

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

The other night, perfectly sober, I stuck my foot through a hole where a board used to be, on the sidewalk along the Daws building on the north side and just about left it there. I mean, my leg.

The walk is a challenge to a veteran mountain climber. When venturing on it, carry ropes, hatchets and other paraphernalia of cliff scalers.

The matter wouldn't be mentioned here but for a couple of reasons. First, I consulted the mayor some time ago and he said that something was going to be done about it. He told me the building owners were going to do it. There had been a little discussion, I was told, that the walk was on the right of way of an old county road. Oh, Oh, I remarked to myself, if it becomes a matter for the Marion County Courthouse, we'll be waiting as long as the people of Elkhorn have for a road across the hill. But it appeared that the property owners had assumed the responsibility.

There's another reason, strictly humanitarian because it's in the interests of The Enterprise—and we're human—why I was interested in a new walk. The newspaper office is at the top of that perilous leg. A subscriber might break a leg or worse getting up to these parts. And we can't afford to lose a subscriber, unless it's a delinquent one.

I was a bit disappointed to read a rather peevish remark in the column of my favorite Republican, former Governor Charles Sprague, about a good and honest man—although not necessarily my favorite democrat—Monroe Sweetland. Mr. Sweetland spent the past few months in Salem. He's national committeeman of the Democratic party. He had good reason to be there during the legislative session.

But Mr. Sprague got right angry over the fact that Mr. Sweetland had no visible means of support. Who is paying Mr. Sweetland? he asked querulously.

It was a useless and ill-tempered slur. Mr. Sweetland, whatever his faults, always has and always will earn his keep honestly. If he doesn't earn a dime, he'll still keep on living honorably.

Who pays Mr. Sweetland? Monroe would keep on doing what he felt is in the public interest whether he got paid or not.

His idea of what is the public interest and mine don't jibe all the time. For instance, he's for U. S. meddling abroad at five billion a meddle. He's got the Red jitters.

But as an honorable man, Governor, you ought to recognize a gentleman, even if he is a Democrat.

DEANHA PTA SEATS OFFICERS

The Deanha Parent-Teacher Assn. held its last meeting of the term Monday night at the high school building.

Mrs. Raymond Sophy, president, presided at a short business session terminating the year's activities. Installation of new officers was impressive, under the direction of Mrs. Wise. Officers are: Tenny Moore, president; Mrs. Edna Tucker, vice president; Mrs. Reba Snyder, secretary; and James Gordon, treasurer. Mr. Moore and Mr. Gordon were presented carnations, and Mrs. Tucker and Mrs. Snyder with gardenia corsages. A vase and bouquet were given to Mrs. Sophy, retiring president. Delbert Lewis played two accordion selections. Otis White presented a film, "The Life of Stephen Foster." Mr. Moore adjourned the meeting.

Mill City Wins Canyon Track Meet

Mill City grade school led by a wide margin in a six-school track meet here last Friday. The local athletes added up 88 points; St. Mary's was second with 37; Detroit had 27; and Elkhorn, Lyons and Mehama amassed but 16 points for all three

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Timbers for Historic Frigate Found Here

A nationwide search was conducted to find spars to repair the frigate Constitution, most famous of the old wooden battlewagons, and the hunt stopped right here in the North Santiam Canyon, it was learned this week from T. C. Moore, district ranger.

They are being cut in the Marion Forks area, from the virgin Douglas fir forest there. Fred Westerberg, of Portland, one of the few men left who know the secrets of big wooden ship construction, was delegated by those in charge of the historic ship, which saved the day for America in the War of 1812, to find timbers of satisfactory size and strength for the vessel's keel. Four were needed, each 70 feet long and 35 inches at the smaller end.

They are being cut now. They will be shipped by truck to Idanha, thence to a mill in Westport where they will be surfaced on two sides. From Westport they will go by sea to Boston.

Although it would not have been hard to find trees of larger dimensions in the Canyon, there was a par-

ticular reason, Mr. Moore related, why too large timbers had to be rejected. That was because, for the sake of strength, the spars could not be cut from the heart of the tree.

He said Mr. Westerberg would spot a fir and pick it even from a distance. In every case his eye was so true that the tree, for length and breadth, conformed to his measurements by inches.

Mr. Westerberg is about 65 and has devoted a lifetime to the repair and building of sailing vessels.

It's Daylight Time, We Gotta

Mill City bowed to the inevitable Wednesday night when the council voted reluctantly to adopt daylight saving time, beginning Monday.

Consolidated Builders went on fast time this week, and local restaurants were serving two sets of meals.

A paving contractor talked to the council, proposing the use of an asphaltic concrete. Councilmen have requested local property owners who want paving to get in touch with the city. Although a special assessment plan has not been worked out, it is possible for property owners to pay for paving directly. Residents in one section, about three blocks, previously asked for paving.

