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THE BONNEVILLE DAM CHRONICLE

DELIVERED BY MAIL
EVERY FRIDAY

VOL. 4, No. 17

HOOD RIVER

CASCADE LOCKS

BONNEVILLE

FRIDAY, JULY 30, 1937

Bonneville Bill Passes House; Senate Next

Washington, D. C.—The senate sent back to the commerce committee Wednesday legislation providing for administration of the Bonneville Dam project.

WASHINGTON — The Bonneville administration bill passed by the house without roll call or serious opposition Monday is the Mansfield or house committee bill, unchanged as reported except for elimination of all references to Boulder dam and the acceptance of minor committee amendments offered from the floor by Chairman Mansfield.

Most important of the committee amendments is one that alters section 11 to place the attorney general of the United States instead of the Bonneville administrator in charge of legal business affecting the project. So if the Bonneville act or its management be challenged in the courts the federal district attorney of Oregon or special attorneys designated by the attorney general will conduct the defense.

Californians Surprised

Defeat of the Boulder dam rider, which sharply divided the Colorado river states, caused general surprise. The Californians, after obtaining committee approval, were confident of success but the vote was better than two to one against them. This transfers the Boulder dam fight to the senate, where the bill is yet to be acted on.

The Oregon delegation on a teller vote split on the inclusion of Boulder dam legislation. Pierce for, Honeyman and Mott against.

The next two or three days are expected to clear the parliamentary situation. (Continued on Page Nine)

Administration Trouble

The storm that has lashed J. D. Ross, superintendent of Seattle's power system, ever since he first was rumored as the administrator of Bonneville dam, blew with renewed fury Wednesday as Ross declined to answer questions put to him by Portland's Mayor Carson and a new attack was unleashed by Governor Charles H. Martin of Oregon.

Bonneville dam developments during the week were:

1—Ross wrote Mayor Carson that he "must absolutely refuse" to answer the questions because "it would be absurd and presumptuous for me to do so," pointing out that the Bonneville bill has not passed congress. He had previously promised a complete answer.

Ross Report Cited

2—Governor Martin used Ross' report to the Seattle city council in 1934 in which he rapped Bonneville as a basis for his attack on the Seattle man yesterday.

3—Mark Weinand, executive secretary of the Nine County League of Southwestern Washington, announced in Olympia that Ross would answer "point blank" at Seaview when the league meets there Saturday.

4—Rumor in Washington, D. C., mentioned James W. Carey, known in Portland as a member of the firm of Carey & Harlan, as a new candidate for Bonneville administrator advanced by Washington state interests.

Californian to Fight

5—Senator Hiram W. Johnson of California announced in Washington that he was ready to fight on the senate floor for the Boulder dam rider to the bill which would direct the president to revise the Boulder setup if it is found that Bonneville standards discriminate against Boulder.

6—Representative Pierce, Oregon, assured liberals that the Mansfield Bonneville bill passed by the house, is not a defeat for them and, largely, satisfies him.

Highway Work Hits Snag in Right-of-way

The railroad and the Bureau of Public Roads have apparently not gotten together as yet on the right-of-way disagreement they are having, so the calling of bids on the stretch just east of the Eagle Creek cut has been delayed.

Monday the first test lighting of the new highway tunnel is scheduled. The work on the lights is practically complete.

It is anticipated that Warren Northwest Co. will get to work on surfacing of the new highway grade this coming week and it is estimated that one week after they start work the road will be ready for general travel.

Johnson to Fight For Boulder Rider

WASHINGTON—Senator Hiram W. Johnson of California announced Thursday he was "ready to carry to the senate floor" the fight for adoption of the Boulder dam rider to the Bonneville power bill.

Troublesome Fight Foreseen

Forecasting a "difficult" struggle, Johnson said he would ask the senate to approve the rider despite house action early this week striking the section from the bill by a vote of 79 to 39.

The Boulder rider would direct President Roosevelt to revise the fiscal setup of the Boulder project if it is found that standards to be prescribed for Bonneville discriminate against the Colorado River undertaking.

McNary's Bridge Bill Approved by Senate

Word was received from Washington, D. C., this week that the McNary Bill requiring the government to pay for the alterations of the Bridge of the Gods and the Hood River-White Salmon bridge passed the Senate last Thursday and had been sent to the House for approval.

