

# The North Santiam's Mill City Enterprise

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LYONS, MEHAMA, ELKHORN  
MILL CITY, GATES, MONGOLD  
DETROIT and IDANHA

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## Looking Up and Down the Canyon

By CHARLES WOLVERTON  
Wags about town, seeing me the past two week ends somewhat bedaubed with paint, were asking: "How much did you get on the house?"  
If anyone can tell me how you can paint above your head without getting paint rolling down your arm, I'll give him a gold-handled paint brush. Or how you can keep the handle dry. Or what you can do to prevent daubs on the boor.  
I've heard tell of a new plastic you can put on outside and in that lasts forever. If I ever paint again, it will be forever.

A newcomer of recent months remarked the other day:  
"Mill City could be one of the most beautiful towns in the country. Its setting is perfect. A few hundred gallons of paint, a few miles of paving, and a few more touches here and there and it would be a dream of a town."

He's got something there. An investment in beauty will pay dividends in more homes, more businesses and greater number of jobs for the future.

In not too long a time, there will be a fast, modern highway into the Valley. A quick half hour will take a resident here to a job in Salem.

If the town is attractive, it will attract the Valley businessman and worker, not only on week ends but year in and year out.

The example set by property owners, the school district and the city of paving Evergreen St. is turning the minds of many toward what they can do for their neighborhood. New streets would pay property owners far more in increased value the cost of paving.

That is why it is most essential that there be no further delay in a city charter election.

Without it, there can be no special assessment bonds issued. Without such methods of financing, many of our streets will remain unpaved.

Through special assessments the cost can be spread out over a ten- or 20-year period—or those that wish may pay cash. But no street would have to be held up because one or two property owners were unable to pay the bill immediately—as now.  
A charter also would give us a chance to undertake other improvements almost as urgent as streets.  
POTTER oooowobn eeo."

Willis Potter, former general manager of the Mill City Manufacturing Co. and now an officer in the judge advocate unit in the army, lost most of his personal belongings in the typhoon which struck Japan several weeks ago.

Mrs. Willis Potter, who was visiting here last week, reported the account of her husband being caught in a typhoon. Mrs. Potter said he has been assigned to Korea, where he had served at the close of the war as a colonel. Mr. Potter, an attorney, had a part in drawing up important legal papers and treaties then.

His family will join him in Korea in about a year. Willis Jr. will return to a preparatory school in California.

## Power Lights Way to Niagara

A five-mile stretch of the North Santiam highway between Gates and Niagara got electric power for the first time last Thursday, opening a large new area to resort homes and highway businesses.

The power line, installed by Mountain States Power Co., carries 2400 volts five miles above its existing circuits to a population of about 100 in the area between the two communities.

Immediately served by the line, which was cut over Thursday, are a number of farm families and two businesses, Gessner's court and The Maples tavern and trailer court.

But the development doubtless will open up for home sites a large area along the river.

## Surface Work On Highway To Start Soon

Crusher equipment is being moved into the Canyon rapidly by Rogers Construction Co., preparatory to the job of surfacing the new North Santiam highway between Niagara and Detroit.

Crusher installation is about half a mile above the Detroit damsite.

Florien Mills, district Bureau of Public Roads chief, said surfacing is scheduled to begin about Sept. 12. He reported completion of the Breitenbush and Tumble Creek bridges.

Considerable progress was being made on the Gates - Elkhorn road by Marion County crews. Elkhorn residents reported that the road was likely to shape up into an all-year-round route for the Little North Fork community, which has, in the past, been isolated for weeks in the wintertime by slides and bridge collapses on the road into Mehama.

The state highway department was continuing to dicker for certain yet unpurchased portions of right-of-way on the Marion County route of Highway 222 between Mill City and Mehama, and some surveying work was continuing.

### NLRB VOTE ORDERED AT OREGON PULP MILL

A National Labor Relations Board election has been ordered at the local Oregon Pulp and Paper Co. mill for Sept. 20, it was announced in Washington this week.

The election will include employees of both woods and mill crews. The International Woodworkers of America petitioned for the vote, and a formal hearing was held in Salem earlier in the summer.

Another NLRB election is pending on the M. & M. logging of Noyes Whitten, Idanha, but no date has been set because the operation has been suspended.

