

New Red Stop Signs Popular



Chicago cab driver Chester Burkholder pulls up to admire one of the new red stop signs that are brightly visible at night, now being installed in various sections of the country. Use of red, the color traditionally associated with "Stop," has been impractical in the past because red-painted signs were not visible enough at night for safety. With the recent development of a reflective red sheeting, visible on a highway from a quarter of a mile away at night because it reflects the light from oncoming cars' headlights, traffic authorities feel they have solved the problem and anticipate a reduction in nighttime intersection accidents as a result.

Grange Initiates New Class June 5

Lyons — The regular meeting of Santiam alley grange was held Friday evening, June 5, with Master Giles Wagner presiding.

The third and fourth degrees were conferred upon Mr. and Mrs. Albert Bass and Mr. and Mrs. Virgil Rogers. Mr. Quedell was obligated in the first and second degrees.

Plans were made to attend the all grange picnic which will be held July 19 at the Avery park in Corvallis. Jack Bailey was a guest of the evening.

Army Field Band To Appear in Salem

Salem—Rolling into Salem June 12 will be a convoy of five buses, three sedan staff cars and one truck bringing the United States Army Field band here to present a concert the following day.

The band, which will be making its second appearance here in about three years, when it plays from the west steps of the Capitol building the afternoon of June 13 at 3 o'clock, is to be given a police escort through town to the Senator hotel where the groups will be during its Salem stay.

Maj. Chester E. Whiting is commanding officer and conductor of the band, which was organized March 21, 1946, from elements of the various combat divisions of the army. Assistant director and executive officer of the band is Capt. Robert L. Bierly, who wrote the official march for the "Blue Devils."

Marc and Tony Boothby, sons of Mrs. James Armstrong, are visiting their uncle Bill Futter on his ranch near Pilot Rock, Ore. They plan to ride horses and help their uncle on his ranch for about a month.

Just Arrived...

MULKEY—A son to Mr. and Mrs. Maurice Mulkey, Idanha, June 7, at Silverton hospital.

HEATH—A daughter to Mr. and Mrs. Carlos F. Heath, Lyons route 1, June 7, at Santiam Memorial hospital.

THOMPSON — A son to Mr. and Mrs. Milo Thompson, Gates, June 7, at Santiam Memorial hospital.

BECKER—A daughter to Mr. and Mrs. Richard Becker, Mill City, June 10, at Santiam Memorial hospital.



Sound of the North Santiam River pounding through Detroit Dam can be heard from this tunnel, one of many that catcomb interior of the project. Picture was taken near base of dam and shows all but 20 feet of the dam's width at this point. (Photo courtesy The Statesman)

General Information On Marion Forks Salmon Hatchery

Based on operation records of the Fish Commission of Oregon, the Marion Forks Salmon Hatchery has operated during the past two and one-half years with a theoretical efficiency of 83 per cent, according to Col. Thomas H. Lipscomb, Portland district engineer.

The hatchery was constructed by the Portland district, Corps of Engineers, to preserve the salmon run in the North Santiam river blocked by the construction of the Detroit dam project.

During the years 1951 and 1952, more than 668,000 spring chinook fingerling, or about 93 percent of the eggs taken, were released by the hatchery into the North Santiam

river. Fall chinook released during this period totaled more than 83 percent of eggs taken or 834,858. Released steelhead totaled 2,348,023 or about 74 percent of eggs taken.

Colonel Lipscomb said the Marion Forks hatchery, 22 miles above Detroit dam, replaced the state-owned hatchery at Mehama. A permanent salmon egg collecting station has been constructed below Big Cliff re-regulating reservoir, 2.5 miles downstream from Detroit dam on the North Santiam river and was placed in operation in 1952. Detroit dam is 45 miles east of Salem.

Although constructed by the Corps of Engineers, the hatchery and egg collecting station are operated by the Fish Commission of Oregon under contract agreement whereby the United States pays the increased costs of operation and maintenance.

Cost of construction of the hatchery and egg collecting station, including all engineering costs, was \$835,000, Colonel Lipscomb said.

Cost of operation of the Marion Forks hatchery from July through December, 1950, was \$16,164.47 of which the State of Oregon paid \$3,250.02 and the Corps of Engineers \$12,914.45.

Operating costs in 1951 totaled \$39,870.90 of which the state paid \$6,500.04 and the Corps of Engineers \$33,370.86. Operation during the first eleven months of the calendar year 1952 totaled \$46,435.41 with the state paying \$5,958.37 and the Corps of Engineers \$40,477.04.

Increasing operational costs are the result of more facilities at the hatchery being placed in operation, an increase in the number of eggs and fingerling handled and a general all around increase in maintenance costs.

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