

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

THE BONNEVILLE DAM CHRONICLE

ACCOUNT OF LIFE OF CAP-
TAIN BONNEVILLE ON THIS
PAGE IS DESERVING OF
READERS' ATTENTION

VOL. 4, No. 28.

HOOD RIVER

CASCADE LOCKS

BONNEVILLE

FRIDAY, OCTOBER 1, 1937.

Roosevelt Speaks at Bonneville

Big things were happening at Bonneville this week with the second trip of President Roosevelt yesterday morning.

Nearly every political figure of the northwest was present with the exception of Governor Martin of Washington. The President's train arrived from the east at 6:30 A. M. Immediately a telephone line was run to the Bonneville station and a direct line communication was set up with Washington, D. C. There was little activity on the train till just before nine.

At 9:05 A. M. the President received waiting Democrat leaders of Oregon and Washington in his private car. Handshakes and conversation were warm. The group included the President, Griffith, Latourrette, Mrs. Edson, Governor and Mrs. Martin, Mrs. Honeyman, Buck, Major General Simonds, Brigadier General George Marshall, commandant of Vancouver barracks, Pierce of La Grande, McNary, B. F. Irvine of The Journal, Colonel T. M. Robins, division army engineer, Congressman Martin Smith of Hoquiam and Schwellenbach.

Visits were cut short as time for the President's dedication address neared. The President and Mrs. Roosevelt and Governor Martin left the train at 9:20, the first lady sitting between her husband and Oregon's chief executive. The shining seven-passenger open Cadillac started slowly for the speaker's stand. Scattered applause greeted Mr. Roosevelt as his car neared the platform, growing louder as the President, on the arm of Colonel Edwin Watson, his aide, left the automobile and ascended the ramp to the battery of microphones on the flag-decked stand.

The President was introduced by Governor Charles H. Martin of Oregon. This introducing deal took on a rather serious aspect for a few minutes as both Howard Latourrette, national democratic committeeman from Oregon, and Governor Martin were each of the opinion he should do the introducing.

The crowd as a whole seemed disappointed with the major speech of this western trip. With the dam so near completed it was expected the President would announce what they were going to do with it and how they were going to do it. Instead he spoke very generally on most points. He did state that he was opposed to industrial concentration at the dam. He also stated that more dams are to be built on the Columbia.

Applause was polite but not overly enthusiastic. He received most applause when he stated more dams were to be built on the Columbia and that the government of the United States was interested in spending more in projects similar to the Bonneville Dam and less in armaments as some other nations are doing.

Senator Homer T. Bone was the most unusual of the visiting officials. He arrived late and had a time convincing the guards that he was a senator and it was o. k. for them to lower the barricade and allow him to enter. When the President stepped from the car to mount the platform, there was Bone with three of his own photographers planted to catch him standing by the President.

When time came for the official party to leave for Timberline, Bone was all set to go but nothing to go in. Tragedy was averted when one of the cars made room for him after he was heard to remark "A United States Senator should have some rights around here."

Directly after the speech the President entered his car, made a short tour of the dam and headed east for Timberline.

Under direction of Colonel Thomas M. Robins, division engineer, United States arm engineer corps, arrangements here were beautifully

planned. The grounds were roped off, the project and grounds were in admirable condition and all details handsomely administered.

The grandstand was so constructed that President Roosevelt, in his address, faced east, or up the gorge toward a vista of impressive beauty. Some 50 seats were reserved for the press in a section in the front part of the stand.

Secret service men were everywhere. They were ahead of and behind the special train, over the grounds, at the grandstand and at every vantage point.

U.S.E.D. Men Thanked by Major Weaver

Any time the USED boys want to give up the jobs they are now holding, they should have no trouble finding jobs as traffic cops and secret service men. Armed with arm badges they handled the traffic situation as it should be handled.

In recognition of their efforts, the following notice was posted, which shows the appreciation of the commanding officers:

"To the U. S. Engineer Department Employees at Bonneville.

"Major General Edward M. Markham, Chief of Engineers, U. S. Army, and Colonel Thomas M. Robins, the Division Engineer, were tremendously pleased with the completeness of the provisions made for handling the multitude of details in connection with the recent visit of the President and with the absolute perfection with which these details were carried out. I explained to General Markham and Colonel Robins that the splendid appearance of the Bonneville Reservation and the successful execution of the Engineer task on this occasion were possible only because of the competence of all the Engineer Department employees and especially because of their cheerful, unselfish, and loyal devotion to duty for long hours, both night and day, in preparing for this event.

"General Markham and Colonel Robins asked me to express their thanks to each one of you for your fine work. Needless to say, Captain Myers, Lieutenant Bonesteel, and I are also deeply grateful and wish you to know it.

"THERON D. WEAVER,
Major, Corps of Engineers,
District Engineer."

