

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

THE BONNEVILLE DAM CHRONICLE

DELIVERED BY MAIL EVERY FRIDAY

FRIDAY, AUGUST 13, 1937.

HOOD RIVER

CASCADE LOCKS

BONNEVILLE

VOL. 4, No. 21.

Pine Grove Man Drops 221 Feet to Death

Howard Murray of Pine Grove, 26, lost his life Sunday morning when he fell from the top of Horsetail Falls on the Columbia River Highway, plummeting 221 feet to the 15-foot pool below. Not a bone in Murray's body was broken, and the autopsy report attributed his death to drowning.

As the accident was reconstructed by state authorities, Murray had strolled up the east fork of the stream about 100 yards from the falls. At that point he slipped and fell to the ground, injuring his head. His cap and a spot of blood were found there. Dazed, he rose to his feet, and staggered down the creek to the head of the falls where, weak and faint, he toppled over.

Murray had been accompanied by his uncle and frequent hiking companion, Joe Jarvis, also of Pine Grove, who had seen him walking up the creek before the first accident. Jarvis walked into the woods and out of sight at that point. Returning shortly and not finding his nephew, he spent one and a half hours searching in the vicinity above the falls.

Meanwhile, Murray's fatal drop was witnessed by Mr. and Mrs. Leigh Price of Milton, Ore., who were viewing the falls at the time. They rushed to Multnomah Falls to obtain aid, found the telephone busy, and are said to have driven on to Corbett before calling help.

The body was recovered from above the pool at about 2:30 P. M. by Sheriffs Rexford and Mienilly.

Jerome Howard Murray came here from East Grand Forks, Minn., six years ago. At Pine Grove he lived in a small house on the A. A. Mohr place, and worked as a farm hand for A. W. Peters. He is survived by his wife, the former Selena Moore, from Roy, Oregon, and to whom he was married a year ago last April. He also leaves behind his mother, Mrs. Bertha Murray, four brothers, Ralph, George, and Erwin, and a sister, Mrs. Francis Laurent, all of East Grand Forks.

New Highway Tunnel Closed To Traffic

The new highway tunnel under Tooth Rock, just east of Bonneville, was closed this week after being open for several days. Traffic is being routed over the old road and it will probably be two weeks before the tunnel will be open again. The next time it is opened will be permanent.

Warren Northwest company was busy this week putting the finishing layers of blacktop on from their temporary plant in Cascade Locks. At the west end of the new stretch traffic was being sent through the O. B. S. camp to allow the blacktoppers full sway.

With the completion of this stretch, O. B. S. will begin tearing down of the temporary bridge over the east portal of the new tunnel.

MOSIER SHIPS TIES

Monday afternoon, August 9th, the first load of ties from the Jaymar Fir Mountain Mill was delivered at the dock in Mosier. This mill, constructed by the Jaymar Company, will employ about 20 men and will enable the company to load out a car of ties a day.

Bonneville Kiddies To Ride in New Bus

An all-steel up-to-the minute school bus is on its way west from the factory for the Bonneville grade school pupils as a result of a recent meeting of the Bonneville school board. The new bus will seat 26 pupils and at times can be used for 40. Janitor Stubbs has been appointed as the driver.

Lee Sams was elected to fill the vacancy on the school board.

Work was started on building of the lunch room in the basement. Besides serving lunches in the room, Domestic Science classes will be conducted in connection with 4-H work.

Third Step Cofferdamming Continues

Trouble was encountered in the work on the third step cofferdam this week. The trouble which has all been ironed out, was due to synchronizing work on the cofferdams and handling the fishways.

In bay 15 the cofferdam was completed on the upstream side last night and the trusses are in place on the downstream side. Pouring is expected to start in this bay between the 15th and the 15th of this month.

Both highlines are having to be used in the placing of the pads, which are the sections of planking, 12 x 60 feet, used as cofferdams between the piers. These pads, with the concrete on them to aid in placing them, each weigh 40 tons, necessitating the use of both highlines.

In last week's story, we stated that in the third step cofferdams the pouring would be from plus 10 to plus 24, and we erred. The pouring will be from level minus 8 to level plus 24.

New Bridge For Hood River Expected Soon

Prospects for the construction of a new highway bridge across Hood River north of the railroad tracks became very bright last week when an inspection of two probable locations was made by State highway and railroad officials.

