

READ ALL THE NEWS OF THE
DAM AREA IN THIS WEEK'S
CHRONICLE—ONLY COMPLETE
COVERAGE PAPER!

THE BONNEVILLE DAM CHRONICLE

VOL. 4, No. 16.

CASCADE LOCKS

BONNEVILLE

HOOD RIVER

FRIDAY, JULY 23, 1937.

River To Be Dammed in November

The Columbia River will be dammed by the Bonneville Dam for the first time in the last part of November or the first part of December of this year, Army Engineers stated yesterday.

The main work to be done is the pouring of the ogee sections in five bays in the third step cofferdams. In common language this may be explained as follows: When the Oregon side of the main dam was being poured, it was deemed advisable to pour only those sections between the piers (known as bays) to an elevation of plus 10 (ten feet above sea level) so that when the north cofferdam was put in there would be plenty of room for the river to pass between the piers of the south block and thus elevate strain on the north cofferdam. With the completion of the north half of the dam, the engineers came back last low water to raise the level of the concrete between the piers from the plus ten elevation to the required elevation of plus 24. These blocks to be poured are known as the ogee sections. On them the gates will rest when they are completely closed.

Only three or four of these sections were poured last year so that there are five of them left to be poured this year.

When the river drops to a flow of 170,000 second feet which engineers predict will be during the first week in August, the pouring of these will begin. This is about a three months' job.

The fish ways on the Washington side are 90 per cent complete and no delay is expected here.

Basin clearing is being rushed and will all be done by the last of November.

Actual flooding to pool level will be very slow. The pool will fill in very short order, but the engineers will take their time, perhaps a week or two after they first start flooding will the pool level be reached.

HOMES BEING REMODELED

Oscar Hyde, genial proprietor of the Men's Shop in Cascade Locks recently purchased the Jones & McClelland houses on Fifth street. This past week work began on the remodeling of these residences. They are going to be real attractive when completed.

Key to Salmon Industry Seen At Bonneville

Washington, July 20—That Bonneville dam is the key to the continuing prosperity of the fishing industry of the Columbia River was the theme of a statement by Frank T. Bell, commissioner of the Bureau of Fisheries, told to Congress.

Bell said he was confident the elaborate fishways and elevators now under construction at the dam would be effective in preserving the salmon runs.

The commissioner submitted a report yesterday to the senate commerce committee which had requested a statement from him after controversy developed between fisheries interests and proponents of river development.

Additional Investments Justified

The commercial fish supply of the Columbia, he said, is a "national asset of such value that common business prudence warrants additional investments by the federal and state governments to assure its continued productivity."

While fish protection at Bonneville Dam will affect perhaps 60 per cent of the total salmon supply of the region, Bell said, stream pollution, flood control projects, inadequate fishways at hundreds of small diversion dams on tributary streams and poorly screened irrigation ditches are responsible for much of the re-

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A Twenty-Mile Gamble

Cascade Locks is making a \$6000 improvement in its school for the coming year. Several thousand was put into improvements this past year. Cascade Locks is an accredited high school. For the first time in many years the Cascade Locks high school will be in position to offer everything that a modern high school should have.

This past year the Bonneville high school children were taken by bus over the most dangerous stretch of major highway in the state of Oregon, 20 miles, to the Corbett high school. Perhaps this was a good move last year, when it looked as a more or less temporary arrangement, but when we come to figure that there will be many high school pupils in the dam area from now on who will be permanent, it is time we thought of a permanent schooling arrangement.

The Chronicle feels that the two local school boards should get together over one table and cut that traveling distance from 20 miles to less than five miles. Cascade Locks is willing to cooperate to whatever extent it is able, but Bonneville, you must let Cascade Locks know what you want.

We hope that the local school board will see fit to act before this coming year and eliminate that mighty dangerous 20 miles.

Addition to Locks High-School under way

Construction was started Thursday morning on the new addition to the Cascade Locks High School. Better than \$6000 will be spent on the new 25 x 70 concrete addition to the west end of the main structure for construction and furnishings.

The new building will match the present structure and will house manual training, domestic science, and dressing rooms.

G. N. Heggard of Cascade Locks was awarded the contract for building. It is expected that the building will be completed in 60 days.

