

The North Santiam's Mill City Enterprise

Serving the North Santiam
Valley

Lyons, Mehama, Elkhorn,
Mill City, Gates, Mongold,
Detroit and Idanha

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Looking Up and Down the Canyon

By CHARLES WOLVERTON

I read with interest, if not amazement, a letter from the Republican State Central Committee, to wit:

"In reviewing the jam-packed events of the recent election campaign, I want you to know that those of us at Republican State Headquarters, as well as our many fine candidates, deeply appreciate your understanding co-operation and efforts on their behalf and the Party."

Since this is a newspaper, I figured it would be news to the subscribers that the Enterprise supported Dewey and the Republicans.

One of those stories it takes to wind up the old year involves the town baker.

Christmas eve he looked the shop over and found he was out of bread. Mr. Muir had to go to the grocery store for a loaf. He bought his own bread.

One New Year's resolution we're going to keep is this: We'll make no more predictions on the outcome of elections. This vow will be fairly easy to keep because there are no major elections in 1949.

TRASK BAGS TWO COUGARS

Cougar hunting was good for Bob Trask the past week.

The veteran nemesis of the beasts in the Canyon, with his trained dogs, tracked down and killed two—one in the mountains above Gates, the other in hills not far southwest of Mill City. Both were over six feet long.

Cougars are worth a bounty of \$65 apiece. Ingle Johnson skinned the cats.

Engineers' Schedule for Dam Shows Competition in 4 Years

The Detroit dam is scheduled for completion within four years, according to a prospectus of the U. S. Army Engineers recently released.

The schedule for appropriations on the big North Santiam hydroelectric project is as follows:

Previous allotments, \$5,527,100; 1949, (current) \$3,500,000; 1950, \$13,500,000 (this sum is being asked by the engineers of the forthcoming Congress); 1951 \$13,500,000; and 1952—\$10,319,900.

The figures are those given Congress by General Wheeler, commanding officer of the U. S. Army Engineers.

The Willamette Basin Project Committee has placed a request for \$14,000,000 for the Detroit dam. The organization has asked a total of \$172,714,000 for the entire Willamette Project.

Ronald Jones, chairman of the Basin committee, said in a recent annual report to his organization:

"Our project is included, for authorization, in the 308 report of the Corps of Engineers for the entire Columbia basin. The Corps of Engineers have, however, given us assurance that if there should be any difficulty in the 308 authorization, they will immediately pull the Willamette report out of 308 and introduce it separately.

"The Congressmen and Senators have given us assurance of their sup-

port of the Willamette Project. I think the interest you have shown is inspirational and shows more people are becoming interested in the development of the Valley."

Mill City and the Canyon have no representative on the Basin committee, although here will be built the most important individual unit of the Willamette Project.

Hilltop Area Water Cut Off

Almost half the town was without water this week for two days when a water main leading to the Hilltop section broke, and utility men were unable to find the leak.

The broken main finally was found on the hill not far from the Hilltop store. Because of the gravelly ground which underlaid the 4 inch main, the water was absorbed into the earth and did not come to the surface. For that reason, a long delay occurred before the break was discovered.

Many complaints poured into the power company office and to members of the city council. But water was restored as quickly as possible, considering the difficulty in finding the leak.

Local manager Curtis Cline said this week that when the new settling tanks and pumping system now being installed, is completed the city water will be virtually free of discoloration. Water will be pumped from a well built at the river's edge, filtered and allowed to settle in the tanks.

Mill City Ends Year Without Going in Debt

Mill City wound up its first calendar year in the black, Mayor Harold Kliever said this week in a year-end statement.

Prospects looked good for the New Year, as the debtless city will get about five or six thousand dollars of state highway funds in February. A wide program of street improvements will be financed by the highway fund.

The city council will reorganize at its first council meeting in January, Mr. Kliever said. At that time Carl Kelly, newly elected councilman, will take office and a successor to Lee Ross, who plans to resign at that meeting, because of moving outside the city limits, will be received. No statement has been made on Ross' possible successor, although the council possibly has individually made up its mind on one candidate.

Also, the new council will have to choose a mayor this session.

Main business of the coming year will be the adoption of a charter. The preparatory work on the charter has been done in recent meetings of the council, using a model provided by the League of Oregon Cities. The charter must be passed by the Oregon legislature, and it will be submitted this year.

