

Crossing the Santiam Pass

The Motorloggers Check Up on Road Conditions and Facilities for Recreation East of Salem

This newspaper is co-operating with The Oregonian and the Oregon State Motor Association in presenting a series of motorlogs designed to stimulate travel in Oregon and the Pacific Northwest. This article has been condensed from a full page article to appear in The Oregonian July 5.

By Lawrence Barber
Staff Writer, The Oregonian

UNCLE SAM'S road builders are gradually tying together the last links of the new North Santiam and South Santiam highways, fast sister roads over the middle Cascade range, designed to clip 50 miles from the motoring distances between Willamette valley cities and the sparkling lakes and colorful plateaus of central Oregon.

This summer, for the first time, motorists are already driving the entire distance of the North Santiam highway on the new permanent grade. They encounter clouds of dust, busy road-building machinery and bumpy roads of rough grading, but these inconveniences are considered minor to the average motoring Oregonian, who thrills in the exploration of new highways, new mountains, new rivers and new lakes.

Starts at Detroit

The new North Santiam highway starts at Detroit, 60 miles east of Salem and Albany, and rises with easy grades and sweeping curves up the North Santiam river valley 32 miles to its junction with the South Santiam highway at Little Nash junction.

The South Santiam highway starts its mountain climb near Cascadia, 45 miles southeast of Albany, and rises 35 miles up the Santiam river to the junction at Little Nash. From that point the combined highway sweeps up the west slope of the mountains to Hogg pass, dips

over and drops down beside sparkling Suttle lake and the tall pines of the upper Metolius.

But the South Santiam highway is not yet opened to traffic. A section of several miles about midway between Cascadia and Little Nash is to be built this summer, and the entire grade, although unsurfaced, will be opened for the public next summer. Meanwhile, Oregon's unstopable exploring motorists will use the summer detour road through the timber.

Little has been published about these two new roads, because the United States bureau of public roads does not wish to encourage travel upon uncompleted highways.

"There is always the inconvenience, discomfort and danger of driving in clouds of dust, which heavy traffic stirs up on ungraded roads," explained H. D. Farmer, senior highway engineer in charge of forest highways in Oregon. "Persons driving in dust fog face the danger of head-on collisions or of running off the road."

So the North Santiam highway is not yet being recommended as a travel artery for the general public.

Wide as Portland's Broadway, the new grade lacks much of man's finishing touch. Ten miles of it were oiled during the last two weeks, while about 16 miles between Detroit and Marion Forks are scheduled for surfacing and oiling late this year and early next.

The South Santiam route over Hogg pass has long been designated by the bureau of public roads, the forest service and state highway commission as a future commercial route over the mountains, but the North Santiam



Fishing on Suttle lake, one mile north of Santiam highway at Hogg pass summit, is done usually from rafts like this one

route was not officially "discovered" until 1928, three years after a narrow, one-way road with turnouts was constructed from Niagara, eight miles above Mill City, to Detroit, to serve people who previously had only a logging railroad for their connection with the outside world.

Began in 1931

As soon as the preliminary investigation of the route was made, the North Santiam was added to the state system, and construction was started in 1931. From that year to this the federal government has allotted about \$100,000 annually for construction, adding three to ten miles of grade each year, and now and then a bridge or two.

With the completion of the last bridge over the river this month, the North Santiam grade will be entirely completed and the last detour above Detroit will be eliminated.

But there still remains the 25-mile bottleneck below Detroit, the narrow, one-way dusty road chiseled out of the rocky slopes of North Santiam canyon 13 years ago. The United States bureau of public roads contemplates replacing this within a few years with a wide, smooth, well-graded highway, but this project must wait until the United States engineers definitely decide upon the location and height of a dam they propose to erect in the canyon below Detroit as a part of the Willamette valley project. If the dam is high, it will force the highway to an expensive and difficult location high up the canyon side.

Advantages of the Santiam road route are confined largely to reduced distances and driving times as compared with other routes. From Portland, Bend is virtually as far by this route as by the Wapinitia road, but Suttle lake and the Metolius resorts are brought 56 miles closer to

Portland via a paved short cut through Woodburn, Silverton, Stayton and Detroit.

The distance between Salem and Bend is now only 140 miles via the North Santiam route, compared with 190 miles via Eugene and the McKenzie highway.

Highway engineers expect the Hogg pass route will be more readily kept clear of winter snow than the McKenzie pass. They experimented with snow clearing on the new route during the first half of last winter and found the job not difficult. They learned, however, that danger of snow slides at Hogg rock made the construction of retards at that point desirable, with the result that such work is scheduled for this season.

Rivers Scenic Streams

The Santiam route is attractive, too, from a scenic and touring standpoint. Both the North and South Santiam rivers are scenic streams, rushing down from the mountains through deep canyons of rock and timber.

As the joint highway climbs over the summit, fine views of Mount Washington, the Three Sisters and Three-Fingered Jack are played before the motorist in an endless panorama.

