

THE BONNEVILLE DAM CHRONICLE

HOOD RIVER, OREGON

Published every Friday in the interests of the Bonneville Dam Area.

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Official publication for American Legion post No. 88, Bonneville, Oregon.

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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.

THE CHRONICLE'S BIRTHDAY

The Chronicle has told of many birthdays since it was first founded. With this issue, The Chronicle celebrates its own birthday and the beginning of its third year of existence.

Instead of waiting for an event like a birthday to do something for its subscribers, The Chronicle three weeks ago doubled its number of pages, jumping from eight to 16 or 18, which will be its regular size from now on. Two full pages of the latest news pictures, two pages of comics, a continued story, Edward W. Pickard's full-page "Review of the History-Making Events of the World," a woman's page and a page of moving picture features are among the many interesting departments of the enlarged paper, in addition to its full and accurate coverage of local news from Herman creek to Dodson, including the latest events at Bonneville dam.

We rather like our new paper, and think it is giving subscribers more than their money's worth, a paper that no one living in the dam area can afford to be without. We welcome all suggestions from our readers as to how it can be made better.

RADIO VS. NEON SIGNS

Newsnote: Another new neon sign was erected in Cascade Locks this week.

And radio owners groaned aloud when they read the item.

Neon signs, it seems, have a habit of doing a little broadcasting of their own at times when not properly adjusted, ruining reception for a large radius from the source of trouble. If you don't believe that, try driving down Main street with your car radio turned on. Note the buzzing that greets your approach to nearly every neon sign.

Signs are not the only offenders, however. Small electric motors, arc-welding outfits, in fact nearly every electrical device has a tendency to send out static. A competent electrician can at small expense, either eliminate the interference or reduce it greatly.

Since radio reception is rarely good in the Columbia Gorge, The Chronicle suggests that the Cascade Locks city council consider some regulation of radio interference such as that practiced in other cities. The ordinance should have teeth in it,

Army Engineers Consider Umatilla Dam For Navigation and Power

(By Lee Bostwick in The Oregonian)

An estimated 12,000,000 tons of freight can be moved by barge on the upper Columbia river and the Snake river at a saving of several million dollars annually to producers and consumers, if the proposed Umatilla rapids dam is constructed.

Such was the claim advanced before the United States army board of engineers at Washington when the \$23,240,000 navigation dam came up for hearing.

If the board of army engineers takes favorable action, the project will pass on to Secretary Harold L. Ickes and from him to the president. If disapproved, then it will be back where it started with little prospect for authorization in the near future.

Tonnage potentialities of the great Inland Empire of eastern Oregon and Washington and western Idaho and Montana are placed by advocates of the project at 20,000,000 tons annually.

Colonel T. M. Robins, United States district engineer, in a report submitted early in 1935 justified immediate construction of the Umatilla rapids dam on an 86 per cent basis. Proponents of the project will attempt to justify the remaining 14 per cent by presenting additional facts not included and perhaps not includable in an engineering report.

The case presented pertained more to the economic phases of development of the resources of the territory affected than to the engineering feasibility. The data brought out during the last year was used to supplement the Robins report.

Colonel Robins recommended the construction of a navigation dam 36.5 feet high, 6000 feet long and with an elevation of 310 feet above sea level at the crest. It would create slack water for a distance and up the Snake river to the site of 35 miles up the Columbia river of the proposed Five-Mile dam, first of a series of dams on the Snake river. Average depth of the channel would be 13 feet from Umatilla to Pasco. From Pasco to Priest rapids, 75 miles, the Columbia river is navigable with no rapids and a slow current.

The dam would be of straight concrete gravity type with discharge gates, would include a skeleton power house structure for use when there might be a demand for electric power, and single lift barge lock, 60 by 360 feet, 9 feet at sills on the north bank.

The new navigable Columbia river would be 110 miles in length, 410 miles inland from the Pacific ocean and would provide port possibilities for barges within 30 miles of Walla Walla at Kennewick, and at Pasco, White Bluffs and Priest Rapids.

It would be within 30 miles by truck highways of Yakima, 25 miles of Sunnyside, 16 miles from the new Roza project, 20 miles by highway and rail of the Kittitas project, 60 miles from the rich fruit country of Wenatchee.

miles northwest of the Boise-Payette fruit tonnage of the Inland Empire would be slightly more than 100 miles away over good truck highways.