Actually Mill City as an incorporated place is only a year old, because it was not until shortly after the first of this year that it had funds upon which to operate.

To its credit—and by staying out of debt—a new jail and city hall has been built, the streets vastly improved and constant police protection at hand. Much, of course remains to be done.

Murphy Denies Stall On Elkhorn Road

(From The Statesman)

A short mountain road connecting Elkhorn and Gates will be graveled and graded next summer but it will never be a "major" county road, Marion County Judge Grant Murphy said Monday.

Judge Murphy made this statement in reply to a newspaper article appearing in the Dec. 23 issue of The Mill City Enterprise. In a page one story the Enterprise criticized the court for not keeping its promise to repair the road last summer.

The paper said the court promised "to spend \$10,000 on improving and relocating the Gates-Elkhorn road. We were given to understand this work would start in the summer. Nothing was done."

After repeated requests in September, the article said, and engineer "wandered up this direction, scratched around the hill and mournfully reported to residents in the road vicinity he couldn't find any rock. They'd have to wait."

The paper described the maneuver as "like a fancy runaround by the county court. We're sort of pore relation up here and usually are forgotten when the favors are passed around."

Judge Murphy said Monday the Elkhorn-Gates road, which is about four miles long and runs over a high ridge between the two towns, is on the county's repair list.

"These things take time," the judge said, "although the road should be improved—I am not seeking to minimize the need for a road over the mountain. But the cost of labor and materials have taken their toll of the county's road building capac-

ity."
"Politics had nothing to do with the promise of repair for the road. The road was inspected last fall. We found there was no rock there available—as had been reported to the court by residents there."

To rock the road suitably a quantity of rock must be crushed near it. This will be done this summer, the judge said. Because of its steep elevation and rough-weather conditions the road will never be maintained as a major county road, the judge said.

"The principal road to Elkhorn will be the present one along the Little North Fork. This is a practical course and the road is easier to maintain."

W. L. Oliver Dies

Funeral services were held Wednesday at the Presbyterian Church for Willis L. Oliver, Mill City resident for 30 years, who died at his home Monday.

Mr. Oliver was born May 5, 1868, in Taylor, N. Y. He was married to Mary Louise Bond about 1892. His wife preceded him in death three years ago.

They moved to Mill City about 30 years ago. He was a member of the Presbyterian Church.

The Rev. James McAuley officiated. Burial was in Fairview cemetery.

Mr. Oliver leaves one brother, Nathan Oliver, of Denver, Colo; and four sisters, Mrs. Jennie Allard of Colorado, Mrs. Nellie Sincerbean, Auburn, N. Y.; Mrs. Carrie Schmitts, Rochester, N. Y.; and Mrs. E. Howland, Cleveland, O.

The Canyon in 1948-- a Year of Promise

Undoubtedly, 1948 was the most important twelvemonth in the Canyon's history. Not so much from what took place in the past 366 days, but by reason of programs and projects mapped out for the North Santiam region during the period. Biggest news, of course, awaited until the year had nearly run its course—the announcement in early December of the Army Engineers' plan to start work on the Detroit dam in early 1949.

That great undertaking, which will take more than four years of work and \$60,000,000 of federal funds, is the Canyon's big chance to end a long and obscure history of being a minor gulch in the Willamette Valley watershed and finding a new role of becoming a major supplier of electrical current to the nation.

For the Detroit dam, to be one of the tallest dams in the country, will pour 1000,000 kilowatts into the almost dry Northwest power pool. Besides the dam will hold back the dangerous floodwaters of the Santiam before they can create more disastrous damage in the Willamette Valley. In flood control alone the dam will pay its way from the start.

The dam project has brought more benefits than itself to the North Santiam—that is, the direct aid of increased payrolls and business. The new North Santiam highway offers a new future to the region. Built because the reservoir of the dam would flood the existing road, the relocated route has turned out to be more than just a replacement. It will, when finished in early summer, place the Canyon on major transcontinental highways, to south and east. The permanent and lasting benefits of the road are hard even now to realize.

But let's get on with a chronicle, month by month of 1948 in the North Santiam.

JANUARY.

The first Enterprise of the New Year carried the sad news of the death Christmas day of W. L. Quinn, prominent lumberman and an executive in the Mill City Manufacturing Co. He was 63.

