louisiana, but is a disgrace to the United States senate, where it took Senator Lewis Schwellenbach of Washington to stop him. Wholly lacking in the instincts of a gentleman, he made the mistake of calling President Roosevelt a liar over the radio. And now his sun is setting at the national capital.

CAMAS WANTS POWER

In Camas the people are growing excited over distribution of Bonneville power. The Washington folks harbor the notion that Oregon believes the project is the sole property of Oregonians. So Camas is preparing to fight for what it feels is a just share of the power. And it is not content to stop there, but proposes to organize a port district and build terminals.

The spirit manifested by Camas is in keeping with the desire to grow, to forge forward, to develop latent natural resources. Too many Oregon towns have lost, if, indeed, they ever possessed, a fighting spirit.

Development of the Columbia into a great traffic-carrying river upon which barges will ply between Portland and Eastern Oregon points is only a matter of time. Every community on the river must awaken to the opportunities which will manifest themselves and the community that delays action is only inviting a more progressive neighbor to seize the lead and obtain industries which might have gone to a more progressive neighbor.

It is doubtful if any community in Oregon can find fault with Camas people for wishing to procure their full share of Bonneville dam power. The power is to be sold to all municipalities at the local boundaries. And if Camas is sensible enough to create facilities for handling a large tonnage by means of water transportation it deserves to go forward and build up payrolls.

TRAFFIC OPEN

The Columbia river highway around the turn above the Tooth Rock railroad tunnel, now being finished, has been restored to two-way travel.

Fear that further rockslides might result from vibration caused engineers to make the section of highway a one-way route for several months.

TRUCK HALTS TRAFFIC

Skidding when it hit the turn on the highway near tunnel No. 1, an empty, Portland-bound truck and trailer turned completely around Tuesday morning in the thunder and rainstorm, blocked highway travel for more than an hour. The truck came to rest heading east on the road, its trailer at a right angle across the road from it. It was pulled out of the way by other trucks.

"Mother, why did you marry father?"

"So you've begun to wonder, too!"

Bonneville Bill Is Completed

Paragraph by paragraph, President Roosevelt studied this week the bill for operating Bonneville, and then announced it is exactly what he wants, and at the suggestion of Oregon's Senator McNary said he would write a letter giving the bill his approval and placing it on the "must" list for enactment at this session.

The bill receiving the presidential O. K. is exactly as outlined in The Oregonian recently. It delegates to the army engineers the building of the dam, installing of machinery, operation of locks and fishways and places in the federal power commission the fixing of rates for power and the distribution of the same. This arrangement is satisfactory to the army engineers.

The measure was worked out by three departments of the government, the department of justice, army engineers and the federal power commission, in consultation with Senator McNary. It has received the unqualified sanction of the president, who requested Senator McNary to sponsor it.

This is the first opportunity the federal power commission has had to fix rates. Its sphere has been the issuing of licenses to power plants on federal streams and government land. The bill prevails that President Roosevelt is using the Bonneville project as an opening wedge to start the power commission on a program of centralizing control over power rates in the United States, a proposal made to the president in the planning the board report a half year ago.

It is distinctly understood that partisan and the present person-Bonneville will "stand upon its own legs," as Senator McNary dis-

President's Coolidge, Hoover and cussed it with the president. Bonneville has certain natural advantages which no other power development possesses and these draft a letter of approval, which warrant an exceptionally low Cummings will submit to Senator power rate. This proposal by Sen. McNary, and arrangements will be made to make the bill "must." President Roosevelt, the power Senator McNary probably will introduce the bill next week. General and the engineers, Bonneville will not be hooked up with any other power project and senator.—John Kelly in The Oregonian.

statutes authorizing the power commission to place rates of all government-owned power plants on common ground.

The bill limits the activities of the commission wholly to Bonneville in devising rates. In this connection the president expressed preference for the power commission over the engineers in making the schedule, as the commission has technicians and skilled assistants for the work.

The federal power commission contends that this is government-owned property and the government therefore has the right to fix rates for all power not needed for operating the dam. On this theory the commission, under the bill, will control rates even when power is resold. Members of the commission assured Senator McNary, however, that they will consult the state utilities commissions of Oregon and Washington, but will retain a firm hand over Bonneville power. The bill also authorizes the power commission to decide when and where transmission lines shall be constructed. The rates in every instance must be such as will repay the government for the Bonneville plant in 50 years.

Attending the conference were Attorney-General Cummings and his assistants, Basil Manley of the power commission, General Pillsbury with assistants and Senator McNary. They went over the final draft in the cabinet room, made a few modifications and then took the bill to the president.

