

Irongate Development Progressing on Schedule Near Hornbrook



DAM SITE—Looking down the Klamath river from the site of Iron Gate dam, the concrete wall of the California-Oregon Power company development may be seen. The wall is located at the spillway opening of the diversion tunnel of the project, which Morrison-Knudsen company

is constructing. A rock crusher may be seen operating in the center of the picture. The earth-filled dam is to have a compacted clay core and will be about 173 feet above the stream bed.

Largest Project Underway in Area

By KATHERINE CHAPMAN,
Mail Tribune Correspondent

Hornbrook—Work is progressing, approximately on schedule at this time, on the Iron Gate development on the Klamath river. This is the largest engineering project currently under construction in the northern California-southern Oregon area, Morrison-Knudsen company is constructing the dam for the California-Oregon Power company.

The dam site is about eight miles above Hornbrook and about seven miles downstream from the existing Copco No. 2 power plant. The dam will be an earth-fill type with a compacted clay core, and will be about 173 feet above the stream bed.

Its length at crest will be approximately 685 feet. It will be built between the coffer dam and the spillway of the 935-foot long tunnel, through which the entire river is now being diverted to allow for construction. A concrete cutoff wall and a grout curtain will be built at the base.

The reservoir will be operated essentially as a re-regulatory reservoir, and will have a capacity of 58,000 acre feet. Some existing county roads will be inundated by the reservoir and approximately 6 1/2 miles will be relocated by Copco. Upon completion of the project the new road will be owned and maintained by Siskiyou county.

In conjunction with the state of California Department of Fish and Game, the company will provide a fish ladder, holding tanks, pipe lines and egg-taking facilities below the power house. These facilities will be constructed to state specifications, and upon completion will be owned and operated by the state.

Many Workers
About 125 men are engaged at the project now. There will be an increase in workmen on the project when actual construction of the dam begins shortly, according to Robert Beyer, resident engineer for Copco on the project. Completion date for the project has been set for December, 1961.

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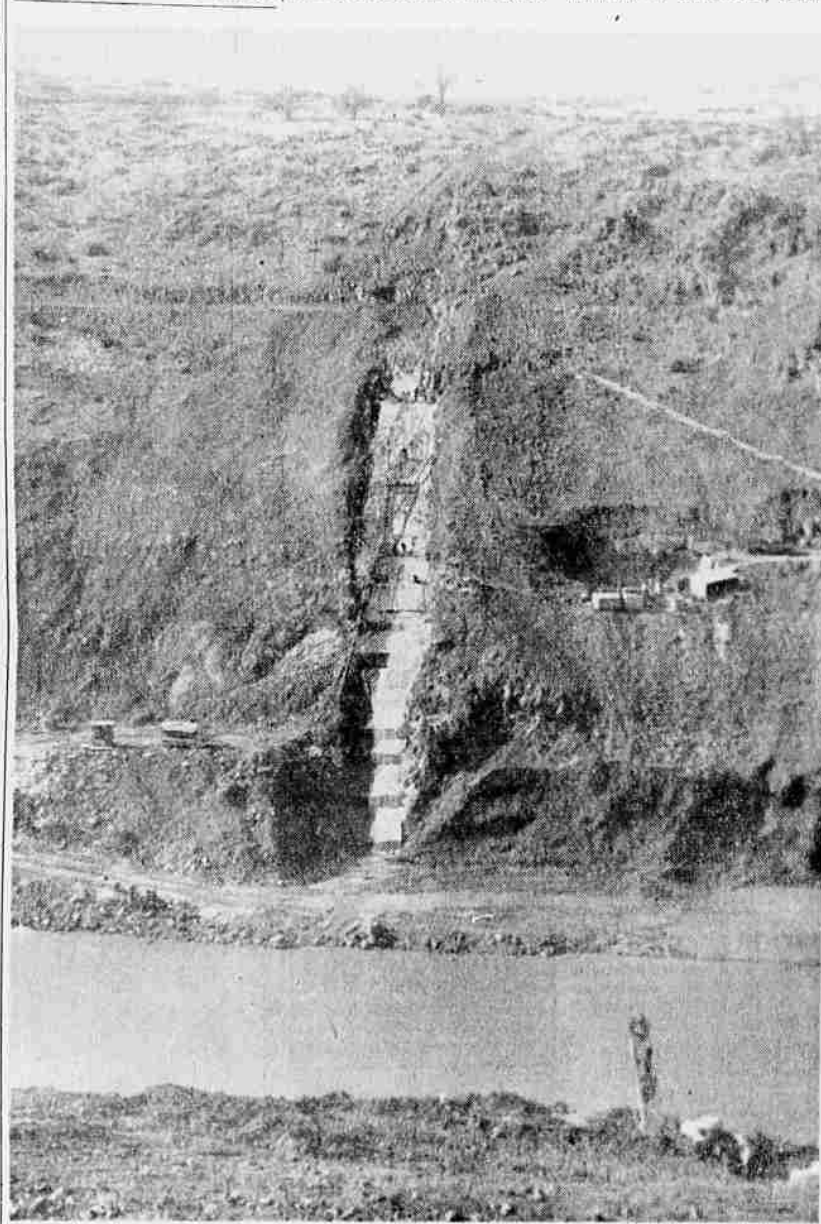
International Group Buys Finance Firm

San Francisco, Calif.—Sale of controlling interest in Mercantile Acceptance Corporation of California to an international financial group operating in Canada, the U.S., and the Bahamas was announced here last week by MACC officials.

