

# The North Santiam's Mill City Enterprise

Serving the North Santiam  
Valley

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

VOLUME V, NUMBER 6

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## Looking Up and Down the Canyon

By CHARLES WOLVERTON

This is the story of how I lost my first million, or to be exact, \$1,000,000.

In my battles with my worst adversary, the linotype, I had learned a little of its operation and what it might do if adapted to other forms of printing.

So I dreamed up an invention, and upon consulting the printing trade and two very good local technicians, Lowell Stiffler and Bob Veness, was assured the thing I had invented was feasible, from an engineering standpoint.

So, armed with my idea and an inward assurance that I would make no less than \$1,000,000 on it, I presented it to an inventor's consultant in Portland.

He, too, was impressed, or else it's a part of his business to be so. He suggested a patent search, a sort of routine matter one is supposed to go through to make sure no one else has had the same idea before. I consented, thinking all the while that it was a waste of time. How could anyone else have the same notion, when mine was conjured up strictly between me and my linotype?

The patent fellow said the search would take about three weeks. I put the matter out of my head with the thought that my million was on its way—a few weeks or months now would make no difference.

The other day I got a letter from the patent expert. In it were enclosed some drawings. Since he had agreed to draw up my idea, I was glad to note, at first glance, that he certainly had made some excellent sketches.

Then I looked more closely at the picture. It was not of my invention at all. It was the precise duplicate of it, however, and at the top the drawing bore the date of 1936, and the legend that a patent had been given to one Friedman. Part for part, process for process, the invention had been thought up 13 years ago.

So that, is the reason, dear reader, why I do not have a million dollars. Perhaps there are other causes of this unfortunate situation—there are, perhaps, a million reasons why I do not possess that sum.

There is some satisfaction, however, in the knowledge that I once had a million. I'm better off by far than the man who never had a million to lose.

One of the favorite devices of those responsible for roads and highways in the Canyon is to confuse the public on who owns them. This was the case in the old days of the North Santiam Highway. Technically it was—from Niagara to Detroit—a county road. Up to Niagara you were traveling on state highway No. 222. And as soon as you got beyond Detroit you were back on No. 222.

The only reason for this smoke-screen, so far as we could guess, was to absolve everybody of responsibility for its care. The state could beg off—it was not its road. The county could aver—the job of maintaining it is too big for the finances of a single county.

Now there is another road in the Canyon that's joined the ranks of the little game of Who's Is It. That's the route between Detroit and the new school. It has become a very important road because it is the route of the school bus, and many children are picked up along the way from Detroit.

But folks in the upper part of the Canyon have tried, so they tell me, to find out whose road it is, so that it can be graded, for the bus is constantly delayed by the condition of the route. To date they've been unable to learn whether it is a state or a county road.

This little game of hide-and-seek has gone on long enough. To the highway officials involved we in the Canyon say:

"You're great big men now. You oughtn't to be playing such childish games."

**BOATING AND SWIMMING**—Dock at the Wolferton front porch. Lake furnished by courtesy of the State Highway Commission

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## Big Mill Will Resume on March 1 Here

Willis Hunter, general manager of the Mill City Manufacturing Co., announced this week that the mill, which has been closed down since the first part of December, will resume production March 1.

The long shutdown, due largely to the drop in the market, decreased employment here by about 50 men directly, and a large number indirectly.

Resumption of the mill payroll will be a welcome event for local businesses.

## Record Snow Hits Canyon

Mrs. Earl Parker, official weather reporter at the Detroit U. S. station, this week added up the snowfall in that upper Canyon community since November, and it came to 112.5 inches—fairly close to the 1937 record of 130.5 inches for the entire season.

The snow in Detroit has reached a depth of 53 inches, or just six inches short of the 1937 record of 59 inches.

With heavy snowfall in the upper part of the Canyon this week, since the report was made, 1949 may already have surpassed '37—and with more, perhaps to come.

A Salem bound bus of the Hamman Stage Lines was stalled for hours in snowdrifts near the Santiam Summit (Hogg Rock) last Friday. The bus, en route from Bend to Salem and scheduled to arrive in Detroit at 10 a.m., was dug out by highway crews and arrived in Detroit at 4:30 p.m.

