

The North Santiam's Mill City Enterprise

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Looking Up and Down the Canyon

By CHARLES WOLVERTON

It's hard to figure what makes a politician tick, sometimes.

Take, for instance, the case of R. H. Baldock, state highway engineer.

In a few months, the finest route through the Cascades, a tough haul from any direction, will be ready for traffic. The North Santiam Highway from Mill City to Bend and Redmond will offer first-rate driving soon, because the federal government's cash went into building the hardest portion, between Niagara and Detroit.

But Mr. Baldock still is thinking in terms of a vague future on the urgent question of providing a useable entry to this key route. He says: "Eventually the important link will have to be improved." That is as far as he will go toward a duty the state owes the people of the Canyon, the federal government which has spent about five million dollars on the state's own road, and to the Detroit Dam contractor, whose difficulties are multiplied many times by having to use a made-over cow path to get to the construction site.

Here's what Mr. Baldock says of Highway 222 between Mehama and Mill City:

"The existing road between Mill City and Mehama on the Linn County side, is, however, a pretty good road. In portions it is as good as the rest of the highway into Salem."

He's absolutely right. There is little choice between the 60 or more curves between Mehama and Stayton and the 50-odd curves on up to Mill City. It's like saying that a skunk doesn't smell any worse than a civit cat.

Says Mr. Baldock:

"This project has not been placed on the highway program by the commission."

He's waiting until the day when folks travel by helicopter and don't need highways.

If we were pleading a special favor for this Canyon, there would be some excuse for putting the Mill City to Mehama route on the "eventual" schedule. But we're not. And if Mr. Baldock had the vision normally given a pulling infant, he'd see that the project is state-wide in its usefulness.

1. It is vital to the growing communities of Bend, Redmond and Madras, and other eastern Oregon cities, to have a goo route into the Valley. It's just as urgent for the Valley, too.
2. By developing an alternate trans Cascade route, the heavy burden of traffic on 90E can be relieved, in the route to California.
3. Even before the dam has begun extensive construction work, there already is a two-fold increase in use of the route.
4. Heavy materials for the dam cannot be hauled over No. 222. The bridges won't take the loads.
5. The state already owns most of the right of way for the Mehama-Mill City route.

We have proposed before that the state undertake the grading of a new route immediately between the two towns, but that final surfacing of it could be delayed until the bulk of heavy loads for the dam has been carried through. The route then could be a truck detour for the time being.

Mr. Baldock's figure of \$750,000 is exaggerated. We think he knows that the route wouldn't cost that much. It was a figure calculated to scare off those seeking to have the state finish the job the federal government has done for Oregon by building the route through the gorge.

Joe Ziebert Crushed to Death by Log

Joseph Ziebert, 35, owner of a logging truck concern, was instantly killed Monday afternoon when he was crushed by a log from a loaded truck at the Freres-Frank operation on the Little North Fork.

Witnesses said that a truck had just been loaded and was being driven slowly to a nearby site, preparatory to installing binding chains on the logs. Mr. Ziebert was making an examination of the truck from the side when a log on the second tier broke loose. Three logs rolled off, one pinning his body against another truck, witnesses said.

Mr. Ziebert was born in Prelate, Canada, Sept. 4, 1913. He is survived by his widow, Mrs. Ruby Ziebert, and three children, Richard, Robert and Kenneth, all of Mill City; his parents Mr. and Mrs. Frank Ziebert, Gates; brothers, Tony of Mill City, both of Gates; sisters, Rose Harden, Sublimity; Barbara Doran and Frances Hallam, both of Salem, and Mathilda Greule, Sacramento.

Mr. Ziebert had lived in Mill City for about six years and had developed a large log hauling concern.

SOPRANOS AND CONTRALTOS TAKE BARBER SHOP LAURELS

The Santiam Barberettes, including Mrs. Don Sheythe, Mrs. Lee Ross, Mrs. Shields Remine and Mrs. Bob Trask, walked off with second honors in a quartet contest in Leslie Junior High School in Salem last week. The contest was sponsored by the West Salem Lions Club. They were the only women's quartet competing.

The Agony Four of OSC won first place. Second prize money was \$25.

Ditter to Head Cub Scouts

George Ditter was appointed Cub Scout master this week to take the place of George Veteto, who resigned in a special meeting called by Harold Kliever, committee chairman.

Present at the special meeting were, besides, Warren Howe, Mrs. Marvin Dart, Mrs. Clayton Baltimore, Mrs. Lawrence Kanoff, Mr. and Mrs. Arey Podrabsky, Mr. and Mrs. Alton Hau and John Muir.

Next executive meeting will be on April 11 at the Clayton Baltimore home. Erick Soderberg, Scout executive of the Cascade area, will be present.

Part of School Staff Signed Up

Eight grade school and four high school teachers signed contracts for the next school term this week, it was announced today by Vernon S. Todd, superintendent.

Not returning are Mrs. Elliott, 8e grade teacher, and Coach Stephen Beck of the high school. The contract of High School Principal H. R. Bayless is as yet unsigned.