In the bill is included about \$600,000 for the Bridge of the Gods which must be raised vertically 54 feet and \$230,000 for the Hood River bridge. In the Hood River bridge a draw must be installed and the approaches raised.

Cascade Locks Old Timers Meet Sunday

The Fourteenth Annual Cascade Locks Old Timers' Picnic will be held on the Locks grounds Sunday.

For fourteen years these old timers have been returning to Cascade Locks once a year to renew acquaintances and talk over past experiences. The guests will start arriving around ten Sunday morning and at noon everyone will enjoy lunch. No program is ever planned as those attending like to sit around and talk.

A. B. Andrews of Portland is in charge of arrangements this year and is assisted by Frank Hall.

CONCRETE PLUG TO BE PLACED

Excavation was started this week in the old U. P. cut by the locks for the pouring of a block of concrete to act as a plug at that point when the water is raised.

This is necessary to prevent a flow of water through the old railroad cut.

John H. Lewis Hired by Locks Port District

After hours of heated debate the Cascade Locks Port Commissioners late Wednesday night hired John H. Lewis of Portland to act as "Engineer-Manager" of the Port of Cascade Locks for the period of one year. His work is to begin immediately.

Lewis is to receive a salary of \$100 per month and fifteen dollars a day for work outside of his office. By work outside of his office is meant field work and attending the monthly meetings of the commission in Cascade Locks.

In the event of the port undertaking construction of a pier dock or warehouse further compensation will be necessary.

The motion was presented by William Keeler and when the vote was taken received the approval of Claude Chapman and Karl Rosenbach.

G. N. Hesgard and W. J. Carlson opposed the signing of the contract with the contention that the newly organized district was moving too fast.

It was not determined at the meeting just how the new engineer will be paid. The commission will not have any funds available till next year's tax returns are in. In the meantime they may borrow the money or may operate on a warrant basis.

John Lewis has long been active in engineering and political circles of Oregon. For a time he was state engineer and at that time drew up the first plans for the Bonneville Dam. During the time he was in the state legislature he was a member of the Super Power Committee of Oregon, Columbia River Contracts and Treaties committee, and Bonneville Commission.

J. D. Ross, Candidate for Dam Job; Queried on Rate Stand

A telegram asking flatly whether J. D. Ross, superintendent of Seattle's municipal light plant and rumored choice for Bonneville dam administrator, would give Portland the edge over Seattle in Bonneville power rates was dispatched to Ross Wednesday by Mayor Carson of Portland.

The mayor, who wants an Oregon man appointed to the position, demanded to know whether Portland would get the cheaper power if the cost is less to make the delivery here than to Seattle.

Inquired the mayor: "Current press reports from the capital predict your appointment administrator Bonneville. Were you to be appointed would you favor equalizing power rates for domestic and industrial use between Seattle area, and Portland area and contiguous territory?"

Ross' Stand Demanded "Would you advocate delay of definite cost policy of power from Bonneville until Grand Coulee shall have been completed and then favor integrating these two systems as to cost of current?"

"Assume you are acquainted geography and economical features southwestern Washington and northwestern Oregon. What in your opinion would be a logical and economical transmission area from Bonneville?"

"Our people have assumed this area and contiguous territory would get power rates as a result of Bonneville. Assume your municipal system in Seattle selling current at lowest possible cost. Inasmuch as rates in Portland and Seattle are not widely different now, do you favor equalizing rate between Seattle area and Portland area if it is shown electricity actually can be delivered to latter at substantially lower rates than

the former? Will appreciate your reply."

Portland Should Have Advantage Mayor Carson said he believed Portland should have lower rates than Seattle and that it will cost more to transmit Bonneville power to Seattle than it will to Portland.

Mayor Carson got a report which indicated that Mr. Ross was opposed to Bonneville when the project was first started and predicted that the project would affect Washington trade. He wanted to know whether Mr. Ross is of the same opinion still.

WASHINGTON—Opposition to construction of Bonneville and Grand Coulee dams was expressed by J. D. Ross, superintendent of Seattle's municipal light plant and rumored choice for Bonneville dam administrator, in his report to the mayor and council of Seattle in October, 1934.

