

Need to Treat Sewage Studied by River Cities

Realization of Goal
Set in '38 Is Nearer

By Bill Dean

In the good old days the

could run down to the

Willamette strip, and the last

in was a "nigger baby."

Times have changed.
At low water now, a kid in a boat can tell when he passes a river bank city by the increased amount of pollution pouring into the stream.
Nearly 10 years ago, the state legislature—not just in pity for the kids who no longer could swim Oregon streams without fear of contracting disease—did something about it.
A law was passed to prevent the dumping of untreated domestic and industrial sewage into Oregon streams. The act required the construction of sewage treatment plants to make the waste practically harmless.
Hopeful, for a Time
The law, a health and sanitation

measure, represented a move toward the preservation of fish and game. It was to mean increased comfort for every city below a neighbor on a stream.
The new statute especially concerned cities, the largest dumpers of raw sewage. For a time it looked as if treatment plants would blossom out in every city in Oregon.
Then the war started. Now, nearly 10 years after the anti pollution law was passed in 1938, most cities in the Lane County section of the Willamette River still are concentrating on getting the sewage into pipes and to the river.
The war halted construction. It ended found every city with a backlog of necessary repairs to be made on its present installations.

Every city also was faced with wartime and postwar growth in some degree. This left each the single choice of providing sewerage for their new sections and increasing the capacity of older sewers.
And, up and down the river, city officials are eyeing "fringe" areas, certain that they will become a part of the community—but when?
Cities are seeking to estimate their probable size in a few years—but in many cases they are faced with planning for a population increase that is based upon an undeveloped subdivision or an early inhabited but "reluctant" suburb.
Planning Treatment Plants
However, with but one exception, every city in the section has started plans for a treatment plant. A summary of the action taken by these cities includes:
Harrisburg, in Linn County, has a \$1000 budget for 1947-48 for a sinking fund out of which to finance the plant. The fund now has about \$5000. Most of the town is provided with sewers and negotiations for the preliminary engineering on a plant are expected at 900. Growth has been relatively slow.
Program for Junction City
Junction City, with a population estimated at 1500 and an assessed valuation of \$634,000, has no sewers now. However, the city council last week approved a contract with John W. Cunningham and Associates, Portland, calling for a survey preliminary to the installation of sewers and the construction of a plant.
The Federal Works Agency recently approved a loan of \$3750 to finance advanced planning in Junction City. The plant and sewers are expected to cost above \$150,000, but actual estimates will not be made until the survey is completed, probably late in the year. Junction City has no fund—other than the FWA loan—out of which to operate, and the methods of financing the sewer installation and plant construction have not been set.
Oakridge, like Junction City, will have to build its treatment plant at the same time its first sewers are installed. It also has set aside no fund for construction. For both cities this means a big job of financing. Some engineering studies leading to the construction of sewers and a treatment plant have been made. With a population now estimated at 800, the plant and sewers at Oakridge are being designed for a population of 2000, because the city is trying to get ahead of the "boom" caused by the Pope and Talbot Lumber Co. operations. The cost of the sewer project is estimated at about \$175,000. Oakridge has applied for an FWA loan.
Eugene has accumulated about \$185,000 through a monthly service charge, and has authorization to issue utility bonds up to \$85,000. The city's plans for a primary treatment plant were judged inadequate last summer and returned to the engineer for upward revisions in cost and size.
During the last year work has

Seeger Has Good Word On Amazon

Deane Seeger thought he was speaking "off the record" when he said he hoped the House appropriations subcommittee, before which he testified Thursday, would be "like the good Lord and would be willing to help those who are willing to help themselves."

