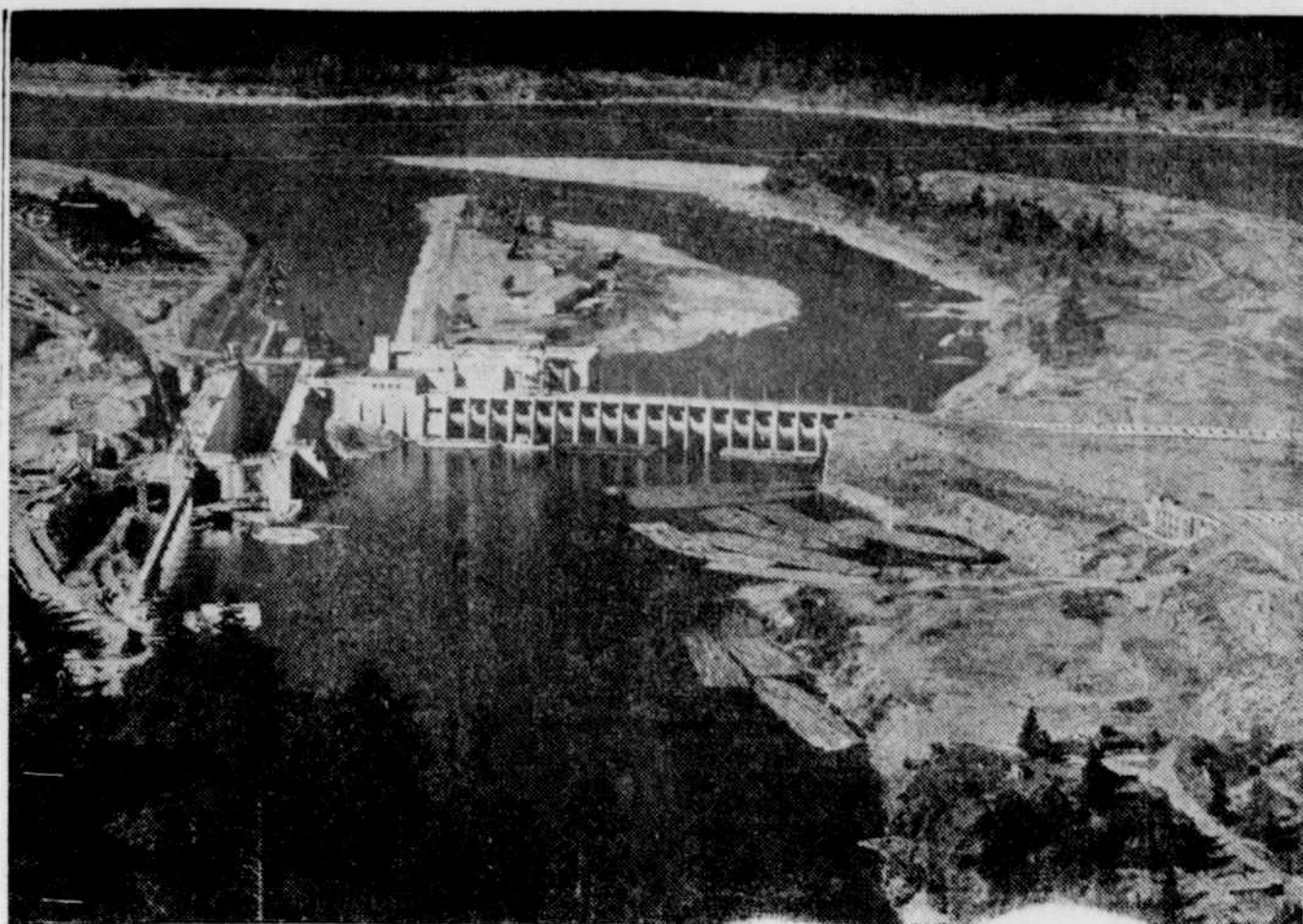
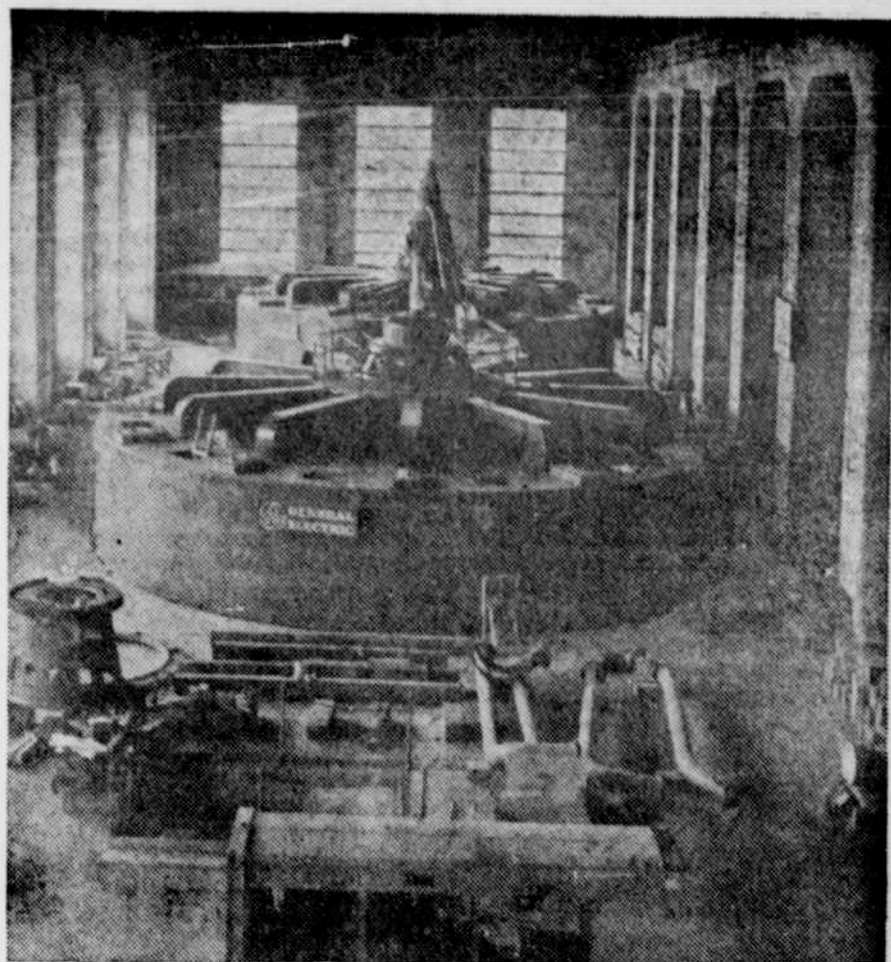


