

# Looking Up and Down the Canyon

By CHARLES WOLVERTON

I think The Enterprise can express the pride of the whole town in our beautiful new bank building. For a home-town bank is truly an institution in which everyone has a partial interest.

The new building, which adds almost 200 feet of new business frontage to this growing trade center, is a compliment to the town and the Canyon. It marks the end of a long period when prevailing opinion was that there is no future for the area. It betokens the beginning of a new era, when sound and conservative business judgment says:

"We're no longer an overgrown logging camp, waiting for the end, but a strongly based community with a prosperous future."

A banker is supposed, according to popular opinion, to look down his nose and say "no" when ambitious undertakings are proposed. But when the bank itself takes the lead, the trail has been blazed.

To the directors and management of Mill City State Bank we all say, "Thank you for your belief in the community—our goal is to fulfill in concrete accomplishments the faith this building exemplifies in the future of Mill City."

There has been considerable speculation of late, since The Enterprise passes into the capable hands of Don Peterson next month, upon the subject of "what will the Wolvertons do."

For a time the Wolvertons were likewise speculating. But that's all over now.

The erstwhile managers of The Enterprise have pondered long. Jack Colburn suggested raising frogs, promising he would market the froglets but the idea, although possessing great merit, was rejected on the grounds that the croaking of frogs would be reminiscent of the rumbering of the press at The Enterprise, and we wanted to get away from that—or its memory.

Another proposal was that the editor hire out as a linotype operator, but that too was vetoed because his years of sanity are perhaps numbered anyway, and there was no good in hastening his appointment with the man in the white coat.

At long last just the right idea has come forth—the Wolvertons are going to manufacture wood blocks for the kiddies—with scraps of lumber supplied by Russ and Carl Kelly, only they don't know about it yet.

I shall be head of the block company—and there are some of my detractors who will say that that makes me the blockhead. But what are such petty libels to a block magnate.

Because of previous experience in the same post in The Enterprise, Leo C. Dean will become the stumbling block. Elisabeth Wolverton, none too outstanding as business manager of the Enterprise, will be the vice president and first block in the path of progress, and our two daughters, Patricia and Mary Jo, will be her assistants. From that point the block business will be pretty well blocked off. Except for my two sons, ages 4 and 7, who will be blockbusters.

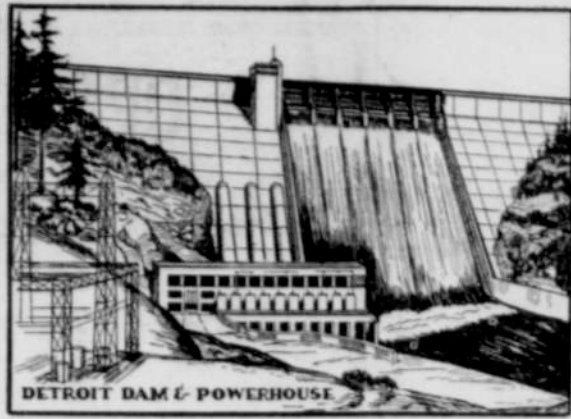
We will sell blocks of stock before any serious work is done, because, like Mr. Tucker, it is better to produce stock certificates rather than automobiles.

We print with some amazement the letter from Gov. Douglas McKay expressing his advocacy of early completion of the North Santiam highway from Mill City into Salem. What befuddles us is why he's never told Messrs. Bamfield, Balcock & Co. all about it. He runs Oregon, doesn't he?

## CLEARING BIDS OPENED

Bids were opened this week by the Bonneville Power Administration for clearing the right-of-way for the Eugene-Goshen transmission lines No. 1 and 2 on Invitation No. 4831. Seventeen bids were received. Low bid was that of Mike B. Porter, Salem, Ore., with \$32,446; next were Devere D. Walker, Delmar W. Blumhagen, W. W. Voncannon, Sandpoint, Idaho, with \$43,230; and third was R. H. Jones, Hillsboro, with \$45,470. These bids are being studied.

The grading of the Goshen Substation site is almost complete. Spada Bros and K. C. Brock Construction Co. Materials will soon be arriving for the Eugene-Goshen 115kv lines, the McKenzie-Goshen section of the Lebanon-Goshen line and the Goshen substation. Upon completion of the clearing of the Eugene-Goshen right-of-way, a 115 kv line will be under construction.



DETROIT DAM & POWERHOUSE

# THE MILL CITY ENTERPRISE

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\$2.00 A YEAR, 5 CENTS A COPY

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

## Mill City Bank in New Building



The Mill City State Bank will hold its formal opening in its new building Saturday from 2:30 to 6:30 p.m. The bank's fixtures were moved into the new quarters this week, and business was being conducted there by Tuesday.

