

This Week's Thought
He who only hopes is
hopeless.
—Anonymous.
16 PAGES

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HOOD RIVER

CASCADE LOCKS

BONNEVILLE

FRIDAY, JULY 31, 1936

TEMPORARY PASSAGES ERECTED FOR SALMON

Although most of the salmon and blueback which the state fish commission charged last week were stalled below the spillway dam appear to have negotiated the leap between the piers successfully, the Columbia Construction company went ahead this week with two projects to aid the fish through the fast water, one at the south and one at the north end of the present spillway construction.

The northernmost "fishway" is a temporary affair consisting of timbers placed near the midstream pier to break the water into a series of pools which the fish may ascend.

The southern "fishway" is a bit more ambitious, necessitating blasting away a part of the concrete ogee section between pier 17 and abutment two.

The ogee section is the high hump of concrete between the piers, against which the stopgates of the dam eventually will rest. A hole 10 feet wide and 6 feet deep at the crest of the section, extending 40 feet along the section, will be blasted in the concrete, and timbers will be placed across the bottom of the section to break the current further.

(Continued on Page Sixteen)

TORKELSEN GETS JOB IN SEATTLE

Captain T. J. Torkelsen, head of the United States guard unit at Bonneville since March, 1934, signed off at 4 P.M. Monday to take a job with the West Coast Coast Lumbermen's association in Seattle, in the trade promotion and market extension division.

Lieutenant B. E. "Bonnie" Whittsett will take command of the guard unit but for the time will retain his present rank.

Torkelsen helped organize the unit in November, 1933, having interviewed and recommended for appointment all officers who were engaged at that time.

Captain Torkelsen won his commission in the marine corps during the World war, when he served with the Fifth Marines and won the Croix de Guerre overseas.

A graduate of the University of Washington college of forestry in 1917, Captain Torkelsen has been engaged in the sales branch of lumber since the war, until his appointment to his Bonneville post. He was district sales manager for Booth-Kelly company in the southwest territory for some time.

SWITCHBOARD EXAMS

A civil service examination for telephone operator in the United States engineers' office at Bonneville will be held soon, according to an announcement from the Hood River postoffice this week. Applications for the position must be on file with the civil service district manager, Federal building, Seattle, not later than August 10.

Vacancies occurring in this position and in positions requiring similar qualifications, in the same localities, will be filled from this examination.

Sandy Retrieved on First 'Cast'

Believe it or not, Mr. Ripley, the U.S.E.D. boat Sandy was pulled out of the hole just west of the power house at 11:30 A.M. Monday on the first cast of the big cable loop, and the men who made the cast were merely guessing shrewdly as to the ship's whereabouts.

Like fishing blindfolded for a trout in a pail of water when you're not sure the trout is there—but Lady Luck smiled on the engineers, and she fairly grinned when the boat was brought to the surface. For the engineers are confident a month's work will put the Sandy back in shape for further adventures.

The vessel, pilotless, made the trip through the lower reaches of the power house last Wednesday evening at 6 P.M. and all subsequent efforts to locate her had been fruitless. Divers had a hard time getting down through the "boiling" water to the bottom. Not until the cable-dragging Monday had so much as a splinter been turned up by searchers, except for the roof of the pilot house and other debris that came through immediately following the wreck.

Motors of the Sandy can be recommissioned without special difficulty, according to the U. S. engineers.

The theory is that the Sandy, which capsized when attempting to tow a haulback line clear of the stern of The Dalles last Wednesday when the latter was attempting to maneuver into the navigation locks, went headfirst through the power house and immediately out the other side, without being battered about in the turbine pits and draft tubes as had been feared.

Tools, oil cans, life jackets, and pilot's license all came through the "wreck" in good shape. The Sandy is now in the government shop undergoing repairs.

"THAT'S RICH!" LAUGH PALS ON SEEING AD

One of the newest features added to the Chronicle is the series of unusual sayings under the title of "Free Air" which started last week in the Bonneville Super Service ad of Jim Rich and Paul Flegel.

Always looking for something out of the ordinary these two very progressive young fellows have begun one of the most unusual advertising campaigns to run in this paper. Each week you will find their ad together with the bright saying "Free Air" on Page 5 unless Sid Phillips objects to it being so close to his.

TROOP CELEBRATES

Celebrating the first year of M. L. Morgan's service as scoutmaster, members of Cascade Locks Boy Scout troop, No. 390, met Thursday night for a wienie and marshmallow roast. Members of the troop committee were present.

SEAMAN RESCUED FOLLOWING SPILL

Bill Robinson, 20-year old seaman aboard the U. S. S. Relief, narrowly escaped death from a 70-foot fall to the bottom of a cleft a few hundred yards above Tanner creek falls Saturday morning.

A score of dam officials and employees, headed by Lieutenant C. D. Bonesteel, executive officer, labored from 4 P. M. Saturday until midnight to bring Robinson safely to the highway.

Although the spill occurred almost within sight of the trail below the falls, rescuers had to carry the "basket" in which Robinson was lashed, down a long, tortuous path which hugs the west wall of the gorge, with nothing but gasoline lanterns and flashlights to light their steps.