But Representative A. J. Engel (R-Mich.), chairman of the congressional subcommittee, thought the statement was pretty good, so it went into the record along with his detailed testimony supporting the inclusion of the Amazon drainage project into the overall Willamette Basin Flood Control appropriations.
Whether Engel's insistence upon including Seeger's closing remark in the record presaged support of the local plan would be impossible to determine, since Seeger said any developments from his testimony will not be known until the subcommittee makes its full report on appropriations for the civil functions of the War Department. However, Seeger said, the im-

Eugene's Ministers Choose New Officers

Eugene Ministerial Assn. recently elected Rev. Charles Fogg, pastor of Evangelical United Brethren Church, as president to succeed Rev. Hugh N. McCallum, pastor of First Christian Church.
Other officers elected are: Rev. Ingward Olsen, pastor of Danebo Lutheran Church, vice-president; and Rev. Richard S. Taylor, pastor of Church of the Nazarene, secretary-treasurer.

mediate purpose of his trip to Washington, D. C. (from which he returned Friday night) had been accomplished by getting the detailed data on the project and the request from a local representative into the record as well as the formal request by Representative Harris Ellsworth.
Ellsworth and Seeger presented the local case for the Amazon project before formal requests by the former for federal work on other projects in the fourth congressional district.

The Amazon project has been approved by Congress, but an appropriations act must be passed before work can be started. No appropriations for new projects are being made this year, so local forces are attempting to have the project attached to the regular appropriations for Willamette Basin Flood Control.

They contend that the Amazon is a part of the Long Tom River drainage area and should have been included as part of the Fern Ridge project.

Seeger said it is estimated that the project will cost the federal government \$350,000 and local governments about \$90,000 which would be used mainly to acquire easements and to relocate bridges. He said he told the committee that completion of the project is practically inevitable but that delay by the federal government also means delay, in some measure, on \$2,500,000 worth of construction planned for the area affected by the Amazon—as well as continuing annual damage from floods.

The city manager declared that the amount asked of the federal government is comparatively small. He said the committee was given a visual idea of the project through use of engineers' reports and maps. The construction of the new Eugene High School, Eugene storm sewers, future development of the Amazon Park, the development of the Seneca industrial district and University housing projects all are affected by the drainage project, Seeger told the committee.

"Congressman Ellsworth has been most helpful and has been doing a great deal of work on the Amazon project," Seeger said. "I also received fine assistance and courtesy from Senators Cordon and Morse."

Seeger said that while he was in Washington "he investigated the status of a proposed Navy Armory for which Eugene was being considered, but found that the field report and recommendations had not yet been filed."

City Expects New Pumper

Eugene Fire Chief Edward Surfas announced Saturday that the new 1000-gallon pumper—on order a year and a half—is expected to arrive Monday after a cross-country rail trip from Elmira, N. Y.
The truck will replace one of

the old trucks purchased during World War I. The old truck will be put to pasture for emergency service, Surfas said.
The new truck, manufactured by the American-LaFrance Foamite Corp., will give the city six pieces of equipment and cost about \$13,000. It will be the first new truck received here since 1941 when the city bought a 750-gallon pumper. Before being put into service it will be tested next week near the overpass on Highway 99 North.



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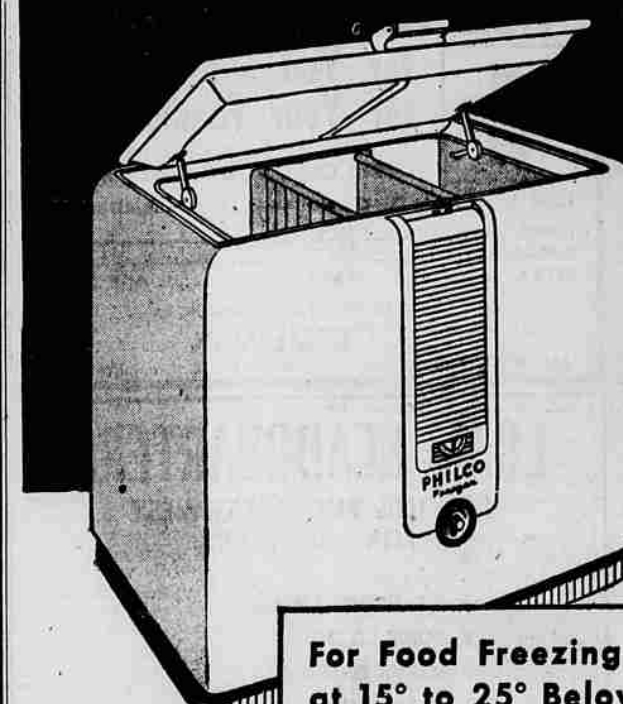
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