Dropping down the eastern slope, the motorist gets a striking view of Blue lake and Suttle lake, surrounded by deep pine timber far below. The road passes the entrance to the Suttle Lake lodge and forest recreation area at the eastern end of the lake. Two side roads passed in this vicinity lead direct to the Metolius resorts, Camp Sherman and the springs from which Metolius river is born.

Beyond is Sisters, where the Santiam and McKenzie highways join, and where the road to Redmond, Prineville, Mitchell and northeastern Oregon separates from the highway to Bend, the upper Deschutes valley and southeastern Oregon.

20 years old at the time, but I figured I might as well get a little learning when it was being passed out. Professor Oziah G. Cherrington later moved to Sauvie island, where he died. The Rev. C. E. Plowman, a United Brethren preacher, came about that time and took a homestead. He preached in the schoolhouse.

"My brother Joseph decided to lay out a townsite on his homestead. We held a meeting to select a name, so we could have a post-office established. My brother Henry and Mr. Adams wanted to name the postoffice St. Cloud, after their home town of St. Cloud, Minn. Someone else wanted to name it Auburn, for Auburn, Minn. Professor Cherrington, who was a widower, wanted to name it Vernona, for his daughter, who lived back east. I was going with Annie Adams. Her father wanted to call the place St. Cloud, but I persuaded her to vote for Vernona. I liked Professor Cherrington and wanted to please him, so I got busy and lined up all the votes I could, and when the vote was taken, 17 votes were cast, nine of which were for Vernona. Mr. Adams was somewhat peeved at me for persuading his daughter to vote for my choice instead of St. Cloud. When the postoffice was established they called it Vernona instead of Vernona.

"The first postmaster was my brother-in-law, D. F. Baker, and my sister, Lucilla, was his deputy. A man named Fletcher started a store in the log schoolhouse, the first in Vernona. My brother's house was the first built within the city limits. Mr. McNutt and his son, Bob, put up a building, 18x24, in which they ran a store. Robert McNutt was the second postmaster. The third building was the Sta? hotel, run by Mr. and Mrs. Curtis. Owen Mills also put up travelers, Ladd Lupine put up a livery barn to take care of travelers, who for the most part came in on horseback. Tom Lavender put up a dance hall. Jim and Clarence Adams and Uriah Beathley played violins, so usually we had one or two mu-

sicians available to play for the dances. Judson Weed drew up papers to incorporate. George W. Dow was the first mayor. We had no saloons, no lawyers, and no trouble, till the railroad came in.

"Before our postoffice was established we got mail at Mountain Dale. Any settler from the Upper Nehalem who went outside for supplies would stop at Mountain Dale and bring in the mail for all the settlers in the upper valley.

"In 1879, when I was 24, I took a four-year contract to carry mail once a week between St. Helens and Vernona. I was paid \$400 a year.

"My wife and I have had seven children. Fred, who is a logger, lives in California. Walter also is a logger. Dewey is farming near Junction City. Laura lives with us. Harley and Macy are loggers at Marshfield. Myrtle married Harry Coleman, a locomotive engineer. They live in Astoria. Two of my boys, Fred and Dewey, saw service in the World war. Dewey put in 28 months on the battleship Mississippi.

Lake Charles Expands

Residents of this district who formerly lived at or near Lake Charles will be interested in learning of the Swift & Co. choice of that locality for establishment of a large packing and canning plant. The plant will draw from Louisiana, Texas and other states in the vicinity. The Lake Charles American Press, newspaper, published a special edition in honor of the event and publicized all of the officials, picturing the various plant departments.

Return from Meet

Rev. and Mrs. W. O. Livingstone returned Monday afternoon from Turner, Oregon, where they were in attendance on the annual convention of their church. The convention was held in a large tabernacle, at a camp ground owned by the church, and where they have been in annual session for 86 years.



By EARL SNELL, Secretary of State

MUST I RE-REGISTER MY AUTOMOBILE IF I HAVE A DIFFERENT MOTOR INSTALLED?

No, it is not necessary for you to re-register your automobile, but it is necessary that the person who transfers or installs the motor to notify the secretary of state of the transfer upon a special blank, giving the date, description and motor number of the engine, and the name and address of the purchaser, and forward certificate of title to secretary of state for correction. The chief value in this provision is that it prevents the transfer of engines from stolen automobiles.

This provision does not apply to new motors installed in new automobiles not registered previously.

MUST I OBTAIN NEW REGISTRATION PLATES IF I BUY AN AUTOMOBILE FROM A PRIVATE PARTY?

In Oregon the registration plates or license plates remain with the automobile until the date of their expiration. It would be necessary in this case simply to have the certificate of title held by the former owner endorsed by him and assigned to you, and to send the endorsed certificate to the secretary of state together with the fee of \$1. The secretary of state would then issue a new certificate of title to you, and also a new registration card.