Free Movies Presented in Hood River Tonight

A free motion picture show will be presented tonight (Friday) by the Apple City Motor Co., of Hood River in its display rooms at the corner of Front street and Cascade, starting at 8 o'clock. Door prizes will be given.

A demonstration of how automobiles go through the famous "torture test" on the Bonneville Salt Flats, Utah, will be a feature, and another attraction will be an Amos 'n Andy comedy. The show is sponsored by the Hudson-Terraplane dealers of this region, and every one is welcome.

Grand Coulee Pouring Hits All-time Record

Concrete pouring at the Grand Coulee Dam is expected to pass the 3,000,000 cubic yard mark about the middle of this week, officials stated.

Closing the last gap in the great trestle stretching from the east to the west mix plants at the dam, MWAK this week set the stage for concrete placement on a scale never before known.

The trestle was to have been completed in May, but faulty rock which has to be removed before the footings could be put in delayed completing the span until this week.

Concrete placing can now go forward from both plants in an uninterrupted stream.

World Record Topples

Even before the last gap was closed the MWAK company shattered the world concrete pouring record of 10,300 cubic yards set at Boulder Dam

Bids Called For Finishing Tunnel Job

Bids were called Wednesday by the United States engineers for the installation of permanent lining, timbering and drainage system for the Ruckel Slide Tunnels.

Ever since the railroad was constructed along the south bank of the Columbia River, engineers have been having trouble with the infamous Ruckel slide. Geologists claim that when the slide occurred the impervious Eagle Creek formation fell into such a position as to form a huge basin filled with mighty fragments of this basalt (black) rock which we see on the cliffs. Between these fragments, the theory is that water collects. This water exerts a tremendous pressure and has kept that section between Eagle Creek and Cascade Locks, known as Ruckel Slide in a constant motion towards the river. The last time this motion was noticeable to the average person was about a year ago at a point just west of the old gravel pit. Here the highway might have a break in it of any where from two to six inches.

To stop this constant movement, the railroad first many years ago dug drainage tunnels into this mass. When the dam was first begun the government began digging similar ones all along this front. The government went back much farther than the railroad and apparently did do its part in the draining of this area. It will be years before it can be determined just how much good these tunnels really did.

This contract that is coming up is for the taking out of the untreated timbers that the government put in and replacing them with treated timbers. The lining will be done over and the drainage arrangements will be made permanent.

The cost of the job will be around \$65,000.

by pouring a little over 13,000 yards in a single day. With both mix plants in operation the yardage is expected to creep up to about 17,000 cubic yards in a day.

The East mix plant has attained an efficiency record as high as 97 per cent of the theoretical capacity of the plant.

The 175-foot high and 3000-foot long bridge over which the concrete trains roll and the support for numerous cranes, will eventually be engulfed in the rising tide of concrete and become a part of the dam itself.

Cascade Locks Marshal Victor in Court Duel

Collin Merrill, dueling police marshal of Cascade Locks, won a battle in the Hood River Circuit Court Tuesday, when Judge Fred W. Wilson dismissed a lawsuit filed against him by J. J. "Blacky" McDonnell. The suit was for alleged injuries sustained when McDonnell was arrested at the Locks by Merrill on charges of creating a disturbance, and taken to Hood River to be incarcerated for nine hours.

McDonnell asked \$5000, claiming that he "was hurt, wounded, and suffered great physical pain, and mental anguish, and great humiliation, disgrace, shame, and personal indignation."

When McDonnell failed to appear in court, the case was dismissed, and the plaintiff recovered a judgment for costs. Teunis J. Wyers of Hood River, was attorney for the defense.

Ross Backs Ickes' National Power Policy

J. D. Ross, speaking from Skagit, Wash., Tuesday, paraphrased his friends and boss, the president of the United States, and said: "We're going through."

He was referring to the national power policy program of Secretary of the Interior Ickes, in which he is a confirmed believer. Ross stated that he is certain the Ickes advocacy of uniform rates and civil administration will be the general hydroelectric program adopted by congress. "Secretary Ickes is acting in the people's interests," Ross declared.

The man who has headed Seattle's publicly-owned light plant for 25 years would neither affirm nor deny today the report that the president will designate him as administrator of Bonneville dam. At present Ross is a member of the five-man securities and exchange commission appointed by Mr. Roosevelt several years ago to police Wall Street.