A broken bridge on the Little North Fork gave the area considerable publicity for a week or so. A bright young newspaperman in Salem cooked up the yarn that there were several expectant mothers stranded up

the valley from the bridge and that momentarily the stork would call. So county crews, to the accompaniment of flashing camera bulbs, put up a temporary bridge. It was a month or more before any expectant mother had crossed that bridge on her way to the hospital. But the story made headlines.

Brief news the first of the year: Roy Newport, a Canyon pioneer, sold his Detroit business.

A lively week of events followed. The North Santiam cut loose again. Continued rains had raised the river to flood stage in the Jefferson area, and landslides cut off the Upper Canyon towns from Mill City and the valley. Even the railroad was blocked.

An SP engine and several cars were derailed in Mill City when an engineer ran through a switch.

Mr. and Mrs. Tony Moravec lost their infant son, drowned in a ditch.

First hint of the impending sale by the Mill City Manufacturing Co. appeared in the news, with a denial that any such sale had yet taken place, but with the assurance that a log supply from the camp would be guaranteed before a sale was made.

A recluse, W. F. Tinney, of McCully Mountain, died.

Mrs. Alice Rupp was installed as worthy matron of the OES and W. B. Shuey, worthy patron.

Next week came news from the nation's capital that President Truman had requested \$3.5 million for the Detroit dam for the 1948-49 fiscal year. The sum was the full amount of the engineers' request—until the road was done the work on the dam would have to wait.

A new school building, to be erected by the engineers, was announced for Detroit, whose school facilities would not be able to take care of the eventual influx of population when the dam got under way.

The Canyon's organized workers in the mills and woods put in a bid for a 40 cent pay rise. They settled later for much less, but without a strike.

The rains, meanwhile, had done a lot of damage. The hydro plant of the Mountain States Power Co. was out, a bridge was washed out. In Idanha, power was cut off by a burning generator. Three Mill City youths were injured in a crossroads crash in Gates.

The Rebekahs seated Natalie Swift as noble grand.

Next week Blowout camp, the biggest logging operation in the Canyon, was sold to the M. & M. Woodworking Corp. of Portland. With the sale, the Mill City Manufacturing Co. had disposed of all its timber holdings, federal and private.

The rescue efforts of the Forest Service in Detroit paid dividends. A little girl, who was ailing, was taken across the flooded North Santiam and to Bend, where she was recovering from pneumonia. Lyons cast its lot with Stayton, joining its union high school, after one turning it down.

A once isolated community, McCully Mountain, was flooded with light—its REA power was cut over.

The last issue of the month carried a story that a project in the Little North Fork, about which there had been no little mystery, was to be a mine. (Nothing much came of it during the year.) Another unfulfilled promise that month: a statement by the state board of aeronautics that an airstrip was planned for Mill City.

The young city government announced a program for street improvement. A windstorm cut off telephone and highway communication with Detroit and Idanha.

A further development for the Santiam area was announced. Salem was to get its water supply eventually from the Detroit dam, the Army Engineers said.

FEBRUARY

The new month began with some discouraging news. The State Highway Commission had rejected a plea by the Bend Chamber of Commerce to build a new route between Mill City and Mehama. Thus the state will be furnishing travelers on the splendid new road above Gates an approach which is as winding as a wagon trail.

Local fliers got behind the plan to build an airstrip—the one which had been promised but never materialized.

The Kuckenbergs Construction Co. office burned in Niagara. Rep. Ellsworth got on the flood control bandwagon, demanding \$11.5 million for the Detroit dam—for the headlines.

The Detroit Theater announced its opening a week hence.

One paragraph in the personals said:

"Mrs. Pearl Reed spent the first part of the week canning 12 chickens."

The next paragraph read:

"Dick Turpin had three laying hens stolen from his henhouse Sunday night."

There was no connection.

Two new businesses opened: the Milk Shake Shack, near Mill City, and the Lyons Variety Store.

Mrs. Jennie Turnidge died.

Next week the opening gun of a fight which was to stir most of Oregon and the Northwest was fired: The battle of small mill and logging operators against the so-called cooperative timber sale plan—timber monopoly, they called it.

Judge Murphy of the Marion County Court held up the deed for Mill City's dump, on grounds that it would spoil the projected highway between Mill City and Mehama. The county withdrew objections later.

The Hon. Ed Vickers, justice of the peace in Idanha, got himself on a spot. A culprit he'd fined said he'd rather go to jail—but Idanha had no jail. The constable was ill. So Judge Vickers delivered his prisoner to a deputy at Gates.