Federal Power Opposed "There is no possible need or excuse for a state or federal power system west of the Cascades," he said then. "A state or federal system would rob the cities and counties of millions of dollars and would give them nothing in return."

The report also complained of the state of Washington giving help to the light and power situation at Grand Coulee.

Speaking for the Seattle project, Ross said the Skagit project is the cheapest power in Washington, "and it is the one heritage we should protect and by our efforts offset as far as possible the loss of trade from the east side to the development of the Columbia River."

Another statement of Ross in his report says "the coming development of the river and the taking of the trade by that route to Portland demands that in all districts of (Continued on Page Sixteen)

Martin Brands Ross Enemy of Columbia Region Near to Dam

SALEM—Charges that J. D. Ross, manager of the Seattle municipal power plant and prospective appointee for Bonneville dam administrator, was not only antagonistic to the lower Columbia river area tributary to the dam, but to the dam itself, were contained in a statement issued by Governor Charles H. Martin here this week.

The charges were based on the 1934 annual report of Mr. Ross to the Seattle city council, the governor said. "The Ross report makes all the more amazing the effrontery of the leaders of that small but active group who are trying to sell us down the river to the Puget Sound interests," Governor Martin's statement read.

Ross' Remarks Quoted

A quotation from Ross' report read:

"Seattle and Tacoma and other northwestern cities and districts are rapidly losing all their western Washington trade. The construction of Bonneville locks and the \$90,000,000 being expended by the government on the Columbia river means \$90,000,000 expended against western Washington."

"About all that western Washington gets out of it is the loss of its entire hinterland to Portland and the lower Columbia River cities. The \$90,000,000 is against us, and it opens up transportation of all fast side products to Portland rather than Seattle and other western Washington cities."

Farmers Also Concerned

Continuing his comment on the Ross report, Governor Martin said: "Mr. Ross apparently spurns the southwestern Washington cities as not being part of that state."

Governor Martin said Ross also had made an indirect attack on the farmers of the Inland Empire by opposing

the canalization program of the Bonneville project.

"After all," Governor Martin averred, "one of the primary effects of the Bonneville project will be a reduction of freight rates into the Inland Empire. A substantial reduction of these rates would enable farmers and producers to enter the products of their farms in the world markets on a competitive basis."

Fight Held Necessary

"Mr. Ross apparently spurns the have the farmers continue to pay the higher rates for the benefit of the Puget Sound cities."

"All of this simply goes to show that we must fight eternally for the natural rights and benefits bestowed upon us by the Columbia river, the only water grade route through the mountains from the Arctic ocean to Nicaragua."

"It further shows that we must examine carefully into 'deals' being made to hand over these great resources made available to those who are trying to rob us through sabotage from within."

"We must have an administrator of Bonneville who is sympathetic to the entire program, for the operation of that project will mean additional projects in the upper river."

Governor Sounds Warning

"We also must be wary of those so-called leaders who would sell their own people out for a mess of pottage."

Governor Martin said all of southwestern Washington, tributary to the Columbia River, should join Oregon in resisting this rape.

"After all, the lower Columbia River communities form an economic unit, despite the state boundary line," Governor Martin concluded.

"Spillway" Suspends Publication this Week

The Dam Chronicle has lost its only "competition" in the dam area.

This week "Spillway," the small mimeographed newspaper that for the past two and a half years has appeared every week on the reservation at Bonneville, has suspended operation.

"Spillway" claimed that everyone was the editor, but nevertheless if anything went wrong Charles Lonsay "Chick" Johnson was the one who received the abuse.

Last week "Chick" accepted a position with the State Industrial Accident Commission at Salem, and he and Mrs. Johnson have moved to their new home.

"Chick" was also librarian and master of ceremonies at the Roosevelt Theater on Bank Night.

REENTERS GROCERY BUSINESS

W. J. Carlson this past week reentered the grocery business with the purchase of the stock of the Bert Ennis Red and White Store, located just east of Cascade Locks.

Carlson has completely restocked the store and he and Mrs. Carlson will operate it personally.

Mr. and Mrs. Ennis have moved back to Portland.

MORGAN BECOMES LOOKOUT

William Morgan of Cascade Locks was placed by the Forest Service on Green Point Tuesday night as lookout to take the place of Paul Bush of Bridal Veil.

Bush was taken ill and it is not known whether he will return.