The fact that Ross will not discuss the Bonneville rumor is regarded by his long-time associates at the Skagit River plant as an indication he will be named to the post.

There have been many whispers in recent years that Ross stood a chance of receiving various federal jobs, but he has denied all the rumors, but on the subject of his possible appointment as Bonneville power administrator, he is silent.

Replies to Oregon Governor

This silence Ross did not extend to Governor Charles H. Martin, who has actively led the opposition to the Bonneville appointment of the Seattle public ownership advocate.

"Governor Martin has things mixed," says Ross. "He claims he wants to protect Portland's God-given rights. He means he wants to keep Portland from getting its God-given rights. I'd like to help Portland obtain those glorious rights—rights due to its wonderful location near the great Columbia river."

Ross contended that the rates (Continued on Page Nine)

Chronicle Treasure Begins this Week

In this issue of the Chronicle we start the Chronicle Treasure Hunt. Hidden in the columns of this paper are seven names. After each name a business house is mentioned. If you find your name, clip it from the paper and present it to that business house mentioned, and receive your treasure.

This week the Roosevelt theater is giving away free passes to those whose names are mentioned. Keir's Drug Store in Hood River has some very clever and useful Glida Carry-all bags for the lucky ones.

are nine names. After each name all bags for the lucky ones. Wilma Sherwood's Beauty Shop in Hood River offers free finger waves.

Good luck—perhaps you will find your name next week.

Chain Fender Block Progress Continues

Preliminary work is nearing completion on the chain fender block at the east end of the locks.

Before we go into the actual report of the progress of this project perhaps we had better tell you just what a chain fender block really is.

This unit is a mass of concrete located at the east end of the locks. The main object of this mass is to protect the upper gates from having river travel smash into them. This is done by holding across in front of the gates a 1½-inch die nickel steel link anchor chain with an over-all length of 230 feet. This chain is designed to stop a vessel of 10,000-ton displacement traveling at a speed of 4½ miles an hour. Few ships having this large a displacement have ever entered the port of Portland, so one gathers that this will stop a good sized vessel (about a 500-foot ship). In fact each end of the chain is built to stand a pull of 165,000 pounds. The chain will be held across in front of the locks at all times. If a ship gets out of hand as it approaches the gates, it will strike this chain. The chain will give with the vessel and slow it down, finally stopping it. With the vessel stopped, the chain will be lowered to a trough in the floor of the block.

The chain fender block is the mass of concrete that this chain will operate in. It is a mass of concrete 136 feet by 56 feet. On the bottom (76x56) it will be poured to a depth of 11 feet (this is the section in which the chain will rest when not in use). On each side blocks 30x56 will be poured to a height of 85 feet (the level of the locks). The job is costing around \$265,000 and will take till the first of the year to complete. Enough of it will be complete in four months to raise the pool.

At the present time the Gilpin Company is getting ready to set up its own concrete plant with a railroad spur leading to it. The plant will be located on the bank just southeast of the locks. Driving on the 700 thirty-to 60-foot piles for the foundation will start before long with two or three shifts working.

The piles will be driven to an elevation of 30 feet above sea level, a one-foot concrete cap will be placed on the piling, and then ten more feet will be poured to form the lower block.

State Men Make Highway Paving Survey

Three strange men wandered about Cascade Locks Wednesday afternoon. With pencils and notebooks in hand they went over the entire town making notations as they progressed.

The three strange men were R. Drager, J. Tomlinson, and A. F. DeCastro of the state highway department making a survey of the streets paved and otherwise in all of the incorporated towns in the State of Oregon.

For this week they are making their headquarters in Hood River and with D. W. Lamb and C. L. Disney, are carrying on their work in all surrounding towns.

To date this group has covered most of the towns in the Willamette Valley and are now headed for Eastern Oregon by way of Hood River and The Dalles. The data they are collecting is for reference in the future.

LIMB KILLS WYETH BOY

John J. Dorn, 19, for the past nine months a resident at the Wyeth C. C. C. camp was instantly killed by a falling limb Tuesday afternoon in the woods above Wyeth.

The limb apparently dislodged by the wind fell, catching Dorn near the base of the skull. The body was taken to Vancouver, Wash.

Dorn was a native of Nicollet, Minn.