### NEW MOTEL OPENS IN LYONS

Verne and Betty Kruse have completed four of eight units of Apple-tree Court, a new motel and trailer park near Lyons on Highway 222.

The building units, which are now ready for occupancy, are of California roof design, and each unit is a complete home. Each is finished with a different interior.

Mr. and Mrs. Kruse started construction in June and, doing most of the work themselves, completed the four units in three months.

## The Third Rail

By LEO C. DELAN

### Side Roads and Short Cuts.

Oregon Republicans are pointing quivering fingers at Oregon Democrats, notably Mike Elliott, Multnomah county sheriff, and sniffing something gamey as old limburger, while Oregon Democrats are lifting outraged smooths over the action of Oregon's Republican liquor bosses in attending a party in Chicago to which they were summoned by the Seagram whiskey interests. Have a care, men. You don't want the sterling voter to suspect something stinks in both camps, do you? ... A man in California was bitten by another man's horse. When he went to complain about it to the other man the latter's dog bit him. Question: Are the horse and dog really man's best friends or did the complainant just taste good? ... Headline says, "Barkley to Spend Labor Day with Pretty Widow." Nice work if you can get it ... Headline in Salem Capital Journal, "Bovine, Ovine, Porcine, Equine Vie at State Fair." ... Let us not ignore Porcupine, Quinine and Asinine.

"And We Quote—"  
"We live in a very low state of the world, and pay unwilling tribute to governments founded on force. There is not, among the most religious and civil nations, a reliance on the moral sentiment and a sufficient belief in the unity of things to persuade them that society can be maintained without artificial restraints, as well as the solar system, or that the private citizen might be a reasonable and

### CRUEL AND UNUSUAL PUNISHMENT

The winning side of a contest for membership in the Santiam Aerie, F. O. E., ate turkey at a banquet last week concluding the drive.  
The losers ate beans.

## Deer Leaps, Wrecks Auto

Except for the results of bad judgment on the part of a two-point buck deer, the week end accident totals for the Canyon—with the heaviest holiday traffic on record—would have been nil. But the buck spoiled the accident-free week end.

Ralph Morgan, Mill City, with Carl Stavang, about 12, as his passenger, were proceeding up the Canyon Monday evening, facing a constant stream of traffic returning to the Valley. At the outskirts of Gates, just opposite the Gates Cafe, a buck deer suddenly lunged in the path of the car from a ditch alongside. Morgan could not avoid crashing into the animal.

Then the car got out of control, and dived over the bank. Morgan's jaw was broken in four places. The boy was badly cut. Chief of Police J. T. King rushed Morgan to the hospital in Salem.

Bob Steele, state patrolman, picked up the deer.

## Auto Overtakes; Two Injured

Two men were injured, one seriously Saturday evening when their car blew a tire and overturned near Stayton.

Injured were Melvin (Woody) Woodrum, who escaped with minor cuts and bruises, and Leo Spriggs, who sustained a broken hip and was taken to Salem General Hospital.

Woodrum and Spriggs, with the latter driving, were returning from Salem to Mill City Saturday night, and after the blowout, Spriggs lost control of the car.

Both are residents of Mill City.

### LYONS PTA TO MEET

First meeting of the Lyons Parent-Teacher Assn. will be held at Rebekah Hall there Friday evening to discuss plans for the coming year. As a large enrollment is expected, it is hoped that every parent will attend.

### CROWDS AT BERRY PATCH

The huckleberry patches were busy places over the week end. One hundred and thirty-seven cars were registered for Monument Peak Saturday alone.

# Rails Fight Trucks On Haul to Damsite

## Union Chief Grabs High Climb Prize

Don Downing, local IWA business agent, won two second place prizes at the Waldport logger carnival without even doing it on purpose.

He and his family were vacationing at the coast over the week end and noticed banners in Waldport announcing the carnival. By the time Don had got on the ground, friends entered him in the high climb. In Sunday clothes, a pair of borrowed clogs and a climbing rig, he race up to the top of a big tree just six seconds under the winner.

His other second prize was in splicing, and he had to team up with a stranger while competing with teams who had experience working together.

## Tunnel Finished, Dam Speedup Seen

Completion of the diversion tunnel ahead of schedule at Detroit dam Friday morning paves the way for major excavation work to be done at the axis.