Col. O. E. Walsh of the Army Engineers warned that floods such as had recently been experienced might be a danger for 15 years more, or at least till the Willamette Project was completed. And Bonneville foresaw a power shortage until 1952.

By the following week the fight against the co-op timber plan was going strong, with Canyon leaders joining in.

Mill City and Lyons set in motion a drive to get the state to improve the highway between the two towns. Lyons invited McCully Mountain, Twin Cedars, Oakdale, Jordan and Fox Valley to form a consolidated school. The schools of Gates and Mill City got a setback the same week.

About 21,000 acres of timberland in both districts were swapped by the Weyerhaeuser interests for federal forest on the coast—the deal cost both districts hundreds of thousands in assessed valuation and later sent tax bill soaring.

Next week the Republicans in congress got out their economy ax and whacked off half a million from the President's \$3.5 million request for the Detroit dam.

An absorbing tale of the fruitless hunt of two Canyon residents—Chris Knutson and Ingle Johnson—for a lost mine shaft was told. Next week ex-Gov. Sprague in The Statesman

hooted at the yarn.

Mill City's jail was a building—as nice a hoosegow as you'd want for a lost week end. And a 4-H group learning how to sit babies came up with an appropriate name for their group—the Steady Changers.

MARCH

When news is first printed, there's no way of telling, sometimes, whether its true or phoney. The Enterprise, taking Marion County politicians at their word, said that a new road was to be built between Gates and Elkhorn. The goats are still eating undisturbed on that right-of-way. The county was to make two such announcements—one before the primary and one before the general election.

In Washington, engineers pleaded with Congress for more money for the Willamette Project, which includes the Detroit dam.

Lyons boasted a new store, its second in a month.

Mrs. Virginia Lettelier, a former resident, died in Sacramento, and Charles Graves died in Gates.

Next week the Mountain States Power Co. announced its plans for a new water system for Mill City—a project currently nearing completion. A new mill was being built in the neighboring Gooch community.

The week later good news came to many who had been out of work because of the big mill's repair program. The \$30,000 project was done, work would begin Monday.

Little Sharon Jo Aasland and Gerry Knapp were queen and king of the baby world.

A freak snowstorm had telephonic communications in a tangle.

APRIL

As April began, two important developments were announced. First was the Bonneville line, a 230,000 volt line from Lyons to the Detroit damsite. In late February Bonneville representatives were in the Canyon buying right-of-way for the power line which eventually will link the Detroit dam with the Bonneville grid and, for the duration of the construction, supply power for erecting the dam itself.

The other project announced that week was a three mile stretch of road on the North Santiam Highway between Mongold and the old Highway 222 above Detroit. Guy Atkinson Co., a world wide construction firm, won

that contract.

The latter job is now complete and the former is nearing windup of the right-of-way, with tower equipment now being spotted along the line.

The editor that week took a back seat to allow Jack Flook to criticize an editorial against the current war scare.

Ted Olsen had returned from a trip to Norway, with an interesting account of people there, and their heroism during the war.

Detroit was up in arms over the prospect that the Forest Service had designs on their future townsite (Detroit lies within the reservoir to be formed by the Detroit dam). The fighting upper Canyon community won out—its people usually do when they're straddle their high horse.

The first invasion of political candidates, along with flowers in bloom, betokened the coming of spring.

The winter had been a severe one and workers in the woods had not yet gotten back to their jobs.

There was no closed season on cougar. Bob Trask, Walt Ball and Nick Ball were getting more than their quota.

By the second week of the month it appeared that the Army Engineers were winning their fight for restoration of cuts made in the West's reclamation program—including the original \$3.5 millions sought for the Detroit dam.

The IWA, which had put up a bid for a 42 cent pay raise, was voting on an agreement to accept 12 cents.

Mill City's new jail was finished, ready for guests.

The issue of the 15th reported the suicide in a local motel of a prominent Western lumberman, Earle Fulgham. Fulgham had been in the Canyon for several months on personal business. He had once been general manager of the Willamette Lumber Co. of Dallas.

Warm days were welcomed as a promise that snow in the high region would melt and permit logging soon.

Another harbinger of spring—in Stayton—a snowman with camellias for eyes.

A boy cake baker took the 4-H prize from the gala. He was Bobby Baltimore.

Toward the latter part of April most of the loggers were back in the woods, but a fight had developed over
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