

Bonneville

(Other Bonneville News on Page 7)

The Roosevelt Inn has the honor of having as guests some of the best deep sea divers in this part of the country. Clyde Leiser, A. Zimmerman, Fred Devine and Harry Reither all are working at the dam.

The General Electric company has added two new members from the Schenectady, N. Y. factory. They are A. T. Renkanitz and J. J. Prosch.

Johnnie Allen, the new chef at the Roosevelt Inn Cafe came direct from Reno, Nevada, with a nice record as one of Reno's best chefs.

George Funk, one of the star painters for the American Bridge Co., is leaving for the Painters' Convention at Buffalo, N. Y.

Mr. Morris of the H. B. Watson, Inc., Painters, of Chehalis, Wash., is doing a fine job of painting the gates on the Spillway.

Antoinette Kneusting, operator at the U. P. depot, is on a two weeks' vacation.

Mr. and Mrs. E. Armstrong enjoyed a nice chicken dinner at Sherman's Inn Sunday with Phil Hite as the guest of honor.

Bob Clark of the General Electric

Company, took on a wife while in Oregon. He is working in the power house assembling the turbines.

OLD HIGHWAY CLOSED

The old stretch of highway above the new Tooth Rock Tunnel was permanently closed to traffic this week, as Sam Orino's wrecking crew began tearing out the temporary bridge directly over the east portal. No plans have been announced for the use of this old stretch as a viewpoint other than that sight-seers may walk to vantage points, but may not drive.

DAM WORK REVIEWED

(Continued from Page Four)
vicinity, and included Bonneville, recommending it as the best site for a dam in the lower Columbia River, because of a rock formation available at that particular site only.

I would like to emphasize here two factors that have been very important in securing the Bonneville project at this time for the Pacific Northwest. The first is planning. A broad planning of water resources was first begun in 1927 under the authorization to which I have referred. That was nearly ten years ago. The other important factor is the establishment of a public works program to take up slack during business depressions by the construction of large and small Federal projects. Bonneville was included in that program along with other Oregon projects. Others of outstanding importance are the coast bridges, and they are very fine projects. I do not hesitate to state it as my opinion that the Bonneville project is the finest project being constructed by our department; and I believe it is one of the best included in the vast public works program. Bonneville is not an ordinary project—it is an unusual project. I have been connected with a great many dams built on our rivers; but Bonneville is the most outstanding because of its varied and difficult engineering problems, its magnitude, the beauty and grandeur of its surroundings, and its possibilities for beneficial use.

Construction of this project was begun about the beginning of 1934; it has been under construction three years and two months. When it was authorized, we planned a four-year (48 months) program, and an expenditure of about \$1,000,000 a month over that period. To date we have spent \$38,000,000 in 38 months. During the last eight months we spent \$12,000,000 and we have \$12,000,000 yet to spend to complete the project. So, if you figure on the basis of money, eight months more would finish the job; but money is not the best yardstick. Physical progress is a better

yardstick. On this basis we may predict that the project will be completed about the end of this year.

As I said before, you may wonder why it takes four years to build such a dam. One reason that it takes longer to build a dam than it does a dry-land structure is that you cannot work in the river throughout the entire year, but only out of flood season. And the flood season lasts several months on the Columbia. Also it takes two years to build and install the large generators.

I think it may be of interest to note the rate of expenditures on the job. During the first eight months we spent \$2,000,000; during the next year, \$10,500,000; the next year, \$13,500,000; the next eight months, \$12,000,000—making a total of \$38,000,000. Another point of interest is the ratio of money spent to men at work on the job. It runs very uniform. For each \$2 we spend, we employ one man one hour on the job. That does not include indirect employment in the factories and shops furnishing material and equipment, which adds a great deal more. The average rate of pay per man hour is ninety cents, which indicates a predominance of skilled and high-class labor. Bonneville is not intended primarily to take care of common labor, which has been taken care of by the WPA.

To be more specific as to the present status of the job—the dam is about 90 per cent completed. All work below the river level has been completed, and we can proceed without any interruption by the river. The dam gates and fishway equipment are yet to be installed. The powerhouse structure is almost 100 per cent completed, and we have just begun to install the units. The locks are 90 per cent completed. Nothing has been done in the way of constructing transmission lines, and there is no authority for the construction or financing of these lines. We have been authorized to use some construction funds to make studies and tentative locations for transmission power lines. We have, however, made considerable study and some surveys so that, when authority is granted for construction of transmission lines and for sale of power, it will not be necessary to start from scratch.

Although considerable work has been done in the study of market possibilities for industrial sale of power to local points and to public power districts, no negotiations, of course, could be definite. But the preliminary studies indicate a market for considerable power as soon as it is available.

The Bonneville project is a sort of a pet project of mine. I hope there will be power legislation that will permit early utilization of Bonneville to the fullest extent practicable. I do not know what that legislation will be, but hope that it will be something definite and that it will be of such a nature that the power can be sold and generally utilized by those who are ready to utilize it.

Discussion

Mr. Stanley: Would you give us some idea how long it would take to build the transmission lines from Portland to Salem, assuming your department was instructed to do so?

Mr. Grimm: It would take about nine months if we received such instructions now. Plans would have to be developed to some extent. Plans now available are not suitable for contract purposes.

Person Unknown: Have you estimated the cost of construction transmission lines from Bonneville to Portland?

Mr. Grimm: We have estimated costs to Portland and to almost any point in the state. Those to Portland are fairly good estimates and the others are preliminary.

Person Unknown: What is the estimated cost from Bonneville to Portland?

Mr. Grimm: A single circuit of 100,000 h. p. capacity would cost roughly about \$1,000,000.

Person Unknown: There was a statement in the newspaper to the

effect that the Army Engineers had recommended that transmission lines should follow the Columbia down the north bank of the Columbia and be located 100 feet above the highway, and that a 200-foot right-of-way be required. Is it actually intended to require a right-of-way or an easement on local property?

Mr. Grimm: It would be ordinarily an easement. The figure of 100 feet refers to river crossings, meaning 100 feet above water surface at river crossing. The other lines on land vary from 200 feet to nearly 2000 feet above the river. In some places it would be preferable to buy the land instead of getting an easement. The government can erect a temporary structure on ground it does not own, and transmission lines depend on policy for sale of power. There was an estimate made of the cost of transmitting lines over the state of

Oregon and part of Washington, which amounted to about \$43,000,000 for transmission lines adequate to handle the entire output and to spread it over a large area.

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