Bonneville P.-T.A. Party Huge Success

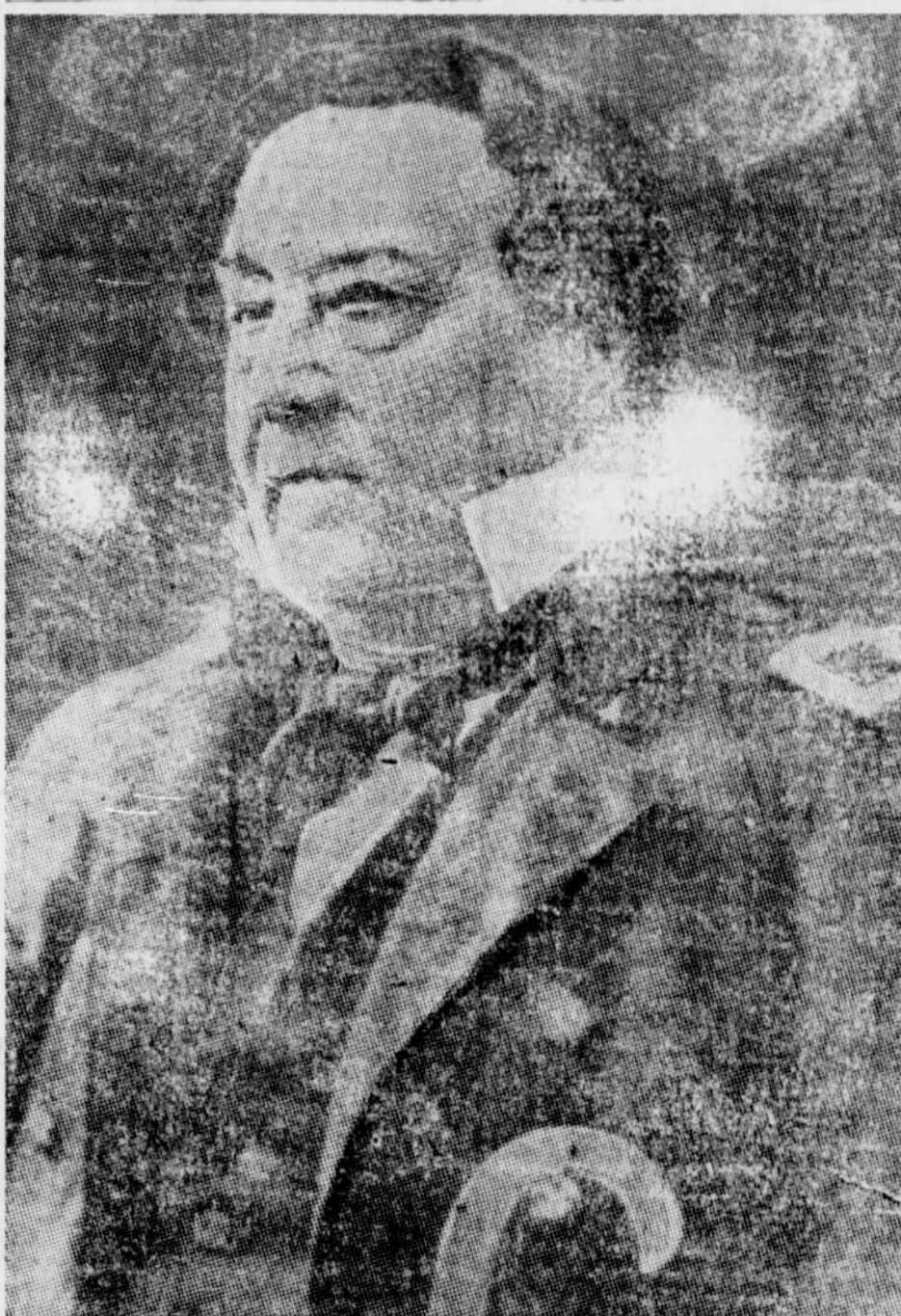
The Bonneville P.-T. A. card party held last Friday evening for the benefit of the school cafeteria, in the Civic Auditorium, was one of the most successful events attended. A total of 183 tickets were sold, yielding \$45.75. Prize for selling the most tickets went to Mrs. August Weber, who sold 53. Many prizes were donated, one a \$6.00 sandwich toaster by Montgomery-Ward Co., was won by C. A. Lynds. Other donations were by Morehouse Garage, Bonneville Service Station, Roosevelt Inn, Bonnie Lee Beauty Parlor, Bonnie Villa Tavern, and Foster Bakery.

Those winning prizes were Mrs. A. Webber, Mrs. C. Rabideau, Mrs. C. D. Cook, Mrs. Alliet, E. J. Anderson and Mrs. M. Russell. Delicious refreshments were served.

Don't forget the Bonneville P.-T. A. kitchen shower, to be held this coming Friday, Oct. 1, at 2:30 P. M., at the Grade School auditorium. A useful kitchen article will admit you. Tea is to be served.

BUILDING NEARS COMPLETION

The new addition to the Cascade Locks High School will be ready for occupancy soon, Contractor G. N. Heggard announced this week.



Captain Benjamin Louis Eulalie de Bonneville, whose name will be immortalized in the steel and concrete of Bonneville dam.