"BIGGEST IN THE WORLD"---LOCKS AND GENERATORS AT BONNEVILLE



The ship locks of the Bonneville Dam which made history yesterday when the gates, the largest single lift in the world operated to let the river steamer, "Dalles City" inaugurate a new era in Columbia River navigation. Ship locks are shown at left—power plant at center.



The two giant generator units, largest in size and weight in the world, which will produce 86,000 kilowatts of power this year.—Pictures courtesy of The Oregon Journal.

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

THE BONNEVILLE DAM CHRONICLE

CHRONICLE ADVERTISERS
DESERVE YOUR INTEREST.

VOL. 4, No. 42

HOOD RIVER

CASCADE LOCKS

BONNEVILLE

FRIDAY, JANUARY 7, 1938

Chemical Plant Explained By Officials

Here is a copy of the official announcement made a short time ago regarding the location of an industrial plant near Cascade Locks. This information was forwarded this week to the Chronicle through the courtesy of U. J. Gendron, executive assistant of the Bonneville project, at our request on learning he had a copy of it.

"Joint announcement by the Pennsylvania Salt Manufacturing Co., of Philadelphia, Pa., and the Chipman Chemical Co., Inc., of Bound Brook, N. J.

"To meet the increasing demand for sodium chlorate in the fight to control noxious weeds that are costing American farmers an estimated three billions a year, The Pennsylvania Salt Manufacturing Co., of Philadelphia, and the Chipman Chemical Co., Inc., of Bound Brook, N. J., have become associated in the production and distribution respectively.