A telegram from Guy Cordon, U. S. senator from Oregon, to Robert Venes promising to help in the airport problem was read.

15 Are Graduated In Grade School

Fifteen grade school pupils were given perfect attendance awards at the Mill City grade school graduation exercises Thursday evening by Vernon Todd, superintendent.

Perfect attendance constituted being on time and present each day of the school year. Receiving the honor certificate were Gene Yeager, Jessie Hillyer, Lauren Dart, Joan Turnidge, Charles Keever, Ernest Anderson, Thomas J. Fencil, Larry Kanoff, Ronald Williams, Arthur Webb, Richard Crook, Philip Carey, Vernon Arnold, Webb and Hazel Caudle. Of these Jessie Hillyer, Lauren Dart, Joan Turnidge and Ernest Anderson were holders of two year attendance records, and Richard Crook and Philip Carey, three years.

Certificates of merit were given to nine patrol boys: Vernon Christenson, Dan Roten, Richard Kanoff, Leroy Podrabsky, Maurice Bassett, Darrell Williams, Bobby Howe, Elton Gregory and Richard Verbeck.

VETS PLAN DANCE SATURDAY

A dance sponsored by the Servicemen's Club will be held Saturday at Veterans' Hall here. Music will be furnished by the Wonder Valley Boys. Tickets are now on sale.

Faust & Ross Building Store

Faust and Ross Red and White store will begin construction within a few days of a large general store to be located on the grade of the new highway on the Faust property.

The building, on which the Yoder & Martin Construction Co. of Corvallis won the contract, will be 70 feet long and will house the grocery department, an expanded clothing department, and an added dry goods section. A larger hardware section also is planned.

The building permit calls for a \$14,000 building. It will be one-story, of frame construction. Besides a large store room there will be a truck port for unloading under the roof of the main building.

It will contain a self-service food department, including self-service meats displayed in open top freezer units.

The store's management decided on building when bank remodeling plans in the front part of the space now occupied were decided upon.

MOORE'S GROVE SOLD

Moore's Grove, a favorite Canyon picnic spot in Gates, has been sold.

The grove was included in the sale by Miss Georgia Shane, former Gates school teacher, of her property to Mr. and Mrs. Frank Saunders of Salem. Miss Shane will live in Salem.

The grove is one of the beauty spots of the Santiam area, and is a frequent outdoor meeting place of many organizations.

BEN HOPPER DIES

Ben Hopper, late resident of Mill City, died Saturday in a Salem hospital. He is survived by a son, Roland Hopper, Mill City. Services were held Monday in Baker, Ore.

Chestmobile Coming to Idanha

A mobile x-ray unit will be in the upper Canyon area June 13, it was announced this week by Mrs. Ray Johnson, Detroit, chairman of the Women's Civic Club's committee, sponsoring the free physical examinations.

Final arrangements were made at a committee meeting Thursday. The mobile unit will stop at the Girod store in Idanha from 1 to 9 p.m. It will come there from Bend. All people from Detroit and vicinity are requested to come to the Detroit Hardware store, where transportation to the mobile unit site will be furnished.

There will be a house-to-house canvass by members of the club in both communities. Mrs. Johnson and her committee have worked hard to bring the opportunity of a tuberculosis check-up to the people here, and they urge everyone to take advantage of it. The quota there is 400, so a full sign-up is needed.

Don't Borrow, Subscribe!



Miniature chest X-ray films developed each night and sent to Portland to be read by tuberculosis specialists. The ANNUAL TUBERCULOSIS X-RAY SURVEY is a "screening process" by which unknown cases of tuberculosis are pointed out for further study. Watch for the X-ray unit when it comes to your community.

Airport's Plea On Power Line Under Study

Bonneville officials this week gave a friendly hearing to the request of the Davis Airport here to relocate a transmission line now under construction and regarded as a hazard to flying, but no definite answer was given.

Dr. Paul Raver, director of Bonneville Power Administration, was in Mill City, along with other officials of BPA, and viewed the site of the line near the airport. He conferred with Byron Davis, owner of the field, Mayor Harold Kliewer, Ted Galbraith pilot and flying instructor, and others.

Later, Mr. Davis said that until the matter is settled and the line relocated out of the path of planes approaching the field from the east, the future plans for the field will have to be held up. Mr. Davis and Mr. Galbraith had planned a GI flying training program to begin this summer, an expanded student training project; an a statewide breakfast hop of amateur airmen was scheduled for July 17, with an air circus the same day. Also held in abeyance are many projects for improving the field.

Bonneville's problem arising from the request to relocate the line, is not easy. BPA is required to have a 115 kv transmission line completed to the Detroit Dam by August 15. Power will be used there by Consolidated Builders, Inc., for construction of the dam.

A change in the line will involve acquiring a new right-of-way and engineering revisions. These problems, rather than questioning the need of a new route for the line, were the main concern of the BPA staff.

