

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.

DO YOU WANT A SALES TAX?

In January we are to have an election, we are told, to let the voters decide whether they want a sales tax or not. Of course this matter has been brought to the attention of the voters of Oregon on two previous occasions, and now we must vote it down again. The first time the sales tax was proposed it was to save property from confiscation. The tax was not passed and property was not confiscated. The next time it was to save the schools. The tax failed but the schools did not close. Now it is to pay old age pensions.

While old age pensions are a popular topic in this section, due to the activity of the Townsend clubs; the Townsend people are not for the sales tax and state old age pensions. They realize that this is not the Townsend plan by any means and should the tax carry, which seems highly improbable; those opposed to the Townsend plan will say, "Why the Townsend plan? Oregon has old age pensions now." The Townsend people are wise enough to know that a make-shift state pension would only be used as an excuse to postpone action of the Townsend plan.

Looking at it from another angle, and basing calculations on Idaho's sales tax which raised \$220,000 last month with a population of 450,000; Oregonians would dig up somewhere between four and six millions per year.

The entire property tax levy for state purposes for 1936 is only \$2,613,941.58, which means the state sales tax would be double that of the state property tax. Now how is this four to six millions to be spent? First we can put down "administration," which would give jobs to scores of politicians. Secondly for old age pensions.

According to U. S. figures, there are 39,133 people in Oregon of 70 years or over and 6,525 received aid during 1935. There are 67,332 persons in Oregon 65 years of age or over, according to government figures. Of those 70 or better, 16.6 per cent received aid and it is estimated that of those 65 or better, not over 14 per cent would require aid which would make 9425 to receive help under the state sales tax.

If these 9425 persons were given aid at the present rate of relief the total cost to the state for a year would be \$739,000.

THE WIND

Today I took my rake
And carefully
I raked each leaf into a pile.
It must have been
At least a half an hour
I worked there in my yard,
And just when I
Decided I was through,
The wind—
A little gamine,
Romped across my lawn,
And playfully
He lifted every leaf into the air,
And whirled them all about
Until they finally came to rest
again
About my yard.
I had to smile
For up among the tree tops
I could see the wind
Still romping,
And—
Must I admit
That he was mocking me?
—Aino Ferrington.

COLUMBIA CONSTRUCTION WORK REVIEWED

(By Ray Woodman, Columbia Construction Co.)

A year ago one wouldn't recognize in the hustle of building and placing cribs the structure of steel and concrete of today. For instance, a daily progress report of Columbia Construction company for January 2, 1935, has the Monighan on the Washington shore diversion cut, the American Whirlie in the lumber yard at the U.S. leg of the C.D. working on the construction of cribs 4 and 7 in the cribways, the dredge excavating the footing of crib 16, the Molalla placing crib timber and the Digger No. 1 driving sheet piling. The gravel and mixing plants and the cableway were then only potential.

On January 26th, the upstream cofferdam leg was closed with crib No. 5, and on the first of February the final crib, No. 16 was placed and filled.

Driving sheet piling and making impervious fills around the cofferdam continued through February.

On February 15, the Monighan was brought from the Washington shore to the south cofferdam on a specially constructed barge, for the main excavation.

The initial pumping was begun at 11:00 A.M. February 27. With the initial installation of 4 additional pumps completed on March 2nd the pool was lowered to elevation o.o. On March 6 at that level was computed at 125 C.F.S.

In the latter part of the month preparations for the high water season were made. In addition to the scour-crib, boulders were placed on the impervious fills at each leg to prevent a washout. The crib decking was securely lashed, and the steel sheet piling extended and sealed to the cofferdam. Revetment of the Washington shore was started and continued throughout April and May.

Main dam excavation in the cofferdam was hurried during this period, and several calyx drill test holes were made into the base rock. On April 18, this work was suspended; shovels and equipment were moved above the river level and the cofferdam was allowed to fill. The Monighan remained on the Bradford Island plus 30 berm to complete the accessible excavation. During this activity, between four and five hundred men were employed daily.

The work then shifted to the construction of the cableways and gravel and mixing plants. The Bradford Island fill was made, and piling driven to anchor the thrust rail of the two 90-foot head towers. Foundations for the tail tower and mixing plant were poured. The aggregate intake and the main conveyor tunnel of the gravel plant were excavated and shorted. Then the four gravel silos began taking shape. By the first of

June tower No. 5 on Bradford Island was complete, and the erection of the 220-foot tail tower began, while the gravel plant with its silos and superstructure and the mixing plant were assuming skyscraper proportions.

August saw the modern plant and cableway 90% complete. The sand and gravel pits at Blingen and Avery were open and ready for production. On June 10th the river reached its peak for the year with a discharge of 490,000 C.F.S. and an elevation of plus 40.2, a depth of ten feet over the upstream cribs.

Pumping in the south cofferdam was resumed on August 17th, but excavation was delayed there until September, when the repairs to cribs damaged by high water were completed. The Monighan was moved to the cofferdam area from the lower lock approach canal where it had been operating since June 12. It was found that approximately 40,000 cubic yards of silt had been deposited by the river during its high stage.

Excavation proceeded rapidly in early September, and on the sixteenth of that month, the first bucket of concrete was poured in the main spillway.

To date, 190,000 cubic yards of concrete distributed into the mass, deck, apron, piers, baffles, fishlock base, wingwall and the Bradford Island cut-off wall have been placed, an average of 2,000 cubic yards per day.

Tons of reinforcing steel in the cut-off trenches, piers, wingwall and cut-off wall passed the 2,000 mark early this week. The fishlock base is progressing rapidly, and is now complete to elevation minus 45.

On the Bradford Island wingwall, the concrete is placed to minus 30 and steel and forms are ready for the next lift.

In general, the progress on the main dam is reported as satisfactory.

It's just too bad for the candidate who isn't, or doesn't profess to be, wrapped up in the Townsend plan. He'll get rapped otherwise.

Death is about the only positive and permanent cure for reckless driving.

A woman may be as old as she feels, but she depends largely upon what other people tell her about her appearance.



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