Courtesy The Oregonian

Captain B. L. E. Bonneville Colorful Figure in Early Western History

Residents of the dam area are familiar with the fact that Bonneville Dam took its name from the nearby community of Bonneville, but few know much about the man after whom the community was named—Benjamin Louis Eulalie de Bonneville, early Northwest explorer, and a dramatic personality in the early history of the West.

Facts about Bonneville, the man, were brought out recently, prompted by the nation-wide recognition of the name and the project. Yes, the eyes and ears of North America were centered on the great Columbia River site this week. People in distant regions learned of its setting and its significance—things dam area residents have known. But what about the man after whom the project was indirectly named?

Benjamin Louis Eulalie de Bonneville was born in France in 1793. But he did not long remain there. His father was in disfavor with the ruling powers in Paris, and Benjamin and his mother left the country secretly with Thomas Paine, the famous American who wrote "The Age of Reason."

Paine's influence secured young Bonneville an appointment to West Point, and in 1825 as a lieutenant he accompanied Lafayette on his tour of the United States. For some time Bonneville was a guest at the general's home in France.

On his return to America, the youthful officer was rudely jerked from the social activities in which he had participated while with Lafayette. He was sent West for garrison duty on the frontier. Bonneville had not expected to be interested in the life of the wilderness, but to his surprise became ambitious to engage in the fur trade. He obtained private backing for an expedition, and secured a two years' leave from the war department on the condition that he would explore and map the West and get information regarding the Indians.

So in 1832 into the sundown from Fort Independence headed the army (Continued on page Six)

Dismantling Starts

Workmen from the Dolan Wrecking Company of Portland, under the direction of R. J. McGuire, started working Wednesday morning dismantling the heating units in the old Community Center buildings by the Bonneville Post Office.

In about one month the entire building will be razed and the land leveled off as though nothing had ever stood there. For the present the Post Office will remain where it is.

Mrs. Ira Owens Dies

Mrs. Ira Owen, wife of the manager of the Cascade Lumber Company of Cascade Locks, died in Portland early Wednesday morning. Mrs.

Owen suffered a stroke last Tuesday. Funeral services will be held this morning at the Hennessey, Goetsch, and McGee funeral parlor at 9 P. M. in Portland.

Power Reductions Due

Reduction of rates of the West Coast Power Company in the Cascade Locks area aggregating approximately \$9000 annually was announced by N. G. Wallace, state utility commissioner, last week. This is approximately a 15 per cent reduction, officials stated.

The new rates are quoted on page six of this week's Chronicle.

Wallace said the reduction was voluntary on the part of the power company following a series of conferences with his department.

Highway Contract Bids Are Opened

After numerous delays, bids for the 1.25 miles of highway east of the new Eagle Creek section were opened Tuesday. Apparently the delay had just sharpened the contractors' pencils that much more sharper, for three bids had beaten out the favorite, Sam Orino, for the honor of being the lowest.

McNutt Brothers of Eugene took low honors with a bid of \$102,261. The local office of the Bureau of Public Roads has recommended that the contract be awarded to this firm. It will be about two weeks before the job will be officially awarded in Washington, D. C., and then the contractor will have 10 days in which to start. If all goes well, work should be under way by October 20. The job is to be completed in 320 days.

Of the 16 bidding on the job, the other low ones were: E. L. Gates, Portland, \$111,658; E. C. Hall, Eugene, \$117,834; Sam Orino, \$121,031. High bidder was Parker-Schram at \$158,481.

Dick Hewitt Injured In Accident

As the result of a fall from the second story of the Lakeside Hotel at between one and three o'clock Wednesday morning, Dick Hewitt is confined to the St. Vincent's Hospital in Portland in a rather critical condition with three fractured vertebrae and two broken ribs.

Details of the accident are rather vague, but according to Tommy Brannon, operator of the Lakeside Hotel, who found him after the fall and called the ambulance, Hewitt was ascending or descending the steep fire escape in the rear of the hotel. He slipped on the wet steps, tripped over the railing which is very low and fell to the ground on the north side of the hotel.

Brannon called the National Hospital Ambulance at Bonneville and Hewitt was taken first to Bonneville and then to the St. Vincent's Hospital in Portland.

Hewitt has been a resident of Cascade Locks for some time and is at present in the employ of the American Bridge Company.

Clifford Woodward Kills 300-Pound Black Bear

Three hundred pounds of black bear is around the Jack Woodward home this week as the result of the prowess of young 15-year-old Clifford Woodward. Sunday father and son were hunting for deer back of Dry Creek Falls when they espied a huge black bear. Clifford dropped the animal. The two of them had quite a bit of difficulty in getting the huge carcass home. The hide is now nailed up on the wood shed door.

Bobby Reed Gets Call

Bobby Reed, the ace master of ceremonies of the walkathon world, is back in the swing again handling the crowds at one of the biggest affairs of this kind in the United States. Bobby, who is civilian life, is Weldon Hyde, son of Mr. and Mrs. Oscar Hyde of the Men's Store in Cascade Locks, left Sunday in response to a wire from the operators of a series of walkathons to handle the master of ceremonies assignment at a big one just starting in Chicago.