

SECOND FLOOD HITS YUBA CITY OREGON CRISIS REPORTED OVER

In The Day's News

By FRANK JENKINS

As these words are written, the final grim total for the 1953 Christmas holiday week-end has just come in. From 6 p.m. Friday to midnight Monday, 599 persons died in agony on our highways.

That is an all-time record, exceeding by 43 the previous tragic figure of 553 established in 1952.

Seeking to minimize the horror of it, someone may ask:

How does that compare with the normal, everyday average of traffic deaths on our highways?

I don't have at hand the normal, average, year-around total. But we do have available an EVEN MORE interesting figure. December 1 of this year was set apart as SAFE DRIVING DAY. On that day, every one in America was asked to exercise more than ordinary caution.

The purpose was to see if by the exercise of more than ordinary caution the total of traffic deaths could be cut down.

Safe Driving Day covered a period of 24 hours. In that 24 hours 69 persons died in traffic crashes—an average of 2.9 persons per hour.

In the 78 hour-period of the Christmas holiday week-end 599 persons died—an average of 7.7 persons per hour.

There are CONDITIONS, of course, that must be taken into consideration.

In holiday periods, there are more cars on the road. The more cars on the road, the greater the hazard.

It is a gruesome fact that each year more people die in traffic crashes on our highways than died the year before. But again we must take CONDITIONS into our thinking.

Each year we have more miles of road. Each year there are more cars on the roads. The more cars, the greater the risk.

But still—

This moral seems to be plain: The habits of caution that are necessary to cope with the growing congestion on our highways have not yet been developed.

Our minds haven't become conditioned to the new dangers that face us.

That leads to this conclusion:

On our modern highways, congested with fast-moving traffic, eternal vigilance is the price safety.

It isn't a new situation. Our pioneer forefathers faced it. Back in the early days on the frontier the Indians were an ever-present menace, calling for rigid techniques of caution.

Those who learned these techniques stayed alive and kept their hair. Those who didn't learn lost their lives or their hair—or both.

The situation is getting just that grim on our highways.

The tragedy of our highways, of course, is that the reckless driver (who refuses to use the necessary degree of caution and skill in his driving) endangers the GOOD drivers, as well as himself and his passengers.

The sentry who went to sleep at his post in time of uprising on the frontier endangered the lives of everyone in the village. Vigilance on the part of all, then as now, was the price of reasonable safety for all.

What of the long future?

Well, there is HOPE. On my way to work, I pass a school. I am continually impressed by the way mere tots pause at intersections and look both ways before starting across. The exceptions to this rule of caution are few indeed on the part of these little ones. They have been well taught—at home and at school.

That is to say:

Their minds are being conditioned adequately to the hazards of modern life. When they grow up and begin to drive cars, I think they may drive more carefully.

Flash Flood Repair Starts

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The bridges over Buck Creek at the Russell Emery place and over Bridge Creek at the Hamilton place were washed out. Many bridges on ranches were carried away by the flood which struck Thursday afternoon when warm rains melted the snow pack.

Highway 31 was under water on both sides of town, but travel continued over the road. Dale Emery traveled 12 miles to get to his barn, located just across the creek from his house.

Wednesday night, foot deep water covering the floor, caused Mr. and Mrs. Oscar King to evacuate the house they rent on the Gowdy place on Silver Creek.

A recording rain gauge at The Poplars showed continuous rain from 1 p.m. Wednesday to 6:30 a.m. Thursday, the downpour being heaviest between 3 and 4 a.m. Maximum temperature during the period was 50 degrees.

A heavy snowfall followed Thursday's flood conditions.

State Death Toll Mounts To Eleven

By THE ASSOCIATED PRESS

Oregon's week-long floods apparently neared an end Tuesday, the day after striking their most tragic blow, killing five in a family of eight.

A massive slide shattered the Marion E. Neal home at Remote, 40 miles west of Roseburg, killing the parents and three children. Three other children survived and were found huddled together Monday.

This put the Oregon death toll at 11 known dead and four missing and presumed drowned.

TORRENTIAL RAINS
Torrential rains Monday caused the latest flare-up in the floods, striking heavily at the southwestern part of the state.

The rains loosened hillsides and brought down scores of slides. It put the Coquille River up again, seven feet above flood stage at 26.7 feet. That isolated the town of Coquille. Myrtle Point, too, was cut off from the outside and Coos County officials asked Bonneville Power Administration to send a man to check on a water-surrounded power station. BPA dispatched a helicopter to the scene.

Both towns remained isolated Tuesday. Radio hams provided the only link with the outside.

The Rogue and the Umpqua rivers went up again but not to their previous damaging levels, then started to fall.

