

Democrat Asks Party Aid

Earl Mason, Jefferson, chairman of the Linn County Democratic Committee, today called for a full county slate of his party in the election next year.

Listing the needs of the Democratic party in Linn County, he pointed out that there are reactually more registered Democrats than Republicans in Linn, but the party has entered recent elections with but a handful of candidates.

The Democrats, he said, need:

1. An active precinct organization.
2. Active efforts to increase Democratic registration.
3. Capable candidates.

Mr. Mason pointed out that several terms of office expire next year, including those of County Commissioner Wayne Downing, State Senator Orval Thompson, Democrat, State Senator Angus Gibson, Rep., State Reps. Warren Gill and Max Landon.

He said it was the party's responsibility to seek actively these posts. Democratic clubs have been set up in Albany, Lebanon and Sweet Home and Mr. Mason said he would like to see other communities follow suit.

Paving has been completed up to the Beebe apartments. The Anderson Paving Co. did the work for Roy Beebe.

The Pacific Telephone and Telegraph Co. has completed a pole line, carrying four circuits from Mill City to the Detroit Dam, according to H. V. Collins, Salem district manager for the utility.

The present pole line between Mill City and Gates was rebuilt, and a new line was built from Gates to the dam.

The new pole line beyond the dam will be extended to Camp Mongold by Oct. 1, and to the new site of Detroit by Nov. 1, Collins said.

R. D. Johnson, owner of the Detroit Telephone Co., shortly will establish an exchange at Detroit Dam, which will be in addition to his exchange at Detroit. The new exchange will provide service for the Army Engineers and the contractors at the Detroit and Big Cliff locations.

CARNIVAL MEN HURT

Two men were injured Friday in Gates while working on a ferris wheel being assembled at a carnival there. One worker suffered a broken leg, the other a broken arm.

CORRECTION

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MEDIEVAL FEUDS SO FREQUENTLY RESULTED FROM SEATING GUESTS INCORRECTLY AS TO RANK, THAT KNIGHTS AND LADIES WERE EVENTUALLY SEATED TOGETHER.

CHINESE COOKING, BECAUSE OF POVERTY, UTILIZES EVERYTHING, EXCEPT CHEESE--WHICH THEY REFUSE TO EAT.

ON MIDSUMMER EVE (JUNE 24th), MOST ANCIENT SCANDINAVIAN FESTIVAL, GREAT FIRES LIGHTED THE HILLTOPS, WHILE BEER TOASTS WERE DRUNK TO BANISH FLYING WITCHES.

PIGEONS, FAVORITE SPANISH DISH, ARE INGENUOUSLY HUNTED BY SCARING THEIR MIGRATION FLIGHTS THROUGH BOTTLE-NECK MOUNTAIN PASSES INTO NETS.

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Highway Ushers Modern Age

Willamette Valley. Between Mill City and Detroit the colossal Detroit Dam is being built. And the highway, now lifted almost 500 feet above the river for several miles from the dam-site eastward, will follow the shoreline of a lake that deep, when the waters of the reservoir of Detroit Dam begin backing up just two years ahead.

This great new highway has a history which was shaped by people who pioneered the Canyon country. One of the pioneers, Ehh Henness, formerly of Gates, died just last year just a few months short of the century mark. He, with a brother, first discovered what later became called Minto Pass, Judge Minto, of Salem, found the Cascade opening some few years after the Gates pioneers made the discovery.

That was in the 1870s. In the latter part of the 19th century a trail was broken through to the Bend region, but it remained only a trail for many years.

Meanwhile, logging interests went ahead with a line which led into one of the richest lumber stands in the world, the upper Santiam country.

Even in the early days railroad engineers were aware of the natural advantages of the pass and its approaches. For more than a decade a great railroad line maintained a few rods of track, with a car or two on

it—coming from nowhere and going nowhere—just to pre-empt the route for future development.

It was not until 1925 that a highway was cut through the rough part from Niagara to Detroit. It was a narrow, winding, dangerous road, but the upper Canyon people who had settled there and cut the timber, were happy to have any road at all.