Reclamation bureau figures give the annual agricultural production of the territory as approximately \$100,000,000. Land under cultivation or to be irrigated and cultivated under existing and proposed projects totals about 2,000,000 acres, sufficient for 50,000 farm families.

Potential future tonnage of mineral deposits of the territory have been estimated at 55,381,712,000 tons. Added to this is an estimated 220,297,000 tons of timber, making a potential total tonnage of 55,381,712,000 tons.

requiring elimination of the trouble on pain of having the source of noise impounded or its owner fined. Detection of interference involves no complications. A simple portable radio is sufficient.

712,000.

The Umatilla rapids site is almost the exact geographical center of the Pacific Northwest. It is 160 miles east of Bonneville and 160 miles southwest of Grand Coulee. It is 200 miles east of Portland, 200 miles southwest of Spokane, 200 miles southeast of Puget sound and 200 miles northwest of the Boise-Payette district. It is 300 miles from the mouth of the Columbia river, 300 miles from the Canadian border, 300 miles from the center of western Montana and 300 miles from the heart of southern Idaho.

As to population of the Pacific Northwest 2,000,000 persons live west of Umatilla rapids and 1,500,000 reside above the rapids in the watershed region of the upper Columbia and Snake rivers.

Three miles below the rapids is the old town of Umatilla. In the '60s and into the '80s it was the head of navigation and the metropolis of the vast region east of the Cascade mountains. Cost of transportation in those days was not figured in dollars and cents. Flour in mining camps sold for \$50 a sack and bacon at \$1 a pound. Other items were correspondingly high.

Costs by boat from Portland, handling charges over portage roads and freight by mule team into the interior were never discussed. Tonnage arrived at Umatilla and from there eventually reached the back country. Umatilla became a port of 5000 population and county seat of half of eastern Oregon.

When the railroad was completed in the early '80s the boats left the river and the mule teams disappeared. Pioneer transportation methods were abandoned. Boat companies made futile efforts to carry on river traffic, and 20 years ago the Celilo canal was completed, making it easier for river boats to reach Umatilla.

In 1920 renewed interest in the uses of the Columbia was aroused at a meeting at Umatilla of delegates from three states. Organization of the Umatilla rapids association followed. Its members included citizens of Portland, Pendleton, Seattle and other northwest cities. The late G. W. Phelps was one of the presidents of the association. The late J. N. Teal was one of its strongest supporters.

Senator Charles L. McNary, Senator Frederick Steiwer, Senator Homer T. Bone of Washington, ex-Senator C. C. Dill, the late representatives N. J. Sinnott, and Robert Butler, were among the advocates for construction of a dam at Umatilla rapids for power, navigation

Churches

BONNEVILLE COMMUNITY CHURCH

Rev. Stanley Trefren
Sunday school—10 a. m.
Worship service—Sunday, 10 a. m.
Christian Endeavor—Sunday, 7:30 p. m.

Choir Practice—Fridays, 7 p. m., home of Mrs. Leo Miller on the reservation.

Services are held each Sunday in the government auditorium, Bonneville.

CASCADE LOCKS COMMUNITY CHURCH

Rev. L. G. Weaver
Sunday school—10 a. m.
Worship service—11 a. m.
Evening Worship—7:30 p. m.
Young Folks—7:30 p. m.
Choral Club—Tuesdays, 7:30 p. m.
Missionary Society—First Thursday, each month, 2:00 p. m.
Ladies Aid Society—Third Thursday, each month, 2:00 p. m.
Choral Club—Tuesdays, 7:30 p. m. Meets at Mrs. C. A. Saunders' home.

DEER DASHES THROUGH MAIN PART OF LOCKS

Cascade Locks citizens were a bit surprised Thursday when a deer, bewildered and chased by dogs, dashed through the main part of town.

Observers report that the deer had been chased across the locks grounds and onto the island via the top of the locks gates. About noon Thursday, it returned to the mainland, crossed the railroad tracks and dashed east behind Morgan's garage and G. A. Cobb's home. Residents reported seeing the doe in various parts of the town during the rest of the day and last report placed it in the front yard of the Craigmont inn that night.

LOCKS CHURCH SERVICES

Morning sermon at the Cascade Locks community church will be "Hosannah to the King," preached by the Rev. L. G. Weaver. Evening topic will be "From Gethsemane to Calvary."