North Bend, which had 4.44 inches of rain in the 24 hours to Monday morning, got another 1.33 to Tuesday morning. But elsewhere the measurements were down below an inch for the 24 hours ending at 4:30 a. m. Tuesday.

The Weather Bureau said skies would clear Tuesday and Wednesday.

ROUTES OPEN
All but the Oregon Coast Highway of the main north-south routes was open to travel. Water covered it in low points between Coquille and Bandon. The Coos Bay-Roseburg Highway was closed by slides.

The Willamette Pass Highway east over the Cascades from Eugene was opened Tuesday to one-way traffic after logs and debris 30 to 40 feet high had been cleared off, a 300-foot washout had been filled in and Salt Creek had been diverted back to its old channel. Its new course had taken it through the highway.

The lower Willamette was across some side roads and tributary streams throughout the valley were still in flood. Newsprint production was cut back when flood waters forced shutdown of machines at Oregon City and West Linn paper plant.

Near Klamath Falls the Lost River was nearly back to normal but dikes were being reinforced in the Tulake sump area to protect some 1,300 acres of adjacent barley land.

INTERUPTION
The Southern Pacific, all of whose Oregon-California operations were halted for a time last week, got another interruption Tuesday on the Siskiyou line—the old mountain route from Eugene through Ashland. Six slides between Grants Pass and Roseburg blocked the tracks and reopening was not expected before Wednesday.

At about 4:30 a.m. a huge wave of mud, higher than the Neil's one-story frame house, broke from a canyon and crashed over the structure. It swept the pieces 300 feet across a field.

"There aren't two sticks of wood still nailed together," Powers said.

The family was in bed. The three surviving children finished the night huddled together, then looked for their parents.

The tragedy was discovered about 9:30 a.m. by John Cawse, the Neal's closest neighbor, who lives a mile away. He notified authorities, who had to fight their way for hours through numerous slides to reach the area.

Weather

FORECAST—Klamath Falls and vicinity: Clearing and colder Tuesday night and fair Wednesday. High 34 Wednesday; low Tuesday night 12-18.

Low yesterday 31
High last night 22

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Herald and News

KLAMATH FALLS, OREGON, TUESDAY, DECEMBER 27, 1953

Price Five Cents—14 Pages Telephone 8111 No. 3362



A WEARY CREW of landslide experts who moved a veritable mountain to reopen the Southern Pacific Shasta route mainline at Cruzette, 125 miles north of Klamath Falls, arrived here Monday. The workers, shown as they disembarked from a Southern Pacific special Pullman train, are employees of Morrison-Knudsen Company. Many of the men, who have worked on dirt moving projects in all parts of the world, said the Cruzette project was one of the toughest jobs they ever encountered. One hundred and ninety-eight cases of blasting powder were used. Most of the M-K crew was loaded on Greyhound buses which took them to their headquarters in Boise, Idaho. Train service has been restored on the line.

Oregon Travel Nears Normal

Travel throughout Oregon was rapidly reapproaching normal today after last week's floods. With the Oregon Coast Highway and the Coos Bay - Roseburg highway being the only major routes still closed.

The Willamette Pass highway, closed by washouts for several days, and the Fremont highway between Lakeview and Bend, which was closed at Paisley, were both reopened this morning.

The Willamette Pass route, which was closed by a big 300-foot washout, was reopened at 8 a.m. today, but there were several stretches of one way traffic, according to D. J. Sage, Eugene, district maintenance superintendent of the department of highways.

Service RESTORED
This resulted in Greyhound bus service being restored to normal routes, although schedules have not yet fully returned to normal. Heavy trucks were at first advised to use a different route. However, it is now open to all traffic.

The Highway Commission 4 a.m. report said that chains were advised for motorists using the Willamette Pass route.

Crews are working to remove the one-way spots as rapidly as possible, Sage said.

Repair of the washout involved cleaning out piles of drift logs and debris 30 to 40 feet high, and diverting Salt Creek about 200 feet back to its channel before road repairs could begin. The creek had formed a new course which ran right through the highway right of way.

The Pacific Highway, closed at Myrtle Creek Monday, was open today all the way through Oregon. Several minor routes were reported to be still closed.

CHAINS REQUIRED
The commission reported that chains were required at Government Camp, Timberline, Santiam Pass, Chemult, LaPine and Sisters, and were recommended at Wilson River Summit, Sunset Summit, Warm Springs Junction, Prospect, Green Springs and Willamette Pass.

In California, U.S. highway 99 to Reno was closed from Susanville and Johnstonville to a point eight miles south of Doyle, the Oregon

State Motor Association (Triple A), reported this morning.

The OSMA said that U.S. 99 was open all the way through California, with some detours in the San Joaquin Valley. There was no report on the condition of 99E in the Marysville area, so the OSMA recommended travelers use 99W via Corning and Woodland.

