

THE BONNEVILLE DAM CHRONICLE

HOOD RIVER, OREGON

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

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Application for entry as Second Class matter at Hood River, Oregon, is pending.

Editorial Office
Cascade Locks, Oregon

SUBSCRIPTION RATES

Three months \$0.50
Six months \$1.00
One year \$2.00

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

Official publication for the Bonneville chapter of the Izaak Walton league.

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.

CHINS UP!

One would have thought the Cascade Locks water system had seen enough of adversity; but no, the fates rule otherwise.

Unforeseen by the contractor, by city councilmen familiar with the job, by P.W.A. engineers who favored the plans with their approval before work started, two errors resulting from a moment's carelessness mushroomed to overpowering proportions when it was discovered they would cost \$5200.

It is easy enough to see how the errors were made. The 92 cubic yards of concrete necessary to floor the reservoir somehow crept into the final estimate as the total amount needed to build the reservoir; and one little cipher A. W. O. L. when quantities of pipe fittings were transcribed, led the contractor to think he would need only 800 instead of 8000 pounds.

They have not yet actually sold the \$3,000 in bonds that the government has not matched. All changes, additions and savings are now apparently figured out and they are \$4500 short. So they have asked the government to put up its 45 per cent of the \$4500 plus the \$3000. If it will do so, the city can get out of the whole mess for a little more than \$1000 plus the \$3000 in bonds it had to sell anyway.

There was little for the council to do. They were as much flabbergasted when they learned of the mistake as any other citizens might be. Up until that time the work had been carried on comfortably within the allotted margin.

Luckily the councilmen have one ace up their sleeve they are now prepared to play.

Yes, it's a blow, folks. It was a blow to us. It was a blow to everybody. But apparently it's

U.P. ESTABLISHES RESEARCH GROUP

Omaha, Neb., July 9—Establishment of a research bureau by the Union Pacific Railroad, pioneer in the development of light streamline trains, was announced today by W. M. Jeffers, executive vice president. Otto Jabelman, assistant general superintendent of motive power and machinery, will head the new department.

This Union Pacific move toward consistent betterment of equipment lends added emphasis to "Railroad Week", observed throughout the west July 13-18, in recognition of progress made by western railroads.

"The necessity for a separate research bureau," said Mr. Jeffers, "arises from the many scientific and mechanical problems confronting the Union Pacific in the development of modern freight and passenger equipment, including the light weight and high speed streamline trains, the idea of which was originally advanced by W. A. Harriman, chairman of our board of directors. Our present research forces will be assigned to this bureau and additional mechanical, electrical and metallurgical experts added. Our purpose is to intensively study, survey, perfect and prepare for final adoption, improvements in design and construction of railroad equipment for freight and passenger service on the Union Pacific lines."

Mr. Jabelman, a native of Cheyenne, Wyo., came to the Union Pacific 30 years ago at the age of 16 as a caller in the Cheyenne roundhouse. With the exception of three years of study at the University of Michigan he has been with the company continuously. He is the designer of the Union Pacific's two latest streamliners, "City of Denver", now in daily service between Denver and Chicago.

SECOND VESSEL ON RUN TO BONNEVILLE

Increase in the Sunday and holiday passenger travel between Portland and Bonneville has been so heavy that a second boat, The Watco, built in 1929 for the Cathlamet-Astoria run, has been added to the schedule for the remainder of the summer according to a news item in The Oregonian.

Operated by the Bonneville Navigation company, the vessel will be worked in conjunction with the steamer Cascade. The Watco is a stern screw boat 85 feet long, 23 feet in beam, with room for 155 passengers.

The ship has already made two excursions to Bonneville, one with a load of 400 members of the electricians' union, who arrived with a picnic Saturday, the second, last Sunday when visiting medical men and their wives made the Bonneville trip.

Water boils at progressively lower temperatures as altitude increases, due to varying pressure. At extremely high altitudes water never becomes hot enough to cook ordinary foods.

just one of those things, and it's being taken care of as quickly and competently as possible.

TWO YEARS AGO (July 20, 1934)

General - Shea Construction Co. is losing no time in beginning work on its contract on the locks and powerhouse. Even though it had not received official confirmation of the acceptance of its bid, this week had two shovels busy and a crew of men working on its office building.

The Catholic church in Cascade Locks which burned in the fire of July 2 is to be rebuilt in the near future.

The Columbia Construction company opened its office on the island this week and has a crew of men working on the Washington shore. Two dredges are expected to arrive this week.

ONE YEAR AGO (July 18, 1935)

A corner of the cribs has been peeking out of the water but with a continued heat wave in British Columbia it is not known when Columbia Construction company will be able to start pumping.

Sunday temperatures were recorded at 106 at Bonneville, 103 at Cascade Locks and 107 at Wyeth.

Politics in Cascade Locks are progressing at a merry rate with both of the rival tickets filled this past week.