CAPITAL—the money you lend.

LABOR—the effort required getting it back.

and reclamation.

Efforts of the association resulted in obtaining a survey. When Walter M. Pierce was governor the state legislature appropriated \$10,000 which was augmented by the bureau of reclamation with an allotment of \$50,000.

The E. R. Crocker survey was made and was completed in 1923. Drilling revealed a hard basalt foundation. Estimates for the dam provided for 680,000 kilowatts, locks, fish ladders and an interstate bridge with cost placed at \$45,000,000.

Portland, Seattle, Spokane and other cities considered building their own transportation lines. Part of the power was to be used for irrigation works, railway electrification and industrial purposes.

Engineering reports showed the project feasible and bills were introduced in congress to authorize construction. As late as 1931 a hearing was conducted by the Umatilla Rapids association before the committee on reclamation in Washington which made a favorable report to congress.

Action was delayed pending the report of the United States army engineers under the 308 order which authorized a complete survey of the Columbia river and its major tributaries.

Interest then waned until 1933. The association had expended \$15,000 in promotion work. Cities that had contributed political and financial support seemed wearied of their efforts.

President Roosevelt declared himself in favor of a policy looking to the development of the Columbia river. Favorable action was obtained for Bonneville and Grand Coulee dams. The national public works fund of \$4,800,000,000 set new wheels in motion.

Friends of the Umatilla rapids dam got busy again and the Tri-State Development league was formed with support from 24 counties in three states. Hearings were held and a lengthy brief was submitted to Secretary of the Interior Ickes and the board of army engineers.

This was followed by the organization of the Inland Empire waterways association at Walla Walla in 1934. A seven-point program was adopted, including ship locks at Bonneville, the Umatilla dam, channel improvement from Celilo to Umatilla, development of navigation on the Snake river. Supporting organizations included the Mid-Columbia Chamber of Commerce, the Wallula Gateway club and the Priest Rapids association.

The Bonneville ship lock was approved, appropriation was made for improvement of the river channel from Celilo to Umatilla for barge navigation and a detailed survey of the Umatilla site was completed. This survey culminated in the report of Colonel Robins last May.

SEEN and HEARD ON MAIN STREET



The simple life of the savages has something to commend it, after all. A news report from the Congo tells how a tribe killed, cooked and ate a tax collector.

You can't fool all the people all the time, but that's not necessary—a simple majority will do.

Porter: "You can't smoke in here. Don't you see that sign, 'No Smoking'?"

Rolph Enquist: "Sure, and there's another sign that says 'Wear Spirella's Corsets'. You can't obey all the rules."

Definition

CLASSICS: Books. Also a safe place to hide something you don't want the family to read.

"The Lord made us women beautiful and dumb," reflects Lena Gensler. "Beautiful so the men will love us, and dumb so we can love them."

Growing Lighter—Sunrise is gradually becoming earlier each morning, and later each night.—Santa Barbara (Calif.) paper.

Marshal Merrill: "Madam, didn't you see me hold up my hand?"

Woman (at the wheel): "I did not!"

"Didn't you hear me blow my whistle?"

"I did not."

"Didn't you hear me holler at you to stop?"

"I did not."

Marshal Merrill: "Well, I guess I might as well go home. I don't seem to be doing any good here."

Percy Whiffletree sleeps like a top. It's hours before he stops turn-and-and twisting.

Tip to Ministers

How to make the members of the congregation pay attention to the sermon—put the clock right behind the pulpit.

Tom Moyer: "Out of a job, eh? Well, come around at seven in the morning and I'll put you to work."

Applicant: "I can't do that. I've got to march in a parade of the unemployed tomorrow."

Definition

OPTIMIST: A chap who is still waiting for the chain letters to bring his dimes back.

When a man doesn't care a whoop what people think of him he has reached either the top or the bottom.

A dealer wrote to a firm ordering a carload of merchandise. The firm wired: "Cannot ship until you pay for last consignment."

"Unable to wait so long," wired the dealer, "cancel the order."

A drunk driver was brought before Judge Carlson but couldn't stop talking. The judge, however, managed to get in a short sentence.

Then there was the absent-minded professor who drove up to his garage door, looked in and seeing his car not there, blinked, turned around, jumped in his car and drove like blazes to police headquarters to report his car stolen.

Definition

HOME: Where you can scratch any place that itches.