It is related by older residents in the Canyon that three contractors went broke trying to build the curving and perilous grades, and that the bonding company had to finish it.

In the depression of the early 30s it was the splendid road from Sisters to Detroit that gave work to the unemployed. Part of the same project was the South Santiam Highway U.S. No. 20 from the Santiam Junction to Lebanon. Many in the Canyon worked on this project, especially the loggers who cleared the right-of-way.

But the stretch between Detroit and Niagara got worse and worse. The accident toll was heavy. Slides and freezes wrecked the roadbed almost every winter. And with the coming of the great projects to the Canyon—the Detroit Dam, Big Cliff Dam, and others, the road would no longer do.

Moreover eight or nine miles of it were due to be under the water level of the reservoir.

So, as part of the Detroit Dam project, the Corps of Army Engineers decided to rebuild the road. The actual responsibility, however, was given to the Public Roads Administration, with funds appropriated for the dam.

The Kucken Construction Co. of Portland was low bidder on the biggest part of the route. Guy Atkinson Co. had a three mile stretch between the Breitenbush River and the existing highway above Detroit.

That company found, if they did not know before, that the job they picked was as rough a one as they would ever do. Construction was difficult, not only because of the terrain, but because the railroad had to be kept in operation. A cut made at one point above, meant avalanches of rock below, on the railroad bed. Even worse handicap was the need to keep the old highway open—which meant detours, flagmen, pilot cars—and lots of lost time.

Although injuries were frequent among the road builders, only one fatality was recorded.

In fact, the old highway took a heavier toll than the building of the new one. In a single week end, three men went over the bank to their deaths last summer.

The Canyon, while realizing the importance of the highway to the state and nation greets it as a tie again made among its various communities. Mill City and Detroit, for instance, not long ago an hour to two hours apart, are now but a swift 30 minutes away from each other. Or will be when the surfacing is complete.

To the Army Engineers, to the Public Roads Administration, we in the North Santiam valley are grateful.

LOOKOUTS MANNED

The ten lookouts controlled by the Forest Service have been manned and five smoke chases have been secured for the summer season, according to S. T. Moore, district ranger.

You don't have to eat . . .

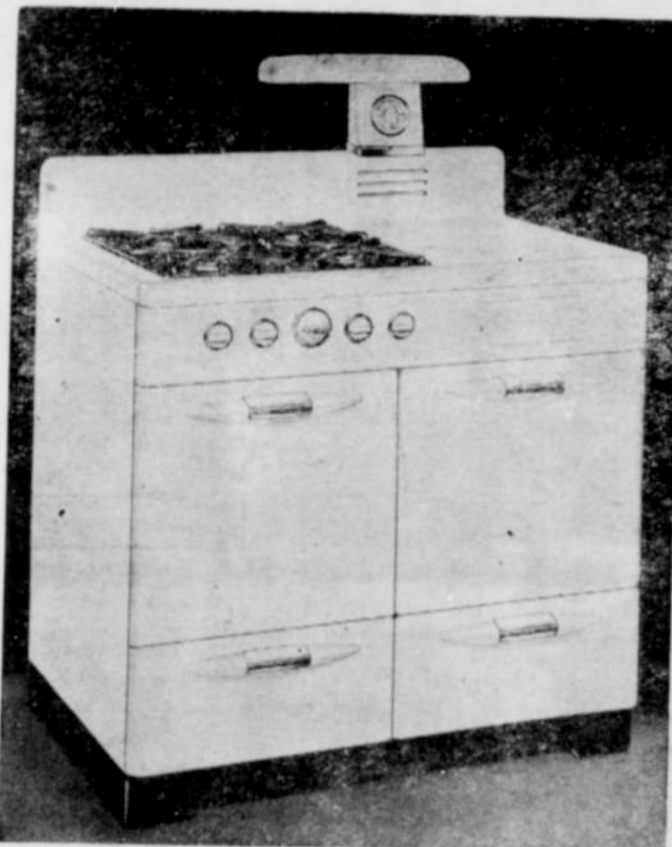
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