Ben Hauck, driver of the bus, with seven passengers aboard, said he had to fight snow all the way to the lower levels in the valley, and visibility at times was cut to 10 feet.

The Detroit and Bend buses from Salem were held at Mill City Sunday and Monday because of a slide on the North Santiam. Telephone lines between Mill City and Detroit are also down.

## ALLEY VACATED

An alley running north and south through the Presbyterian Church block platted but never used, was vacated by city order this week when no protests were registered in an officially called hearing Wednesday evening.

## SCOUTS FETE ANNIVERSARY

Boy Scout Troop No. 49 will celebrate its anniversary Monday night at the Church of Christ with a party and demonstration of work done during the past year. Eric Soderberg, district scout executive, will present moving pictures on the movement.

All parents and persons interested in the Scout movement are invited. Plans for a scout cabin will be discussed.

## TAVERN SOLD

Marion Alderman, Myrtle Creek, has purchased the Town Tavern in Idanha, it was announced last week. The tavern has been operated by Bud Geshler.

## Pet Deer Scrounges in Detroit

By "BOOTS" CHAMPION

DETROIT—Mary Ann is a special deer whose most of us know by sight. She was found as a wee fawn two years ago this Spring, on the road between Fischer's Camp and Detroit, by Duffy Fernbaugh and Art Beason, who live at the camp.

Jay Fischer raised her on a bottle from infancy and hug a bell around her neck.

Last spring she made her debut in and around Detroit. The deep snow this winter has made foraging scarce.

## Haylift Brings Fodder to Deer

The North Santiam Canyon had its own haylift operation this week. Its purpose was to provide feed for deer and elk in the Breitenbush area.

Eli Bangs, Detroit truck company operator, took about four tons of hay from Stayton to the upper part of the Canyon Monday. There special army vehicles, manned by the Forest Service, cut their way through the deep snow to reach the deer and elk country.

## Highway Still A Vast Job

Henry Kuckenbergh of the Kuckenbergh Construction Co., builders of the North Santiam highway, looked this week at the mounds of snow which filled the Canyon, and wondered.

The Company has 50 working days for finishing the highway, one of the toughest 17 mile stretches ever undertaken in the West. There remains, Mr. Kuckenbergh said, 230,000 yards of earth to move before their work is done.

At the present, and for the past month, the company's big equipment has practically been immobilized by the snow and cold.

Only the last few days has the weather warmed up enough to pour concrete, which is the job of the H. O. Montag Construction Co., sub-contractors of the road and the concern which has built most of the bridges, retaining walls and viaducts. This week probably will see resumption of that work.

It was tough on two other contractors in the area. R. W. Byers Co., which is clearing right of way for the Bonneville power line, found it almost impossible in recent days to clear and burn the trees and brush. And the Porte Construction Co. in its work of building Breitenbush bridge, gave up several weeks ago.

For the Byers firm it's tough in another respect. It is by contract required to finish the clearing by Mar. 15.

## 200 Attend PTA Program

Two hundred or more parents attended the Mill City Parent-Teacher Assn. meeting Wednesday night in the high school auditorium. Twenty-seven new members were added to the organization.

Founders day was celebrated with the third, fourth and sixth grades presenting a program under the direction of Miss Sigrid Grimstad, Miss Alice Smith and Mrs. Clyde Rogers. Parties will be given for the fourth and sixth grades, for winning the contest of classes with the most parents in attendance.

It was voted to change the meeting night from Wednesdays to Thursdays for the remainder of the year because of conflicting meetings of other organizations.

The purchase of rain capes for the patrol boys was approved.

On the program were a rhythm band by the third graders; folk songs and dances, a minuet, a polka, a singing quadrille and original dance by the fourth graders, and a play by the sixth grade.

David Wallace Sumpter, 69, a former resident of Mill City, died in Longview Feb. 4.

## Detroit Dam Bidders View Site, 450 Foot Height in New Plan; Theater in Detroit Caves In

### Unfinished Building Crushed By Heavy Snow

An unfinished theater building in Detroit collapsed and broke to pieces late Tuesday afternoon from the weight of about 30 inches of snow on the roof.