Within a few weeks, after the completion of a coffer dam that will divert the North Santiam river into a 1400 foot tunnel penetrating the mountain on the south face at a point above the damsite and emptying out into the channel below it.

The blast which holed through occurred at 12:01 and 58 seconds Friday morning. The final blast was 30 days ahead of schedule. Work was done under subcontract by the Shea Co., Ahambra, Calif., in 57 working days through an unvaryingly solid rock.

Chester Deatrick of Marion, a tunnel worker, made the nearest guess on the finishing time. Present for the finale were a number of officials of the Shea Co., including Edmond H. Shea, vice president, of Los Angeles; W. F. Rennebohm, general superintendent, and Hank Ewert, superintendent.

## Ready for Festival

The Santiam Valley Grange fair board and heads of the various divisions completed plans Monday for the Fall Festival to be held Saturday afternoon and evening, Sept. 24, at the Grange Hall between Mehama and Lyons.

A total of \$250 has been set aside for premiums this year, and a new feature will be cash prizes for two best displays of hobbies in the junior and senior divisions.

There is no admission charge, and no charge for entering exhibits.

The following committees have been appointed:

Flower division: Celene Taylor, Frances Moravec, June Whitney.

Baking: Goldie Peck, Lois Myers, Thelma Bevier.

Canning: Bertha Basl, Grace Miller.

Fancy work: Blanche Wagner, Bea Hiatt, Ida Free.

Bazaar: Garnett Bassett.

Livestock: John Lambrecht, Elmer Taylor, Joe Bowes, Warren Hampton.

Giles Wagner, Percy Hiatt.

Vegetables: W. R. Stevens, Matt Bevier, Mrs. Warren Hampton, Mrs. Ernest Miller.

Fruits: Frank White, Melvin Peck, Olin Spiva, William Whitney.

Publicity: Tony Moravec, Alta Bodeker, Charles Wolverton, Elsiebeth Wolverton, Jake Myers.

Program: Elmer Taylor, Lloyd Sletto, Tony Moravec.

4-H Fair: Leora Stevens, Estelle Spiva, Fern Sletto.

Reception: Caspar Gerath, Ed Taylor, George Berry, Albert Julian.

Kitchen: Melvina Franklin, May Patton, Elizabeth Taylor, Anna B. Julian.

Lloyd Sletto will again direct the festival; Frank Basl is in charge of the agriculture divisions; Mrs. Melvina Franklin, domestic science divisions; Tony Moravec, publicity.

Truck shipment of cement to the Detroit Dam, vigorously opposed by the Southern Pacific Railroad and the railway brotherhoods, was argued in an Interstate Commerce Commission-PUC hearing in Portland today, but the issue will remain in doubt for at least a month.

The question of truck-vs.-train haul—vital to the progress of construction of the dam—became an issue during the past week as objections were raised by certain towns along 99E to use of the highway for the 72,000 pound loads.

At the hearing, R. H. Baldock, engineer for the State Highway Commission, and Joe Devers, its attorney, did not categorically oppose the truck haul—about 12,000 loads are expected to be taken from docks in Portland to silos at the damsite. They did state that permit to haul might be subject to interruptions, if roads were broken down or if weather conditions were unfavorable.

The hearing was on an interstate permit to Miles and Sons Truck Service to haul the cement which is to be shipped by water to Portland, on to the Detroit dam. The interstate permit cannot hold if not in compliance to state regulations.

The hearing was adjourned until Oct. 10 to permit the interim filing of briefs.

H. P. Boss of ICC and A. F. Harvey of the Oregon Public Utilities Commission jointly heard the petition of Miles and Sons for a permit and an appeal by Southern Pacific, the N. Pacific Freight Bureau and the Pacific Southwest Freight Bureau to deny it.

### Bauer Testifies.

Albert Bauer, general manager of Consolidated Builders, Inc., main contractors of the Detroit Dam, testified briefly. Sam Moore, traffic manager of Permanent Cement Co., Permanente, Calif., declared on the stand that SP could not deliver the cement closer than a mile and a half from the mixing plant, and that when Big Cliff dam gets under way its terminus would be three miles away.

Pat L. Nolet of the trucking firm said a maximum of no more than 40 round trips a day would be made even at the peak of the pour, and that the trucks, about 40 of them, would comply with state regulations. He estimated truck tax revenue for the state at \$125,000 from the haul.