Those signing contracts to return are: Mrs. Catherine Lyon, 1st grade, Mrs. Edith Stafford, primary combination, Miss Zeta Prichard, 2nd, Miss Sigrid Grimstad, 3rd, Miss Alice Smith, 4th, Mrs. Fern Sletto, 5th, Mrs. Dora Rogers, 6th, Mrs. Mildred Feeley 7th.

High school: Frederick Rugh, social studies; Miss Hope Baney, English and music; Mrs. Edith Mason, home economics; and Vernon Todd, mathematics.

City Judge Fines Six

Judge Donald Sheyth's city court had a heavy docket this week with six cases. They were:

Lester Warner, drunken driving, \$250 and costs. He was charged with ramming his car into the side of one owned by Chief of Police J. T. King.

John Timstead, \$115, costs; David Castle, \$15 and costs; John Neff, forfeited \$25 bail; Wendell Senstrom, \$4.50 costs only; Robert Short, \$17.

Garden Club Project Slowed

Members of the Mill City Garden Club were disappointed but not defeated when they heard a report that their first project, to beautify the highway bank above the business section, had received a report of poor soil condition.

George Laird, who tested the soil and gave his report to the club last Thursday evening at the meeting in the home of Mrs. and Mrs. Albert Toman, said it was little more than sand and would have to be rebuilt before anything could be planted.

Mrs. Charles Dolezal, president of the club, received a letter from Mark Astrup, state highway landscape engineer, asking the local group for an appointment to discuss the project. Mrs. Dolezal, Mrs. Fred Gimes, Mrs. Elmer Shaw and Mrs. Curtis Cline will confer with Mr. Astrup and report their conference at the next meeting at the Dolezal home Thursday evening, 8 p.m., April 28.

Topic will be when and how to plant gardens.

Twenty-seven were present at last Thursday's meeting.

City Map Due

A new map of Mill City, with complete street names, will be ready soon, the city council has announced.

The street designation program was completed by a council committee headed by Robert Venes.

The names will follow an alphabetical sequence, beginning with the name Ash at the river on the Linn County side and ending with Kingwood—the old county road.

North-south streets will be in numerical sequence.

Street signs will be ordered and installed at an early date.

BROKEN PART STALLS MILL

The Idanha Lumber Co.'s search for a flywheel to replace the one that broke apart in a recent explosion there so far has been futile.

Huber Ray, manager, left early on Monday to investigate two more

Building Boom On Spadework Getting Under Way at Dam

Work on the Detroit Dam got under way in a few minor developments this week, but for the most part marked time awaiting clearing, grubbing and the completion of access roads into the rough terrain.

A big caterpillar tractor carved a temporary road to the base of the damsite this week. Work of clearing and grubbing the heavy timbered area was well under way by Byers Construction Co. as sub-contractors.

Russell Hoffman, general superintendent, was at the damsite or in the engineering office here nearly all last week. Gilbert Shea, one of the principals of the Consolidated Builders, Inc., also was here.

Some clearing of ground for the 25-unit housing project in Mill City was accomplished.

Meanwhile the contractor and officials of the American Federation of Labor building trades, were swamped with applications. The CBI staff has been forced to extend their working hours far into the night because of so many interruptions of salesmen and job applicants.

Don Gessner, in charge of the Niagara branch of the Salem Building Trades Council, said already enough men have registered to supply contractors for a year or longer.

Job-seekers should register, by person or mail, with the Niagara office, he said, and to state their work classifications.

The Permanente Cement Co. of Portland said this week that it had won the contract for 1,200,000 barrels of cement for construction of the Detroit Dam. Trucks will begin to move the big order to the damsite next year.

"Many of them," Gessner said, "arrive here broke. They live in trailers and make-shift houses. They all expect dam jobs but it will probably be a year or more before they are all hired. Much of the equipment needed to work with has not even arrived yet."

Oliver Burke, \$2500; J. T. ... \$2000; Jhuc Johnson, \$2000; Gladys Lake, \$2000; John Peltier, \$2000.

A \$7000 permit was granted to Harold Bennett for the construction of a bunker that will be part of a ready-mix concrete plant on land acquired from Louis Kanoff.

Besides these, there are many applications for permits, perhaps totaling as much as those already granted.

In Gates, the C. J. Montag & Son Construction Co. has moved equipment on the oak grove recently purchased from Albert Millap and has begun construction of an eight-unit motel. A portion of the land will be used for a garage and shop. Montag was successful bidder on the Bonneville transmission line from Lyons to Detroit.

Construction plans were being set up by Telmer Iverson, Mill City, an employee of Montag.

The motel will include three duplexes and two single dwellings.

\$30,000 Permits In Week

Red Cross Collects \$450 in Drive

A total of \$450 was collected in the current Red Cross drive.

There may be an additional sum when all the workers complete their reports.

In thanking the community for its support, Mrs. Charles Wolverton, local chairman said that there had been a very good response considering the employment situation here and the fact that the drive for funds for a respirator was concurrent with the Red Cross drive.