Damage was not estimated, but the entire structure was valued at about \$20,000 or \$25,000. Ed Vickers, Idanha, who had a substantial interest in the structure, said by telephone Wednesday that he did not know of his insurance, an extended policy, would cover all or part of the damage, or if it was covered at all.

Mr. Vickers, who joined Frank Wilson, Detroit, in the enterprise after Mr. Wilson's former building was demolished by fire, said he was expecting engineers of Timber Structures, Inc., Portland fabricators of the beams which held the quonset-type roof, to make an examination of the building this week. Mr. Vickers declared the building would be rebuilt.

The Detroit area has been covered with a record snowfall this winter. Almost five feet of snow is standing on the ground.

Witnesses reported that they had heard the building creak that day. About 5:30 in the afternoon there was a sudden crash. The entire roof apparently was borne down by the snow. The collapse caused supporting walls at each end of the auditorium portion to fall. The front part of the building was unharmed.

Recently children have been skating on the inclined cement floor in the building. Fortunately none were in when the building tumbled in.

A series of misfortunes has plagued the site, one of the choice business locations in the upper Canyon community. Less than two years ago a fire started late at night in the former building. It swept to the Baldwin Store and the Detroit Market, destroying all three. Mr. Wilson, then owner of the building, had no insurance. He estimated his loss at more than \$15,000.

Land upon which the theater sits is leased from John Otterson, Marquette, Mich., who owns a large part of the Detroit townsite.

### 'Twas Just the Right Fit, and That Was the Trouble

T. R. Burton, Gates high school principal, was called from his duties Tuesday afternoon by a message from Mrs. Burton, relayed via H. N. Wilson. Their son, Billie Joe, was in dire straits.

Young Burton had worked his head through the back of a chair. It was a perfect fit. In fact, he was stuck, and his fretting and jerking only made matters worse, for his head swelled.

They had to saw him out. The lad was asked if he wanted to stick his head in a chair again. He ran.

### UNDER NEW MANAGEMENT

Mr. and Mrs. Courtland Rue have taken over the Milk Shake Shack from Mr. and Mrs. Nelson Lanphear. They took charge this week.

### Ten or More Firms Planning To Submit Estimates by Feb. 26

At least ten big contracting concerns will bid on the Detroit dam.

That was indicated this week when representatives of at least that many firms appeared with Army Engineers officials to view the damsite Tuesday. Monday about 300 persons representing construction concerns and material suppliers went over plans and specifications for the dam with Col. O. E. Walsh in a meeting at the Masonic Temple in Portland.

Among the construction outfits interested in the big 450 foot North Santiam project 14 miles east of Mill City are:

The Kuckenbergh Construction Co., presently building the North Santiam highway; The Shea Construction Co.; Morrison and Knutson; the Guy Atkinson Construction Co.; Wunderlich Construction Co., Omaha; the Calahan interests of Los Angeles; Griffith Construction Co., Los Angeles; Bronson and Root, a Texas firm; General Construction Co. of Seattle; the Henry Kaiser interests; McGuire Construction Co., Los Angeles; the Walsh Construction Co., San Francisco; and possibly several others.

The Army Engineers' delegation accompanying the contractors to the damsite was headed by Lt. Col. Jack Niles. Others from the engineers' office were Otto Hartman, Percy Othlis, Harry Rutherford, Roy Overholster, Tom Kelly, Hal Thacker and Claude Beck, the latter resident engineer at Mongold, the construction camp.

The contractors were taken to the upper level, on the new road, and to the old road location. Few spent more than a few moments there; most of their study preparatory to bidding has been carried on for the past few months.

A Kaiser representative said jocularly, when asked about the job:

"Trouble is, it's too close to civilization."

Larry Kuckenbergh of the Kuckenbergh Construction Co. would not say positively his firm would bid on the dam, but he denied, if it did, that the bid would represent a group of contractors.

Engineers expressed the hope that Canyon logging concerns would bid on the clearing of the reservoir. An estimate of 4000 acres of clearing was given by the engineers. Previous estimates by the Forest Service gave 7000 acres as the figure.