With the Army Engineers planning on raising the pool level behind the Bonneville Dam the last of November, highway officials are anxious to have this bridge and a short section of road on the east side to connect up with the Interstate bridge well under way and above pool level by this time. Work will be started before long on the approaches of the interstate bridge and before final plans are drawn, bridge officials must know where the new highway will be located. To locate this new stretch past the interstate bridge depends on where the new bridge will be, so it behooves the State to start on the bridge before long.

Tuesday, with two bridge sites in mind—both below the present railroad bridge, H. A. Roberts, of the Union Pacific and Chief Bridge Engineer Paxson of the State Highway Department met on the ground to further discuss the location. A. O. Chase, chief bridge designer for the State, was also in the party.

It is thought that the bridge will be of the steel girder type with nothing above deck but the railings. The deck will be of concrete.

Plans call for the structure to start at the intersection of Second and Cascade, raise slightly as it follows the line of Cascade Street east, pass over the railroad tracks between the two railroad stations, then parallel

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Final Bill Drawn For Bonneville

By JOHN W. KELLY
Washington Correspondent, The Oregonian.

Oregon News Bureau, Washington, D. C., August 11. — Senate and house conferees today adopted the Senate bill as the legislation for Bonneville Dam.

Only a few minor changes in wording were made. In the Senate bill the administrator, an appointive officer, giving orders to a cabinet member and this language was altered so that the instruction for additional facilities comes from Congress and not from the administrator.

House conferees did not relish the idea of an administrator, an appointive officer, giving orders to a cabinet member and this language was altered so that the instruction for additional facilities comes from Congress and not from the administrator.

In order that installation of additional equipment shall not come from the rivers and harbors fund of the War Department, a sentence was added stating that such equipment shall be paid for by special appropriation.

No controversy developed among the conferees and all agreed that the Senate Bonneville legislation is a good bill.

NEW GROCERY ADS START

This week on page twelve you will find the grocery ad of the Chapman Food Store. This ad from now on will be a regular feature in the pages of the Chronicle and will be found hereafter on page three. The Chronicle welcomes this new advertising for the benefit of its readers.

SCHOOL ADDITION PROGRESSES

Contractor G. N. Heggard, G. E. Miller and Gene Lovell Thursday afternoon were busy taking the forms off the new addition to the Cascade Locks High School.

With all of the pouring out of the way, Heggard expects the new rooms to take shape in a very short time.

Hooey on the 13th

"I must be careful today," sighed Tommy Brannon as he arose this morning viewing "Friday the 13th" on the calendar.

Going to breakfast, he quite accidentally spilled the salt-shaker and it dropped to the floor. Stooping to pick it up, he found beside it the ever-elusive cuff link which had been lost the day before.

Going out to the street, he ventured to light a cigarette, when two fellows came forward and asked for a match. He disliked one of the fellows and disliked more the idea of three-on-a-match on Friday the 13th, but he had lit his coffin nail and handed the burning match to the despicable would-be companion. No tough luck for Tommy that time! The other fellow burned his fingers.

Still on the alert, he started down the street, to see a black cat crossing his path, and since Cascade Locks doesn't have many blocks to run around, he determined to keep on his way, but the only way he could avoid crossing the path was to walk under a leaning ladder. This he ventured to do, considering it the less of the superstitious hazards, and he crouched as he walked, but head down, bumped into Julius Carlson with considerable force. Julius thought Tommy was swinging on him and reached into his pocket and handed out the five dollars he had owed Tommy since Saturday night.

Still afraid to venture much further, Tommy returned to his hotel to find his wife waiting for him with a box of candy containing 13 big chocolates. Then it dawned on Tommy—it was his birthday.

FLOOD LEVEL OF 67 FEET PLANNED WHEN GATES OF DAM ARE CLOSED

Due to work at The Dalles and Hood River not being finished in time for the complete flooding of the river when the dam is completed in the first part of December, engineers have decided to flood the pool to only a 67-foot level.

This is enough to operate the fishways and the two power units and as soon as this upriver work is complete, the pool will be raised five feet to its scheduled level of 72 feet.

Travelling Recruiters Tour State

Lieutenant John F. Goodwin, U. S. Navy, officer in charge of the Oregon Recruiting District with offices in the U. S. Court House at Portland, advises that a traveling recruiting party, headed by Chief Machinist Mate M. P. Bryant, U. S. Navy, is enroute through the State of Oregon.