Other businesses contributing to the drive, not previously mentioned, are the Security Benefit Assn., Mill City Furniture Co., Stiffler's Radio and Appliance, R. L. Haecox Logging Co. and Martin's Trailer Court.

Fleetwood Sells Grocery Store

An old established business changed hands this week in Mill City.

Fleetwood's Grocery was sold by Floyd Fleetwood to Mr. and Mrs. William Stewart of DeLake. The Stewarts took charge Monday. Associated with Mr. Stewart are four sons, Jack, Tom, and two who are married, C. W. and C. R. Stewart.

Their families will join them as soon as housing is available.

Mr. Fleetwood, who said he has no immediate plans except to catch up on his fishing, started in business here many years ago. The grocery store was developed from another business he started in the same building in the IOOF Hall.

Buzz Fleetwood, his son, and Harold Kliever, both employees of Mr. Fleetwood, are not connected with the new store.

The Stewarts have had long association in the grocery business and have owned several stores.

Oren Morris Dies

Oren L. Morris, 67, died unexpectedly Wednesday at the home of his daughter, Mrs. Fred Duffy. He was born in Mehama and lived in Marion County most of his life.

Funeral arrangements have not been announced.

Besides his daughter he is survived by five sons, Lee of Salem, Roy of Mill City, Jack and Waynard of Portland and Elvin of San Diego, Calif.; five brothers, including Bert Morris of Mill City, two sisters and several grand children and great grandchildren.

Baldock Puts Off Highway Till the Sweet Bye and Bye

State Highway Engineer R. H. Baldock said this week that the long-awaited construction of the North Santiam Highway between Mehama and Mill City isn't even on the schedule for this year.

Agitation for improvement of the portion has cropped up from time to time, Mr. Baldock said, but has been consistently refused by the commission.

Completion of the new Santiam highway above Mill City will bring traffic down the broad new route and throw it into a narrow bottleneck in Mill City and below, the Statesman reported Tuesday.

"Eventually," said Mr. Baldock, "the important link will have to be improved. The existing road between Mill City and Mehama on the Linn County side is, however, a pretty good road. In portions it is as good as the rest of the highway into Salem."

Marion County Judge Grant Murphy pointed out Monday that the existing road has two glaring faults as a medium of travel between the

April Fool Warn't Funny

To Mrs. Melbourne Rambo, Gates, April Fool's Day is no joke.

Friday morning Mrs. Rambo, her two children and her mother, Mrs. Steve Champ, motored to Salem—where Mrs. Champ was to entrain for Seattle. Arriving at the station, Mrs. Champ discovered she was minus her billfold and all her money. Phone calls to Mill City bank failed to locate the missing cash. Finally a call home assured her that the billfold was on the dining table. Mrs. Champ continued her journey on borrowed capital.

Shopping finished, Mrs. Rambo called on a Salem relative. As she was leaving, baby Laura Jo became impaled on a nail protruding from the screen door, suffering a painful knee wound, and was rushed to a doctor.

As Mrs. Rambo was returning to Gates, she rounded a curve in Fox Valley. A cow ambled across the highway. She tried to stop, the car slithered all over the road, avoided a collision but spanked the cow with the rear bumper. Neither cow nor car was damaged.

The cow didn't know it was April First.

RESSLER GETS LICENSE

A license to handle packaged beer and other beverages was granted on Wednesday by the State Liquor Control Commission.

There is one other package license in the Canyon—Ted Gillespie's in Idanha.

WHAT ABOUT UP TO NOW?

Mill City renters were somewhat surprised to read that this area was included in the regions in which rent was decontrolled.

The news was published in the daily papers this week.

It's news up here that there ever was any rent control here to decontrol.

E. J. Clay is rent representative in this area. He must never get out of Salem.

Detroit Adopts Street Lighting

A fund to finance a street lighting system for Detroit was raised last week, and work will begin at once.

A committee composed of John Arthur and Otto Russell raised the money for construction of the lighting system, and merchants will pay the cost of about \$2.60 per month each to maintain it.

The system will have 29 lights on about three - fourths of a mile along the highway and two lights that will light the street at the intersection to the high school.

Paul Reynolds, manager of the Idanha Power Co., will donate half the labor required in the installation. A Detroit man will help him.

Donations were received from residential property owners as well as businesses. The town, when the lines are completed, will be lighted from the pavement entrance to Detroit to the Breitenbush crossroads.

The development was authorized and initiated by the newly formed Canyon Commercial Club.

A sidewalk program also has been planned, both for Detroit and Idanha.

Work began this week on a large auditorium for the new grade school serving the upper Canyon area.

Ground was broken on the site, just north of the grade school building. Construction was delayed because of the long winter and heavy snow.

The structure will be 88 by 124 feet and will be connected to the school by a covered walkway. Completion is scheduled by Aug. 15.

EDITOR'S KIN HONORED

Lt. Col. Wallace I. Wolverton, army chaplain, brother of Charles Wolverton, editor of The Enterprise, was chosen this week by the Army Chief of Chaplains to deliver the Decoration Day sermon in Westminster Abbey in England.