### ADD DAM

In a recent address, Albert Bauer, president of the Portland Chamber of Commerce, said:

"We know that the flood control advantages will eliminate the \$15,000,000 losses suffered annually in the Willamette Valley."

"Two of the dams in the Willamette Valley Project are already built, and now Detroit Dam, because of its power producing capacity, is being pushed to completion as rapidly as possible."

The Willamette Valley Project Committee issued information this week on plans for the Bonneville Administration's end of the North Santiam development.

Quoting W. E. Trommerhausen, of Eugene, district manager:

"1. Detroit-Lyons 230 kv line. This section is designed for double circuit steel towers. The clearing of right-of-way is well under way by R. W. Byers of Redding, Calif., and bids will be called shortly for construction of the line, with completion date set for August 1949.

"2. Lyons-Lebanon 230 kv line. This section of line on steel towers will extend eventually to Goshen. The clearing contract was awarded to Paul Helmick of Seattle, and bids will be called shortly on the construction of the line, with completion set for August 1949.

"The Albany-Lebanon 115 kv line was originally laid out to deliver construction power to the Corps of Engineers for Detroit Dam and an ultimate source of supply for the Linn

County rural system of the Benton-Lincoln Electric Co-operative. We propose to install a 6000 kva temporary 115-12.5 kv step-up substation to supply the construction power at Detroit."

Of the announcement that President Truman had asked for \$2,000,000 more for this year for the Detroit dam, the committee said:

"This should assure completion of Detroit Dam in 1952 in accordance with Col. O. E. Walsh's statement at the annual meeting on Dec. 8."

Representatives of a heavy hauling concern of Portland, a steel company and Marion County officials inspected a route for big equipment headed for the Detroit dam Monday, and decided on the county road between Mehama and Mill City. Although the road is winding and poorly surfaced, it was chosen because the loads will be too high for existing bridges on the highway.

County Commissioners Roy Rice and Ed Rogers were accompanied by representatives of the Willamette Iron and Steel Co. and Rudie Wilhelm, Portland hauler, inspected the route which probably will be used in conveying about 250 loads of steel for penstocks used in the construction of the dam.

Plans are to haul the materials this summer. Contracts will be let soon and bidding deadline is Feb. 24.

Route tentatively chosen is via Silverton to Mehama and thence to Mill City on the Marion County side. An alternative was suggested here: From Albany to Sio, thence to Lyons and Gates via the county road on the Linn County side.

The loads will extend 17 feet above the trucks, which excludes use of the highway bridges. Rate of speed will be slow, hence highway official want to route the trucks off the main highways.

Each truck will carry about 72,500 pounds of steel.

The inspection tour itself got stuck out of Mehama. The officials had to back up and return to Mehama, go to Mill City via Lyons and return to Mehama on the Marion side.

Col. Walsh and members of his staff explained the dam specifications Monday to about 300 prospective bidders. (Continued on Next Page)

## 15 Acts Ready For Lions Show

Fifteen or more acts were assured for the Lions Club's big amateur show, which will be held at the Mill City Theater next Tuesday night.

A wide range of entertainment is promised from the talent thus far lined up. There will be music, comedy acts, acrobatics, and even an artist.

Performers already arranged for include:

Ernest Podrabsky and Don Fieck; Wylie Muse; Dorena and Norma Devine, Kenneth Hill; Kirk Wirick; Lois Hart; Judy Podrabsky; Dorothy and Marjorie Downer; Joan Johnson; Carol Blazek and Mary Jo Wolverton; Benny King; John E. Davis; two Incognito Gals; Lewis Pietrok; Paul Horner; and possibly others.

An applause meter will determine the most popular acts. Prizes will be \$25 for the best act; \$15, second; and \$5, third.

Contestants are limited to a five minute act, with a three minute encore. Only residents of the Canyon, from Mehama to Idanha, are eligible.

Advance sale of tickets indicated a big turnout. Proceeds will go for a park which the club bought last summer.

Robert Veness has been general chairman of arrangements for the show.

### BROTHERHOOD WEEK

FEBRUARY 10-17, 1949