The building is one of the most modern in the Willamette Valley area. It was remodeled and completely rebuilt from the old Hammond general store building, the south end being de-

veloped for the bank's quarters, now almost tripled from its previous location. The remodeling program opened up a hundred feet of additional store frontage.

The interior of the bank is decorated in green and chrome, and all counters and tables are in bleached birch, which also is used for wainscoting in the lobby portion.

There has been added a large safety deposit vault, and a new safe door, equipped with time devices. A modern oil furnace heats the building.

Additional office space is provided in a balcony.

The Santiam War Surplus has taken the former quarters of the bank.

In the remodeled building, besides the bank, will be located the Mill City Furniture Co. and Baker's Mill City Jewelry.

## Finish Road, Leaders Urge

### CBI Nearing Windup of Cofferd Dam

The upstream coffer dam at Detroit damsite was nearing completion this week, and work was begun on the carpenter shop and the warehouse, Consolidated Builders, Inc., reported today.

A cable has been strung at about the height of the cableways connecting the two sides of the canyon, and powerful lights will be strung across it to light the entire damsite area.

Jack Murray, public relations executive, reported employment Thursday at 496.

Heavy excavation work has been halted on the graveyard shift and that work has been shifted to the day side, particularly where big equipment is used.

### Highway 222 Vital, Say Party Chiefs

Governor Douglas McKay and two Democrats prominently mentioned as candidates for governor have agreed that the completion of the North Santiam highway from Mill City into the valley is urgent.

The Democrats were State Senators Richard L. Neuberger and Austin F. Flegel.

All three responded to an editorial in the "Up and Down the Canyon" column of the Enterprise a few weeks ago, asking for a definite commitment on the question.

The Governor's letter, addressed to the publisher of the paper, said:

"If your letter of September 26th is intended as a query as to whether or not I favor the earliest possible completion of the North Santiam highway, then my answer is a positive 'yes.' I consider it one of the most important highway jobs in the state and one that should be pushed as rapidly as funds will permit.

"My home and business are located in Salem. This road means as much to Salem as it does to the eastern part of Marion County. The Detroit Dam and the great increase in population adds to this need, as well as the vital need of connecting up this cross-state highway.

"My interest in this whole picture dates back to the years I served as chairman of the Willamette Valley Project Committee. I devoted a great deal of time, effort and personal expense to the Willamette Valley Project, building of the dam being part of the outcome of the work carried on so loyally by a great many residents of the Willamette Valley. It is my hope that this road will be built as quickly as feasible, due consideration being given at the same time to the rights and welfare of the people in other sections of the state."

Mr. Flegel, in his reply, denied he was a candidate for governor "or for any other public office."

"I am a member of the State Senate," he wrote, "and a life-long citizen of Oregon, interested in the development of the state and doing everything practicable to make Oregon a better state in which to live.

"I was over the North Santiam highway from Sisters to Salem a few weeks ago. It is one of the beautiful highways of the state and represents an investment of many millions of dollars.

"That portion of the highway from Mill City to Salem apparently follows either an Indian trail or a wagon road of our pioneers. It is narrow, crooked and dangerous, and of course should be modernized immediately to justify the money already expended on other portions of the highway.

"This is not the only highway in the state that needs attention, however. We need a four-lane highway from Salem to Portland. The present Portland-Salem highway is wholly inadequate, in my opinion."

Sen. Neuberger wrote briefly but in complete agreement with the road development. He said:

"Dear Charley: I'm for completing 222. I agree it's a separate problem from that of Detroit Dam and shouldn't be mixed up with it."

Mr. Neuberger's reference was to the stand of the state highway commission, which turned down the road project because it claimed that the road would be used in connection with the construction of the Detroit Dam, and hence was up to the federal government to build.

### ENGINEER TELLS DAM PLANS

(From The Canyon Castle)

An informative talk on the Detroit Dam was given before a Mongold audience last week by Ken Ramsey, construction engineer. His talk was part of a series sponsored by the Army Engineers and the Detroit Dam Recreation Assn.

Mr. Ramsey said that preliminary work on Detroit Dam began as early as 1935, and that final plans were approved in 1945.

The engineer said that originally it had been planned to divert the river with flumes above the present bed, but that specifications were amended to permit use of the diversion tunnel, recently completed.