This party has complete sound moving picture equipment and a large number of film of travelogues, covering practically every point in the world visited by ships of the U. S. Navy; scenes of our Navy at work and play, and a number of film showing enlisted men under instruction in many of the trade schools maintained by the Naval Establishment. Points at which the recruiting party will exhibit these films, and where applications will be accepted for enlistment of young men between the ages of 17 and 24, of good character, are as follows:

Hood River, August 16.

The Dalles, August 17.

Bend, August 18.

Klamath Falls, August 19-20.

Ashland, August 21.

Medford, August 22-23.

Roseburg, August 24-25.

Eugene, August 26.

Albany, August 27.

Salem, August 28.

Lieutenant Goodwin advises that this recruiting tour is not an intention.

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Composes Description of Dam Area

A recent article by Samuel C. Lancaster, who designed the Columbia River Highway, has been published, in which he stated, in part, as follows:

The Bonneville dam, now nearing completion, is attracting universal attention. For situation it is unique—being 146 miles inland from the Pacific Ocean—yet the foundations of the dam go down 46 feet and more below the level of the sea at mean low tide. The crest of the dam is only 72 feet above the sea, in the very heart of the lofty Cascade range.

Bonneville is the only sea level gateway in the great mountain barrier which stretches along the western part of the continent from Panama to Alaska. Here the largest single life lock for deep sea vessels yet built will raise or lower ships passing through these mountains from eastern and western Oregon and Washington in a few minutes' time.

The Columbia basin, 259,000 square miles in extent, is equal to the whole of New England, plus the states of New York, Pennsylvania, Ohio and Indiana combined, or, by way of comparison with continental Europe, the basin of the Columbia is equal to all of France, Belgium, Holland

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Locks Gates Construction Progresses

Wednesday Bethlehem Steel started assembly on the last leaf of the lock gates. Each of the two gates is made up of two sections, each section being known as a leaf. This last leaf is the north half of the lower gate.

This past week the upper gates were tested for leaks in seams and rivets. This was done by placing a fire hose with water under 60 pounds pressure on the upstream side. No leaks were noted by inspectors on the downstream side.

The downstream gates are the prize ones; they are reputed to be the largest single-lift gates in the world. Each leaf has a dimension of 102 feet high by 44 feet wide. The main surface of the gates is plates of steel 7/16 inches in thickness. These are held in place by reinforcing which brings the width of each leaf to about six feet.

On these huge gates the lower 43 feet is double decked and contains buoyancy chambers.

Each of these lower leaves weighs about 1,250,000 pounds, or about 625 tons. This makes the total weight of the downstream gates around 1,250 tons. This tremendous weight is built to withstand a water pressure when the locks are filled of 25 million pounds or 12,500 tons.

Only three points, two at the top and one at the bottom, hold these leaves in place. One of the top ones is a pin ten inches in diameter and 2'4" in length which is held in place by two adjustable eye bars anchored in the lock walls. These are to keep the leaves in proper vertical position. The entire weight of each leaf rests on a ball and socket affair known as a pintle bearing. Made of special steel, this consists of a half ball of 20-inch in diameter set in the bottom of the locks. A socket set in the gate rests on this ball. Government engineers roughly computed the weight of this ball to be 4000 pounds per square inch.

The third point of contact of the leaf and the side of the locks is a bar extending out from the side of the locks which, operated by an electric motor, opens and closes the gates. The gates, when not in use, fit back into recesses in the walls of the locks.

Each leaf at the present time is resting on four huge mechanical jacks which are each resting on a nest of rollers. When it is time to hang the leaves, the jacks will be placed so as to move the gates on the nests of rollers into position.

The upstream gates are smaller, being only 46 feet high and each leaf weighs 600,000 pounds.

The upper gates are scheduled to be completed by October 22 and the lower ones by November 22. They will probably not be quite completed by their allotted time.

Change Made In Council Monday Night

At the Cascade Locks city council meeting last Monday night, the written resignation of Max Millsap was accepted and in his place the council elected Ben Scott, proprietor of Scott's Service Station.

Scott was elected to fill Millsap's unexpired term and to serve on the committees that Millsap did and in the same capacity. This put Scott in as chairman of the Judiciary committee and a member of the finance committee.