Greyhound bus service, which had been diverted via Bend, and railroad service, which had been cancelled due to a washout at Cruzette, 75 miles south of Eugene, were restored to normal routes today.

Airline companies were planning normal service as of 9 a.m. today. The railroad line was reopened at about 6 p.m. Monday by crews of the Southern Pacific and Morrison-Knudsen Company. John Ainslin, Klamath Falls official of the construction company, said that about 100 M-K men worked around the clock to rebuild the

line, which was washed out Thursday.

Three plane loads of experts were flown in for the job from the headquarters of the company, located in Boise, he said. The job was directed by J. N. Wells, M-K Company district manager, with headquarters in Los Angeles.

The crews, who were aided by two power shovels and eight D-8 cats, were released yesterday.

Men from the Klamath Falls area were transferred back to the Clearwater Power Plant project in the vicinity of Toketee Falls. M-K snowplows are to keep the road from Klamath County to the project open, Ainslin said.

SP passenger trains resumed operation yesterday, with the southbound Daylight clearing here about seven and one half hours late. This was so late that the equipment did not reach Oakland Pier in time to return on time today, making today's northbound Daylight about two hours late.

Most other trains, including the southbound Daylight, should be on time today. Both the north and southbound Klamath, local mail, express and passenger trains, were about one and a half hours late today but this was due primarily to express and mail backlogs.

Freight service, normally light because of the holiday season, was rapidly approaching normal. The SP is still carrying perishable freight which was routed to Oakland via the Great Northern and the Western Pacific through Bieber, California. The WP is closed on its Feather River route. However, the GN is operating normally to the north.

13 Believed Dead; Scores Still Lost

SAN FRANCISCO (UP) — The

Feather River lashed back again today, pouring a new flood of muddy water through broken levees over stricken Yuba City to halt search for the dead.

New crests were also expected in the threatened Delta areas of San Joaquin and Sacramento rivers, but not so high as yesterday, nor as great as the floods that earlier took at least 55 lives—at least 13 in Yuba City—in California and Oregon. Eleven deaths were counted in Oregon and 42 in California, but scores still were missing, and officials said there may be as many as 100 victims. Flood damage was expected to total more than 100 million dollars.

RESIDENTS EVACUATED
An additional 200 Air Force troops were sent into the Delta area today to sandbag and bolster the weak levee system in the

lying island country that is crisscrossed with river channels, canals and sloughs. Most of these islands consist of agricultural and reclaimed land. The inhabitants already were evacuated and no additional loss of lives was expected either there or at Yuba City. Very few persons live on the islands and most of them are farmers.

The Feather River at 5 a.m. today stood at the 63.1-foot level at Yuba City with a crest of 64 feet predicted for noon. When the river opened a 600-foot break in the levee system last Saturday, the river stage was 82.8. The only harm today was that it stopped rehabilitation work and the unceasing search for the dead.

TIDE TROUBLESOME
In the Delta region, Army Engineers said the critical area now was between Dugham Ferry Bridge at San Joaquin City and Mossdale and in three distributory channels, Paradise Cut, Old River and the main San Joaquin River channel. The levees, engineers said, were "rather poor" being mostly of sand construction.

At Rio Vista, in the Delta area, the river reached 10.2 feet yesterday and was expected to reach 10.3 feet today because of the high tide pushing up the river from San Francisco Bay. At Stockton, up river, the stage today was expected to be 10.7 at high tide as compared with 10.6 yesterday.

The flooded rivers in other areas all rose some yesterday due to the new rains, but were subsiding again today. Yuba City remained the gloomy spot.

WATER CONTAMINATED
The task of rehabilitation and control appeared almost insurmountable for Yuba City authorities and 300 additional troops were being brought in to augment the

(Continued on page 4)

Ike Confers With Dulles, Air Chief

WASHINGTON (UP) — President

Eisenhower held an uncheduled conference today with Secretary of State John Foster Dulles and Air Force Chief of Staff Gen. Nathan F. Twining.

It was the second time in two days that the President had unexpectedly called in Dulles, his chief foreign policy adviser.

Press Secretary James C. Hagerty told newsmen of the conference today after Dulles and Twining had entered the President's office. Hagerty said he could not tell the reason for the meeting or what was discussed.

Mr. Eisenhower met with Dulles alone for about an hour yesterday to discuss "four or five subjects" in detail, he said.

UNION SPECIFIC
The President began working today on his State of the Union message. In this era of global responsibility, the state of the union hinges more and more on the state of the world.

Asked about reports that Mr. Eisenhower and Dulles yesterday discussed in some detail the atom bomb message of the Pope, Hagerty said it was discussed "but only in a general way."

Mr. Eisenhower planned to say goodbye to his grandchildren later in the day.