The power commission is non-partisan and the present person-Bonneville is made up of appointees of own legs," as Senator McNary dis-

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New Diesel Engine Threatens To Revolutionize Automotive Industry

In 1918 a Columbus, Ind. banker named William G. Irwin had a chauffeur named Clessie Lyle Cummins. When Mr. Irwin went to Canada for the summer, Chauffeur Cummins decided he ought to "do his bit" to help the U. S. win the War. He converted the Irwin garage into a workshop, began turning out wagon hubs for the Government. By the time Mr. Irwin got back to Columbus, Chauffeur Cummins had the garage running as a full-fledged factory with three eight-hour shifts.

Mr. Irwin, who is now a director of the U. S. Chamber of Commerce, decided that such talents should be given an opportunity to flower. Chauffeur Cummins, mechanically inclined since childhood, had built an automobile at the age of 15. Mr. Irwin set him up in business with \$10,000, eventually backed him with half a million. By 1930 Chauffeur Cummins was one of the leading manufacturers of Diesel engines in the U. S.

At that time the Diesel engine was a cumbersome, slow affair which weighed some 250 lb. per horsepower, had a top-speed of 500 r. p. m. But heavy or light, slow or fast, it was still the most efficient engine in the world. Mr. Cummins set about making the Diesel engine lighter, faster, kept an eye cocked on Europe and its Diesel-powered vehicles.

In 1931 Mr. Cummins put a Diesel engine into a racing car, saw it finish the 500-mile Indianapolis sweepstakes nonstop. Still slow, still heavy, still economical, Cummins Diesels were ideal for hauling heavy commercial loads, were soon powering some 1200 U. S. trucks.

After three years of experiment, Mr. Cummins appeared a fortnight ago in Manhattan with the first Diesel engine exclusively designed for automobiles. This time he used a new Auburn chassis for his test. His engine has six cylinders, 160 h. p., weighs only 80 lbs. more than the 8-cylinder Lycoming gasoline engine it replaced. It can turn 3,000 r. p. m., make 90 m. p. h. with a gear ratio slightly above normal. It weighs only 8 lbs. per h. p., would cost some 10 per cent more than a gasoline engine to put into mass production. It has no spark plugs, no ignition system, no carburetor, is free from carbon. There is no fire or explosion hazard. The exhaust gas is non-poisonous.

Last week, on the first leg of a transcontinental "economy tour" Mr. Cummins drove from Manhattan to White Sulphur Springs, W. Va., to attend the annual meeting of the Society of Automotive Engineers. Distance: 496 Mileage: 46.2 miles per gallon.—From "Time."

A SMILE OR TWO

Jack Roth tells this one on himself: once he had to dig a well. He couldn't find any place to put the dirt, so he dug a hole to put it in.

They called him "Stinky" because he was a spoiled child.

"I'm knitting something to cheer up the boys."
"But the war was over long ago."

"This is a bathing suit for my dearie."

"Darling, I won a medal at the cooking school."

"Wonderful! But tell me, what is this I am eating?"

"Guess."
"Your medal."

Mrs. Newlywed: "Am I too late for the garbage?"

Garbage Man: "No—jump right in."

"What color bathing suit is that girl wearing?" asked the man.

"Can't tell," same the reply.

"Her back is toward me."

"I've skated for hours on ice."
"It must be very painful."

Mrs. Rose: "I distinctly saw you let the postman kiss you. What do you mean by it?"

Maid: "Well, somebody sent me a kiss through the mail."

"Did you notice any suspicious characters in the neighborhood?" the judge inquired.

"Sure," replied the new cop. "I saw but one man, and I asked him what he was doing there at that hour of night. He said: 'I have no business here now, but I expect to open a bank soon in the vicinity.'"

"Yes," said the judge, heatedly, "and he did open a bank in the vicinity later on and steal \$10,000.00."

"Well," answered the postman after a pause, "the man may have been a thief, but he was a liar."

An editor was dying. When the doctor bent over, placed his ear on his breast and said, "Poor man, his circulation is very bad," the editor shouted, "You're a liar. We've got the biggest circulation in the county."

The dinner came to an end and the well-fed diners settled down to listen to the guest of honor's speech.

The latter rose, and for fifteen minutes his voice filled the room. "After eating such a good meal," he went on, "I feel that if I ate any more I would be unable to speak."

"Bring him another sandwich," came a drawy voice from the rear of the hall.

First Penny Stamp: "I hate to go out into the cold world, but I fear there's no help for it."

Second Penny Stamp: "Cheer up, old boy, you ain't licked yet."

"Let me prove to you that advertising brings results."

"I know," groaned the manufacturer. "Yesterday I advertised for a watchman—last night my factory was broken in to."

Q.: Make up a sentence with the word "Colville."

A.: If I Colville you go out with me tonight?

"Is Alice shy about telling her age?"

"Very—about ten years shy."

Jailer (to prisoner awaiting execution): "You have an hour of grace."

Prisoner: "O. K. Bring her in."