BONNEVILLE POWER CHIEF PREPARES TO SELL DAM OUTPUT THIS YEAR

Among the significant events of 1937 was the appointment by President Roosevelt of J. D. Ross, for many years superintendent of the \$50,000,000 Seattle Light system, as administrator of the Bonneville project.

Ross, a former member of the federal security exchange commission and consulting engineer on various power projects of the nation, plans to put Bonneville to work in 1938, establishing rates and selling power to farms, homes and factories throughout the Columbia river watershed.

The Bonneville administrator's staff, not yet completed was appointed in the last two months as follows:

U. J. Gendron, executive assistant; Judge John C. Fisher, counsel; Isaac Comeaux, chief financial advisor; James P. Alney, office engineer; Stephen B. Kahn, public relations; Richard L. Neuberger, special advisor serving part time; and Donald H. Miller, clerk. Rate studies were also undertaken by Engineers Chas. E. Carey and George Holmes Moore. Officers have been established in the failing building, Portland.

(Continued on Page Three)

CAPT. ROSENBACK FIRST TO USE LOCKS

Honors again went to one of Cascade Locks' prominent citizens when Captain Karl Rosenback in his tug, "Warco," of Cascade Locks was the first one to use the new locks at Bonneville—first to use them going upstream and first to use them going downstream.

Wednesday morning at about 10:30 Cap took two Columbia Construction Company barges from below the dam to the pool above the powerhouse. In the afternoon about 3:30 he went downstream through the locks.

Cap also holds distinction in the last-time class also. He was the last one to take a boat over the rapids (and one of the few ever to do it) at Cascade Locks, and he was also the last one to use the main channel of the Columbia before it was blocked.

Navigation Lock Filled At Bonneville

The navigation lock, now complete, was filled with water Tuesday, for the first time since it closed to river traffic last February so that Bethlehem Steel Company could install the permanent lock gates.

Removal of the big steel stoplogs which have served as a temporary gate at the west end of the lock to keep the lock chamber unwatered since work on the permanent gates was started, began Monday. The logs will be stored on a ledge back of the south wall of the lock and in the future will be used only in case the main gates fail to operate.

The ponderous 102-foot downstream lock gate was swung Monday for the first time by the electric machinery and engineers report that results were satisfactory. Tuesday the gates were closed, the Taintor valves opened and the lock chamber permitted to fill. After all working parts have been thoroughly examined, the lock chamber will again be emptied, workers anticipating that the resultant rush of water will wash out the layer of silt and dirt that covers the lock floor.

The pool elevation behind the dam was lowered Tuesday from 45 feet to 38 feet to permit workmen on the Bridge of the Gods at Cascade Locks to strip forms from the bridge piers which have recently been reinforced with steel and concrete preparatory

Power Sale Next Step In Program

Virtual completion of Bonneville Dam marks one of the major accomplishments for the year 1937 in American progress, according to current writers. With the big project finished almost on schedule, the next step appears to be the sale of power.

Reviewing the history, specifications, and significance of the project, F. T. Humphrey, writing in a current daily newspaper, speaks as follows:

Bonneville Dam, one of the key units in President Roosevelt's federal (yardstick) power program, was virtually completed in 1937. Started approximately four years ago, the great navigation and power structure, thrusting out across the Columbia by way of Bradford Island, had cost a total of \$44,850,000 as of December 1, divided as follows:

Main spillway dam between Bradford Island and the Washington shore (1250 feet long and 170 feet high from its lowest foundation), \$22,462,000.

Power house, with two 60,000 horsepower (42,200 kilowatt) units installed and foundations for four more, \$9,385,000.

Lock for ships, 76 feet wide, 500 feet long and with a maximum lift of 66 feet, \$5,090,000.

Fishways, three lift locks or elevators and three sets of ladders, together with three sets of by-passes for downstream migrations, \$6,086,000.

Other costs, supplemental to the main project, such as relocation of railroads, brushing out the Columbia channel from the dam to The Dalles and protective levee work at Hood River and The Dalles, \$1,827,000.