The California firm owns both American Finance company and Commercial Finance company with offices in Medford.

Specializing in automobile and consumer financing, MACC had assets at the end of 1960 in excess of \$43 million, according to the company's directors. Peter Paul Saunders, president of the \$120 million Imperial Investment Corporation Limited of Canada, director of the Commonwealth Industrial Bank, the Bahamas, and director of

several other leading international finance firms, will become president of MACC.



BEDROCK—Absolute center of Iron Gate dam, pictured above, is where the workers are drilling into solid bedrock for the largest engineering project currently under construction in the northern California-

southern Oregon area. The white chalk line on the face of rocks at right, shows slope the dam will have when completed. Klamath river runs below.

Parents Provide Control Over Teen-Agers' Driving

Parents, of all people, provide the most effective controls over teen-agers' driving habits, according to Medford Police Chief Charles P. Champlin.

Chief Champlin suggested that parents come to an understanding with their youngsters regarding which evenings may be spent away from home with the car, and the hour they are expected home. Then, he said, it's essential to see that the agreement is honored.

Start of Driving Habits
As far as the traffic picture is concerned, 5 1/2 per cent of Oregon traffic accidents during 1960 involved 16 and 17-year-old drivers. The 18 to 20-year-old presented a slightly worse picture, the chief added.

"Teaching good driving habits starts in the parents' auto as junior watches both mom and dad," Champlin declared. "Your youngster picks up much of his driving attitudes and some driving techniques from just watching you."

The chief encouraged parents to be certain their high school age children receive a good driver education course, including both classroom and behind the wheel instruction. He observed that students who have had high school drivers training, receive about half as many traffic violations and are involved in half as many accidents as those youths who have not had the training.

If a parent doesn't want his child to drive until he reaches 17 or 18 years of age, he

ABOARD FLAGSHIP

Marine Lance Cpl. Lanny C. Taylor, son of Mr. and Mrs. Howard L. Taylor, 515 West 11th st., Medford, is serving with the Marine communication detachment aboard the amphibious force flagship USS Estes in the western Pacific. Before enlisting in January, 1960, Taylor attended Medford High school.

should not sign the department of motor vehicles application card, he said. He added that few car dealers will sell a car to a minor without parental signature since such a contract would be unenforceable.

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21 Influenza Cases

Twenty-one cases of influenza headed the list of 47 communicable diseases reported to the Jackson county health department last week, according to Dr. A. Erin Merkel, public health physician.

Influenza cases reported were in Shady Cove 4, Ashland 8, Medford 3, Rogue River 4, and Jacksonville 2. Other diseases reported include mumps, Shady Cove 2, Jacksonville 3, Phoenix 4, Medford and Ashland, both 2; measles, Medford 1, Ashland 2; pink eye, Phoenix 1; strep

throat, Eagle Point 1; Medford 3; scabies, Eagle Point 1; chicken pox, Medford and each 1.

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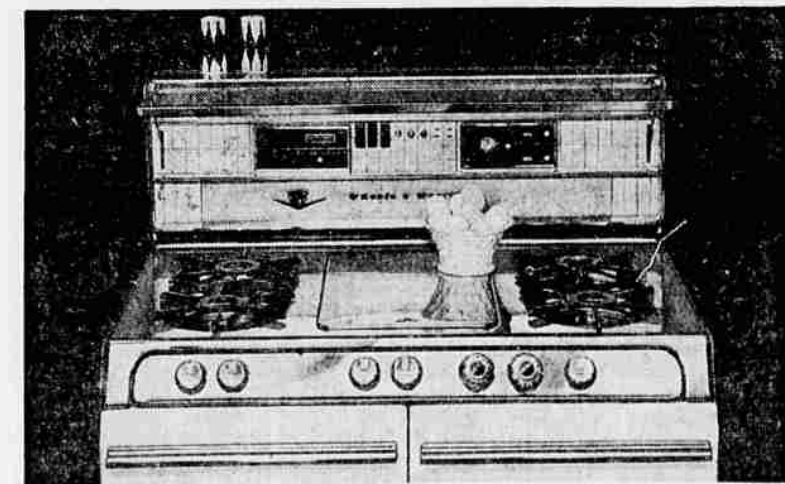
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