Mrs. John S. Eisenhower and the three children, David, Barbara and Suzanne, were expected to leave last night for their Fort Belvoir quarters, but Hagerty said "they changed their minds" and "will leave today."

AFTER CONVENING
Mr. Eisenhower will deliver his annual State of the Union message shortly after Congress convenes next Tuesday.

He planned to devote the rest of the week to working in his office on the message. Assistant White House Press Secretary Murray Snyder said no official callers are scheduled.

Snyder said the President has given no further indication whether he will go south this winter as his doctors recommended. The doctors suggested the trip to aid the President's recovery from his heart attack.

Mr. Eisenhower told the Key West, Fla., Chamber of Commerce last week he doubts he could get away from Washington this winter, but if he could he "should go no further south than Georgia."

On Dec. 1 when the nation observed the second annual Safe Driving Day, there were 69 traffic deaths in 24 hours. In the first 10 months this year traffic fatalities have averaged 102 per day.

The Associated Press, for purposes of comparison, made a survey of traffic deaths during a non-holiday period — the weekend of Dec. 9-12. The count showed 364 motor fatalities in the 78-hour period.

In the two-day Christmas holiday in 1954—covering a period of 54 hours—there were 392 traffic deaths, 63 killed in fires and 60 killed in miscellaneous types of accidents, an over-all total of 515.

Weather conditions at the start of the long weekend made driving hazardous in many sections of the country. The death toll mounted steadily, with around 150 fatalities in the final 24 hours.

In Chicago, where 14 persons were killed, there were more than 2,500 auto accidents, and 22 persons were arrested for drunken driving.

In Los Angeles, 3 persons were killed and 644 injured, as police reported 919 accidents. Seventeen persons were arrested for felony drunk driving and 151 arrested for misdemeanor drunk driving.

ONLY HOPE
"We can only hope that the shock of this tragic and needless toll will have a sobering effect over the New Year's holiday and throughout 1954."

Trains Resume Normal Runs

SAN FRANCISCO (UP) — South-

ern Pacific trains resumed regular transcontinental service at noon PST today, after the Shasta landslide at Emigrant Gap near Donner Summit.

The SP's main line over the Sierra has been blocked by a landslide at Emigrant Gap near Donner Summit.

The City of San Francisco and the Overland were to leave at their regular times today. In the past days they have been routed via Barstow.

The SP also announced trains on the Shasta Route through the Cascade Mountains in Oregon have resumed their regular schedules. These include the Shasta Daylight, the Klamath and the Cascade.

The Western Pacific, its Feather River Route blocked by slides, continued routing its transcontinental trains via Barstow.

North Western Pacific, an SP subsidiary, has shut down all traffic between San Rafael and Eureka. Southern Pacific officials in Klamath Falls said that trains would approach normal schedules today.

Tonight's Cascades, both north and southbound, and the southbound Daylight should be on time, but the northbound Daylight would be about two hours late. This delay, officials said, was because yesterday's southbound train was so late in arriving it could not be serviced in time to return north at the regular time.

Train service was resumed through Klamath Falls after a washout at Cruzette, 75 miles south of Eugene, was reopened by crews of the Morrison-Knudsen Construction Company. The washout blocked train service on Thursday.

605 Die In Traffic Mishaps

By THE ASSOCIATED PRESS

The loss of life in traffic accidents in the nation's long Christmas weekend broke all holiday records.

The final tabulation Tuesday, including delayed reports, showed 605 traffic deaths. There were 68 deaths in fires and 195 from various other accidental causes. The over-all total was 778.

The Yuletide of 1953 will go down in history as the first time, in any holiday period, that motor vehicle deaths reached 600.

"How much longer," asked the National Safety Council, "will a civilized nation endorse such mass mayhem?"

HOPE EXPRESSED
It expressed the hope that the staggering statistics will flash a glow signal to motorists in the New Year weekend.

The old record for traffic deaths during any holiday period was established during the longer four-day celebration in 1952. It was 556.

The 1953 Christmas weekend also set a new record for the number of accidental deaths of all types during a three-day Christmas period. The former record was established in 1950. It was 734.

The counting period for the Christmas weekend this year began at 6 p.m. (local time) Friday and ended at midnight Monday. It is reckoned as three days, although the actual time was 78 hours.

The all-time record for accidental deaths of all types was set in the three-day Independence Day holiday period this year. The total was 803.

TEXAS LEADS
Texas led all states in this year's Christmas holiday death toll, reporting a total of 33. California was next with 47. In the Pacific Northwest, Oregon had 7 holiday fatalities, Washington 5 and Idaho 2.

The National Safety Council had predicted 360 Americans would be killed in motor mishaps during the 1953 Christmas holiday period. Said Council President Ned H.