This does not include the special congressional appropriation for raising the Eridge of the Gods, above Bonneville at Cascade Locks, and the approaches for the Hood River bridge, made necessary by the great lake now rising behind the dam, \$600,000.

Total Cost \$51,000,000
The estimated cost of the com-
(Continued on Page Six)

to the raising of the bridge which must be done before ocean-going vessels can pass. Raising operations will not begin, however, until the channel deepening is under way. vqsshpnzseee.zsmetaoishrdlehmaorn

Recognized Authority To Discuss Salmon

Will the fishladders work?

That is a question which has been asked many times since construction on the Bonneville Dam was first started. There have been about as many opinions on this topic as there have been conversations concerning it. Uninformed and half-informed writers have published in periodicals their opinions on the subject.

Now for the first time an open forum will be held on the topic. For the first time a recognized authority will speak locally on the facts concerning the fish and the dam.

On Friday, January 14, at the Bonneville Auditorium, Harlan Holmes, of the Bureau of Fisheries will give an illustrated lecture on the subject of the Bonneville Dam and its effect on the Columbia River salmon industry. Impromptu discussion will follow the showing of the pictures. No admission price will be charged.

First Steamer Goes Through Ship Locks

Navigation was resumed on the Columbia River with the passing of the Shaver Forwarding Company steamer, "The Dalles," through the locks at 1 o'clock yesterday afternoon, loaded with heavy oil and wheat equipment.

A strong east wind was blowing as "The Dalles" approached the Bonneville project and a little more than 20 minutes later she was pulling out of the upstream gates. On the upstream side above the powerhouse she picked up a barge to be used on her downstream trip, loaded with wheat. At Cascade Locks the water was not high enough to use the new channel over the rapids so the old locks were used.

On board "The Dalles," which was skippered by the Shaver Forwarding Company's senior pilot, Captain E. E. "Erny" McCoy, as she made this memorable trip through the locks, was quite a delegation from Vancouver and Portland. Portland was represented by Lew Russell of the Forwarding Company, Jerry Saylor, Paul Pollett, J. L. S. Snead Sr., and L. S. Baier.

From Vancouver was Joe Wheeler, president of the Vancouver Port

Traffic Mishap Fatal to Small Boy

Michael Thomas "Mickey" Moran, nine year old son of Mr. and Mrs. Frank Moran died in the Hood River Hospital two hours after an auto accident in Cascade Locks Sunday afternoon.

Apparently becoming confused as he was crossing the Columbia River Highway nearly in front of Epping's store in Cascade Locks "Mickey" turned to return to the curb from which he had just left and ran into the side of a car driven by J. Hurley Hagood of La Grande, Oregon. Hagood was not held.

Surviving Mickey are his mother and father who owns and operates Moran's Lodge in Cascade Locks and a sister, Sharon. Funeral services were held Wednesday in Spokane.

MORAN FAMILY WIRES RESPONSE FROM SPOKANE

A telegram from the Frank Moran family from Spokane was received yesterday by the Chronicle in which they requested that the following note of thanks be passed on to friends:

"We wish to express in this telegram our deepest gratitude for the respect and love shown to our Mickey by his many loved friends—Sunday School class, Sunday School teachers and students, boys' basketball team, dancing class, friends of the community, and to each individual who helped us at such a trying time. Frank, Zata and Sharon Moran."

FIREMEN DANCE AGAIN

The Firemen of Cascade Locks have decided to again hold a dance at the Dug-out in Cascade Locks. It is scheduled for Saturday night, January 15. The dances are steadily growing in popularity and it is expected that with the holiday rush out of the way, this will top all the rest.

Commission, Frank Pender, Assistant Manager of the Port, Ora Clark, manager of the Vancouver grain elevator, and Howard Burnham, advertising manager of the Vancouver Chamber of Commerce. Also on board was the editor of the Dam Chronicle.

The boat had left Vancouver at 7:11 a. m. and arrived at Bonneville at 1:45 p. m. It proceeded on up the river to The Dalles.