Salem representatives withdrew objections to the trucks when an agreement was reached with County Judge Grant Murphy to by-pass the state capital and use Lancaster drive from 99E to Four Corners.

W. C. Hefner, chairman of the Oregon State legislative board of the Brotherhood of Locomotive Firemen and Engineers, was in Mill City on Sunday, conferring with railroadmen and others about the cement hauling question. Arthur Kriever, local railroadman, introduced him to several people here.

"Hauling the big loads of cement over these highways will break them down in no time," Mr. Hefner asserted. "You'll find them coming up one right after another, and the highway won't be safe."

Mr. Hefner said the railroad brotherhoods would present a strong case at the Portland hearing Thursday, and would be supported by Salem, Canby, Woodburn and other cities along the proposed truck route from Portland to the Detroit damsite. CBI Not Involved.

Consolidated Builders, Inc., officials here professed to be not concerned about the outcome of the truck-railroad controversy. Russell Hoffman, general superintendent of the Detroit dam building project, said CBI's contract with Permanente Cement Co. is F.O.B. "our silos at the damsite." In other words, the cement company has to deliver the product on the job, regardless of the means of transportation.

However, the Permanente firm is a Kaiser concern also and CBI, although not involved, is interested.

NOTICE—All high school students, old and new, must register Friday, Sept. 9, from 9 to 4. Hours changed because of last week's error in the announcement.

though not intending to send a representative to the Portland hearing, is interested in the outcome of the cement firm's case.

"After all," Mr. Hoffman said, "we're second cousins."

From other CBI officials and Mr. Hoffman it was learned that the construction company had laid out its plant and already had begun installations for operations based on a delivery by truck. Its mixing plant has been engineered to be set up on the south side of the river. The old rail lines or on the north side, and most of them in the immediate damsite area already have been dismantled.

Decision to base operations on a truck haul stemmed, according to the CBI, from unsuccessful conferences with Southern Pacific soon after the dam contract was let. At that time, according to local CBI men, SP would not dicker lower than their existing rates here on the 5000 or more carloads of cement needed for the 450-foot dam.

Then, the same sources reported, contract for the cement was awarded to Permanente on the basis of a low bid and Permanente then sought and got bids on the haul from barges in Portland to the damsite. The winning transportation bid, it was further reported, was substantially below the rail rates.

Thereupon, SP made another bid, substantially competitive to the truck haul, but CBI representatives told the railroad that it was too late to deal.

Mr. Kriever declared that this was not quite the case. He said the railroad was not in a position to make an offer, not knowing what would be the status of the Canyon branch when it was officially abandoned.

### Wheels Within Wheels

The whole question has plenty of other angles. Reportedly officials of the state highway department are divided on the question of the trucks using the highways. R. C. Baldock is said to be leaning toward the truck haul side, because of P.U.C. and gas tax revenues. Joe Devers is reported siding with the railroad.

Judge Grant Murphy of the Marion County Court and other county officials have a stake in the matter. So far, they are reluctant to permit the use by the 60,000 pound truckloads of Lancaster drive, a county maintained route which would allow the big vehicles to bypass Salem—unless the state will keep up the road. The state highway commission so far has demurred on that.

"Marion County isn't opposing the trucks, and we in the county court haven't taken sides," Judge Murphy declared. Judge Murphy added he'd be glad to see the trucks used, if the added traffic would convince the state what is already apparent—the need of a modern highway connecting Mill City and Salem.

## Beavers Beat CBI on Dams

Beavers can build dams faster than CBI. But the Colgan Construction Co. here found their dam building too dam much.

It started on the small creek that feeds off Rock creek through the sand and gravel firm's location down to the old millpond. The beavers' dams started flooding the plant area, and one beautiful structure almost inundated the power plant. Finally the Colgan company, owned by Mrs. Ray Colgan of Mill City, had to call for help.

W. E. Holderman, Corvallis, state beaver trapper, came to the rescue. He caught three, alive, in his first trap setting, and a fourth one Tuesday. One of the dam builders was 60 pounds or more.

The beavers have been transplanted to the Aisea area, where their construction work will not interfere with practical human endeavors. From the speed they worked at the Colgan plant, where dam after dam was bulldozed out, they must have been operating a swing and graveyard shift.