CBI representatives here denied reports published several times this week in a Salem paper that they intended to base three planes at the field.

Dr. Raver was cordial to the plea of the local field representatives and promised a thorough study of the problem.

The mixup in building the line so close to the field was a fluke that hardly can be blamed on anyone. The line was surveyed years before the airport was built. Mr. Davis was unaware of the route of the transmission line. His first hint that the line would be dangerously close to the field came only after workers started to dig holes for footings across the Kings Prairie country east of the airport.

CBI Homes Delayed By Outside Strike

Timber Up For Bid on BPA Route

Gypso logging companies, which have had it tough for the past year, finding good "shows," are currently being given a good break by the Forest Service.

About 25,000,000 board feet of timber, mostly old growth fir, will be offered for sale this year, and several million feet are currently up for bid, T. C. Moore, district ranger, announced this week.

The timber lies in the right-of-way of the Bonneville transmission line slated for construction between Detroit Dam and Maupin, Ore., where it connects with the Bonneville grid.

The right-of-way is 500 feet wide and extends for about 10 miles along the Breitenbush road below and above the springs. Up for bid now are tracts in the lower area. Mr. Moore said the stands are ideal for smaller logging operations. The entire right-of-way must be cleared within two years. The initial job, however, is strictly a logging operation, not a clearing job.

Bonneville Power Administration has allocated to the Forest Service about \$250,000 to rebuild the Breitenbush forest road. BPA needs a better route when it starts the 230 kv line, scheduled for next year. The present route, which is adequate for tourist travel but wouldn't stand the beating of heavy trucks, will be widened to 20 feet and graveled. The completed route will connect with the Skyline Trail and provide a loop from Portland to Mt. Hood, to Breitenbush and thence to return to the Willamette Valley via the North Santiam highway.

Although intended as an aid to the transmission line job, its benefits to the tourist business in the Canyon are incalculable.

A crew already is at work on the forest road.

STORE INSTALLS WINDOW

A new window was installed on the south side of the Mill City Meat Market this week.

Cabinet Shop Tieup Slows Local Project

Work on 18 houses under construction by Consolidated Builders, Inc., here was virtually halted this week when a Northwest strike of woodworkers held up delivery of window and door frames.

About half the crew of 50 men was laid off Monday, and carpenters retained will finish the rough work on several homes.

Special frames were being manufactured by Oregon Pulp and Paper Co. When a strike closed its cabinet shop, the job was transferred to a Yakima, Wash., plant. The factory is closed by the strike of American Federation of Labor unions.

The delay in the delivery of window and door frames backed up work on the houses all along the line. Plastering could not be started, although several of the structures were ready for it. And flooring, finishing, etc., has to await plastering.

The 18 homes have been about a month in construction, and the first of them would have been ready for occupancy next month, had no delay been incurred.

The saw rig which was used to present the homes was moved this week to the Detroit Dam where it will be used in the erection of a machine shop and other buildings there.

Heavy equipment was at last taken to the south side of the Santiam River over a newly constructed bridge at the Detroit damsite, and already considerable excavation at the portal of a diversion tunnel has been done.

Another bridge has been started about one-fourth mile below the axis of the dam, a \$60,000,000 hydroelectric project in the North Santiam Canyon.

Contract for digging the diversion tunnel, which will carry the water from the river to a point below the dam, has been let to the J. F. Shea Construction Co., Alhambra, Calif., one of the principals of Consolidated Builders, Inc., dam contractors. The tunnel will be about 1400 feet long and 25 feet in diameter.

The local CBI office indicated that the tunnel job will begin soon.

Completion of the bridge has hastened the work of excavating the entrance to the tunnel, because a big shovel is now in operation at the site, about 1000 feet above the axis.

A change in plans by the Corps of Army Engineers has held up clearing of the Cumley Creek quarry site. Aggregate for the dam will be quarried there, but possibly not at the exact area which CBI submit to the Byers Construction Co. for clearing.

The aggregate will be transported from the quarry to the concrete mixer by conveyor belt or cable car, depending upon the final decision on the quarry site.

Sand, as well as gravel of various dimensions, will have to be manufactured there.

Many local loggers, who have been waiting beyond the normal time for the woods to open up, have taken jobs with the Byers firm clearing the damsite area.

WORKER HURT IN FALL

H. D. King, Vancouver, was injured Monday in a 40 foot fall when a bank on the new highway caved in. He was rushed to a Salem specialist. Extent of his injuries was not known at the time of the accident.

He is an employee of the Public Roads Administration and A. Hansen is his foreman.

Mrs. Joe Lies fell from a ladder while papering her home Saturday. X-rays showed no broken bones in her injured leg but tendons were badly torn.

MRS. COLLINS HURT IN FALL

Mrs. Lula Collins was painfully injured early Friday morning when she fell, at her home.

The Human Race



Travelers Safety Service