Robinson suffered rib fracture and possibly a broken pelvis, according to Lieutenant Bonesteel. The injured hiker was rushed to the veterans' hospital in Portland as soon as he reached the highway.

The seaman had ascended the Tanner creek trail on a fishing expedition Friday afternoon with H. Brethauer, 22, who hails from the same ship. Rescuers said Robinson slipped and fell into the cleft, which he was attempting to descend, about 9 A. M. Saturday, and that Brethauer tried to get him out with the aid of a rope taken from a chimney along the trail. Brethauer did not reach the highway to report to accident authorities until late Saturday afternoon.

Robinson was conscious throughout the trip to the highway, Lieutenant Bonesteel said.

When Mount Krakatoa erupted in the South Seas in 1908 more than a cubic mile of earth was displaced and the noise was audible for 3000 miles.

FLOW LINE SHOULD GET FIRST CALL, SAYS WYERS

Necessity of impressing on P.W.A. officials in Portland the fact that the flow line from Dry Creek falls to the city water system intake is an integral part of the system and should have been treated so in the original engineering plans, was stressed at Monday night's council meeting by City Attorney Teunis Wyers.

Explaining that the P.W.A. office looked askance at a request for funds to match \$3000 in bonds issued by the city on a 55-45 per cent basis, Wyers said that in his opinion "this is the most serious fight the city has yet faced."

Wyers added that the P.W.A. regarded the flow line, which will insure an adequate water supply at all times of year, not as an integral part of the system but as a concession to Mr. Haskin, to whom the city agreed to furnish water for agricultural purposes in return for a claim he had filed on Dry creek water superseding the government's claim.

The flow line, which will cost about \$2600, is necessary because at time of low water in late fall it is

Reduced Bridge Tolls Are Asked

Sawdust Blaze Rages for Day

Fire which broke forth under the lash of a strong northwesterly wind in the sawdust pile on the site of the old mill in Cascade Locks raged for more than 12 hours Wednesday before it was subdued.

Fire companies from the Wyeth C.C.C. camp, the Columbia Gorge ranger station, and the United States engineers in Bonneville assisted local residents in bringing the flames under control. Ranger Al Weisendanger from Eagle Creek was also on the scene.

The fire siren at the Locks fire station blew at 12:10 P.M. The truck from the Columbia Gorge station had almost reached the scene at that time. An hour and 40 minutes later the Cascade Locks fire engine, which had been suffering batteryitis, appeared to lend assistance.

The pump owned by Schnitzer and Wolf of the Alaska Junk company of Portland, who also own the 35 acres on which the sawdust pile stands, was operated by Orval Finch and a crew of volunteers.

Danger arose not so much from burning of the sawdust itself, but from the spreading of flames through dry grass surrounding the pile to residences and other buildings.

The sawdust has been smoldering more than a decade, ever since the mill was razed, and periodically bursts into flame.

Making a bid to keep residents on this side of the river as dam construction on the north bank speeds up, the Cascade Locks chamber of commerce Tuesday appointed a committee to inquire into the possibility of obtaining reduced tolls across the Bridge of the Gods, which are responsible in a measure for many removals across the river.

It has been suggested that the cost to dam workmen, traveling singly in their automobiles, be halved, promising heavier traffic for the bridge and making many movings unnecessary.

Rates for workmen now in effect reportedly are almost as high as full rates, except that they allow the ticket-holder to remain on the opposite side of the river for the duration of the shift rather than for three hours only.

M. L. Morgan of Morgan's Standard service station and garage was appointed chairman of the committee of inquiry, with William Keeler and G. N. Heggard as assistants.

A committee to arrange a luncheon meeting and tour of the dam at Bonneville August 11 was also appointed. Members are William Keeler, M. L. Morgan, Hugh A. Scott and Ray Horn.

A letter stating that a new entrance to the Cascade Locks depot is not feasible at present was read by President Ira Owen.

RANKIN DEPOSITS BOND FOR OFFICE

C. L. Rankin opened his office as justice of the peace for Cascade Locks at 10 A.M. Thursday next door to Attorney G. A. Cobb, he told the Chronicle by telephone immediately after he moved in. He will keep hours from 9 A.M. to 4 P.M. daily except Sunday, he said.

C. L. Rankin pursued his quest for the office of justice of the peace in Cascade Locks this week when he took to Hood River his bond for the office, and attempted to file it with the county court. The court agreed to hold the bond, which has not yet been filed.

Rankin said the minutes of the court show the office of justice of the peace for the Locks was created at the meeting of the court July 1, but no district was defined. He has received his appointment as justice from Governor Charles H. Martin, but members of the county court maintain no district has been created here, charging an error to the clerk in so entering the matter on the minutes.

The court will meet again Wednesday, August 5, when the entire matter should be ironed out.

PROGRAM SCHEDULED

The Cascade Locks Townsend club will meet Friday, August 7, in the I.O.O.F. hall, with the younger members taking charge of a program of entertainment. Howard Harrison is chairman for the affair.