The upstream coffer dam is being constructed of 12" x 12" timbers laid loghouse fashion and filled with rock. The beams are sheathed with 2 inch lumber and sealed with concrete. The temporary dam provides a dry working area.

Mr. Ramsey said that considerable thought and planning was given to the cableways before the two-tower structure for pouring concrete was decided upon. The towers will be similar to those used at Shasta and Boulder dams, except that both head and tail towers will be movable to allow more flexibility in pouring operations.

Construction of a road to the quarry will be a major project, he said. Location of the aggregate plant and rock storage area are not yet decided. Tentatively, he said, the storage area has been located on the left bank of Cumley Creek, which is a few hundred yards east of the damsite.

Other details revealed by Mr. Ramsey included plans for the finished dam. It will have six galleries and internal passages. One, following the contour of the bed, will be used for grouting and drainage. There will be a vertical shaft for an elevator and one stairwell. There will be four 5-x 10 foot gates for lowering the reservoir, and six spillway gates at the top to handle overbow. The crest of the dam will form a bridge across the canyon.

Scheduled visitors at the dam last Saturday were Lt. Col. Lewis E. Knerr, commanding officer of the 6239th ORASU, Maj. B. L. Price, executive officer, Maj. W. D. Smith, engineering division, and 1st Lt. J. C. Boyer, control officer.

Lt. Col. J. W. Miles, resident engineer, led the visitors on a tour of the project.

## Driver Unhurt In 75-Foot Road Plunge

A motorist Tuesday night miraculously escaped injury when the car he was driving plunged off the highway grade, rolled over the railroad tracks and stopped almost at the river 75 feet below at a curve just east of Mill City.

The driver, Bob Roberts, Gates, was merely scratched, but the car, a '29 Ford, was demolished.

Police Chief J. T. King of Mill City said the wreck was not discovered until the next day. The driver of the car, which belonged to Francis Nosak, Gates, apparently had gone home after crawling out of the car.

## Lower Tax Bill Forecast

A tax rate of over 100 mills was the forecast this week for the current fiscal year in Mill City, in Linn County.

H. A. Southard, sheriff and tax collector for Linn County, announced taxes for the various subdivisions.

Mill City's special city levy was lowest in the county, except for one town, Brownsville. Harrisburg was high with 67.4 mills, Sweet Home had 24, Lebanon 23.7, ranging down to 9.2 for Brownsville. Mill City's 11.3 was actually below Brownsville because of a special tax there for roads of 10 mills.

Mill City's fire district tax was second highest, with 8 mills to Idanha's 10. Fire district levies were as low as .5 for Brownsville.

Despite the undertaking of a large new elementary school, Mill City district 129J was not much above the average with 42.2. District 55 had 59.8 mills and district 5 had 52.0.

## Child Stricken With Polio

Barbara Hirte, five-year-old daughter of Mr. and Mrs. Oswald Hirte, of Gates, who was stricken with infantile paralysis last week and was hospitalized in Salem, has been returned to her home and is reported to be recovering as rapidly as could be expected.

The little girl is still in bed and has difficulty in the use of one of her legs, although it is not paralyzed.

Her case is the first of that ailment ever reported in this area.

## Mother Saves Infant from Blazing Home

A young mother braved heat and flames in her burning house Tuesday to rescue her baby and got the child safely into her car where she fainted away. The home, owned by Bud Henderson, located west of Mill City, was completely destroyed.

Mrs. Henderson had prepared breakfast for her husband, three months old baby and two year old child, and returned to bed, because she had been up most of the night. She was awakened by the intense heat. She then got both children out of the house, but was scorched about the head.

The Henderson family is staying with Mr. and Mrs. Eldon Hutchinson. The fire was believed to have originated from papers behind the stove or from a burning chimney flue.

## Firemen's Benefit Set for Nov. 19

Date has been set for Nov. 19 for the fifth annual firemen's ball, an event really looked forward to in the Canyon.

The annual razzle-dazzle of the Mill City Volunteer fire department generally draws as many as 12000 people, and last year about \$3000 was grossed in a single evening.

The Mill City area turns out because the people here know that the local firemen spend all their proceeds on adding equipment and supplies for better fire protection.

The affair will be held this year as before in the high school gym.



VIEW OF new Chevron station, opened this week by Allen Keith, on the North Santiam Highway here.

### SPECIAL DELIVERY

Eugene Gregory and Bill Richards left for eastern Oregon Friday night. In less than two hours Saturday both hunters had their backs and were on their way back home.

### SCHOOL OUT TWO DAYS

Elementary and high schools will be closed Monday and Tuesday for Teacher institute.