Vacancies

Major H. D. Bagnall, the Army Recruiting Officer, 323 Main Post Office Building, Portland, announced today that he has received a new vacancy list for July, authorizing him to make enlistments for the following assignments: 7th Infantry, Vancouver Barracks, Washington; 3rd Coast Artillery, Fort Stevens, Oregon; 9th Field Artillery, 6th Engineers, and 15th Infantry, all at Fort Lewis, Washington.

CAN SERENADE HIS GRANDDAUGHTER NOW, REPORTED

It's Grandpa Clarence Watts now!

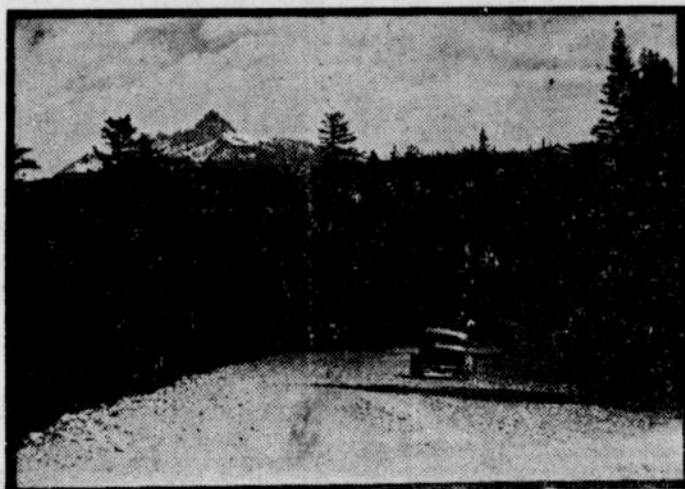
And if there's any serenading for his Vernonia Junior band, the youthful musicians can serenade Mrs. E. S. Ritchie, Mr. and Mrs. Watts' daughter of Seattle, who presented Mr. Ritchie, as well as her father, Mr. Watts, with a 7-pound daughter at 11:30 a. m. July 3. It is the first grandchild for the well known local man and while he has not "put out" cigars, he has done a lot of talking around town. Mr. Ritchie missed the blessed event by a few hours, arriving from Seattle late in the afternoon. Mother and grandchild are doing nicely, thank you, at the grandparents' home in Vernonia. Sherry-Ann is the name.

Take Long Plane Ride

Mrs. M. L. and A. L. Ratcliffe, Ernest, Estell and Ronald Graham motored to Klamath Falls for the past holiday weekend, leaving here July 1. At Klamath Falls the local persons visited with Wilborn, Margie and Delpha Jean Charlesworth, Mrs. Ratcliffe's daughter and son-in-law and family. Sunday, the group enjoyed a plane trip into California, seeing many beautiful sights from the air, the trip extending most of the day. Monday a long drive was enjoyed, with Medford as the terminus. The party drove through many miles of snow banks despite the summer warmth in the mountains, they said. The local people returned here Tuesday evening.

Lake Charles Man Dead

Many from Vernonia and district will be interested in learning of the death of G. F. Brantley, who was manager of the Lake Charles Grain and Grocery (Louisiana). He died June 6 at the family home. He was survived by Mrs. Brantley, two sons and two sisters. Many residing here will remember the well known Lake Charles resident.



The new highway grade is as wide as Portland's Broadway, with sweeping curves and easy grades. Three-fingered Jack in distance

One of First Settlers Gains Interview in Portland Daily

By FRED LOCKLEY

"The Journal Man"

"My people came from Holland in 1776 and settled in the Western Reserve, in Ohio," said Hiram D. Van Blaricom, Vernonia's pioneer citizen. "Our family came into the Upper Nehalem following elk trails and traveling by the way of the country. We were the first settlers in the vicinity of Vernonia, arriving in the spring of 1874.

"Among other early settlers were the Parkers, Adamses, Tuckers, Judson Weed and Israel Spencer. After 10 or 12 families had come in we began figuring on the future.

"There was an old man, always known as 'Old Cherrington,' who had come in with Judson Weed. He had been a teacher. We put up a log schoolhouse and he taught the first school. There were a dozen pupils, of whom I was one. I was

Important Announcement

The
Terminal Cafe

is now under

New Management

We are featuring 30c and 40c Dinners

\$5.50 Meal Tickets for \$5

Eat here where cleanliness and better food are daily, yes, hourly attractions.

WE WANT YOUR PATRONAGE . . . AND WE'LL PLEASE YOUR TASTES.

Mitchell and Foster
(New Owners)

AND HE IS WISE,

HE WHO KNOWS AND KNOWS HE KNOWS. HE IS WISE.



Free Air

WE HOPE YOU'LL NEVER NEED THIS WRECKER SERVICE, BUT IF YOU DO—

Call the

Vernonia Auto Co.

Chevrolet Motor Cars — Authorized Service Vernonia

indeed, who calls the Vernonia Auto Co. when in need of mechanical service or sound mechanical advice.

INCIDENTALLY, to better serve the Vernonia area, we have rebuilt and renewed our wrecker service.

Added equipment, better service,