TRUE CONFESSION

Our most constant reader, a real old-timer in these parts who for reasons that will appear prefers to remain anonymous, dropped into the office a while back with a reminiscence stirred by our article last week on children and matches.

He and a young friend of his were raised on a farm in Washington in the days when the territorial government still ruled—'twas October of 1882, to be definite, when this story took place.

The two youngsters had just driven the cattle out to pasture one morning, and as there was a light frost on the ground they stopped in the barn to warm their feet—bare, of course.

They scraped together some splinters and bits of wood and started a fire. When their toes were warmed a bit they stamped the fire out—or thought they did—and left.

At 2 A. M. the following morning the household was awakened to find the barn ablaze. Luckily, our friend's father had left his horses and wagon loaded with a year's supply of flour in a second barn a few miles away, or most of the family's assets would have been wiped out.

"The funny part of it is, my parents blamed the fire on Indians," says the old-timer, "but I know just as well as anything that my buddy and I did it. I didn't stop to think at the time that the fire might have been our fault, but I see it now, it must have been."

He's undoubtedly right, but here's the point—his confession today doesn't ease the hardship brought by that fire then. And are there children in your family who may someday be forced to make similar confessions?

The largest interstate motor-buses can get four to five miles on a gallon of gasoline.

HONESTY PAYS OFF. TWO YOUTHS LEARN

Two Bonneville youths have learned that honesty is the best policy.

They are Gary Woods, 9, whose father works in the Columbia Construction company's carpenter shop, and Richard Teerink, son of a U.S.E.D. employee.

Gary found two one-dollar bills two weeks ago, and instead of running off and blowing them in he turned them over to Charley Bellarts, Bonneville guard. Charley gave Gary a receipt and told him to call back in 10 days, in case no one should call for the money.

Gary showed up on the dot, discovered no one had claimed the bills, and took possession of them. But he gave one to Richard Teerink, who had been with him when he found them.

The bills now rest in the boys' private banks.

One of the queerest phenomena in physics is the Doppler effect, produced when a horn or whistle on a swiftly moving vehicle is blown as the vehicle passes a person. The pitch of the sound drops a note or two as the vehicle goes by, because the frequency of vibration is diminished as the vehicle recedes.

Meetings

- Cascade Locks Chamber of Commerce—Merrill's dining room, Tuesdays, noon.
- Cascade Yacht Club—model room of new administration building, Fridays, 8 p. m.
- Cascade Locks City Council—council chambers, Mondays, at 8:00 p. m.
- Cascade Locks Boy Scouts—high school, Tuesdays, 8:00 p. m.
- Bonneville Boy Scouts—grade school auditorium, Wednesdays, 7 p. m.
- Cascade Locks Townsend Club—Fellows hall, first and third Fridays, 8 p. m.
- Rebekahs, Cascadia lodge, Cascade Locks, first and third Wednesdays of each month, Odd Fellows hall, 8 p. m.

Churches

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.

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.

BONNEVILLE COMMUNITY CHURCH

Rev. E. J. Aschenbrenner

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.

Odd Shots by H. A. S.

Sitting in our cozy office while the raindrops dance the street outside and the zizy clouds slither past a hundred feet overhead, we with amusement follow the lines from an eastern newspaper: "The Midwest continues today to be scorched by hot winds from the Pacific ocean."

We predict the drought will produce at least one bumper crop this year—that of afternoon speakers.

The relief boys are putting another fast one in the national dust bowl. Now they've got farmers building roads in order to haul to market the goods they're not raising.

It used to be that dust was the worst menace to a pleasant Sunday afternoon drive. Now days in the prairie states a paved highway is the place you can move without kicking pulverized dirt in your eye.

And during the Alaska rush a man would barter his life for a little dust.

Doctors are holding a convention in Portland at the same time the magicians meet in Seattle. Probably no one would notice the difference if some of the boys got their geography twisted.

Why, a first rate prestidigitator thinks nothing of pulling a dictionary out of your pocket which is more than some doctors can do.

Of course it's possible to carry the comparison between medicine and magic too far. After all, the presto-change-o boys have their dignity to preserve.

Let's change the subject. Let's talk about the Olympic games. Your true athlete runs for the love of the games. Your true reporter runs because it's the only way to keep ahead of the bill collector.

Sure, sure, I'll be in with money tomorrow.

We hear the Olympic committee has been having some trouble itself on the financial side. Maybe we ought to draw a couple of committeemen for the 100-meter dash. Or, living so near the Atlantic coast, would the back-stroke be the event?

Then there was the sprinter who strangled to death when he tried to say, "I'd die for dear old Passahmaquoddy."

Our boys will be up against tough competition in Berlin. Not going too far to say some of Hitler's youngsters will be running for their lives.

O. K. pass the garlic. My girl friend likes to watch a movie anyway.