



Sheriff's Reports

Landlord offered to reduce rent in exchange for sex

PAGE 3



Shoe-string RR

Word got around that the whole thing had been a blind bluff.

PAGE 4



Berries for birds

Birds are attracted to different foods and it's good to have a variety

PAGE 5

Public questioning Clinic's future

BLUE RIVER: In March of 2021 the Oregon Business Magazine named Orchid Health 29th on its list of the "100 Best Places to Work in Oregon." The data came from confidential surveys of employees who ranked various aspects of their organizations. As the year came to a close, readers of River Reflections voted Orchid Health's McKenzie River Clinic as their choice for the Valley's "Business of the Year."

A flurry of posts on social media this week, though, have been critical of the local clinic's operations.

Some of the harsher comments have questioned whether Orchid should continue to be the local area's health provider.

At the core of the concerns were the decisions of Dr. Tia Cloke and the clinic's office manager, Shainy Love, to resign. The Oregon Bureau of Labor & Industries has not responded to a request for information on whether or not a hostile work environment complainant had been filed with the agency.

"Due to employment laws, and the respect we have for previous and current employees,

we cannot share details regarding the recent staffing changes," according to Orchid spokesman Jonny Cantrell.

The clinic, though, remains open during regular business hours. "We will have a provider onsite twice a week, with telehealth available during regular hours, and are continuing to refill prescriptions and offer referrals," Cantrell said.

People can expect that schedule to continue through January. "We will provide ongoing communication via our Facebook page and email with patients for

updates around February and the future," Cantrell added.

Other details include visiting physicians who will include Dr. Marty Grasmeyer, Dr. Joe Volpi, Andrew White PA-C, and Chelsea Sloane PA-C.

Val Rapp is president of McKenzie Valley Wellness, the local non-profit that owns the lot where the original McKenzie River Clinic stood before it burned in the 2020 Holiday Farm Fire. McKenzie Valley Wellness had brought in Orchid Health to take over

Clinic's future - Page 2

Jones family makes another big gift

16 acres donated to Blue River



Future meetings are planned to determine the best ways to utilize a donated property next to the McKenzie Community Track & Field facility.

BLUE RIVER: The Jones family (owners of the Seneca Family of Companies) has donated 16-acres of land for community rebuilding and revitalization after the 2020 Holiday Farm Fire. Blue River community members have asked the McKenzie River Trust to conduct the due diligence needed to accept the donation of land, to be the interim holder of the property, and to manage it while a regional visioning and planning process moves forward.

In response to the Jones family's offer to donate the land this past summer, a range of possible uses were suggested ranging from affordable housing to a state

certified child care center, as well as multi-use office spaces, community drinking water and septic infrastructure, and more. The 16 acres are adjacent to the Aaron and Marie Jones Field/McKenzie Track, built on land donated decades ago by Aaron and Marie Jones. The recent land donation was made by Jones Girls LLC (Becky Jones, Kathy Jones-McCann, and Jody Jones) in honor of Aaron and Marie.

After the Holiday Farm fires, the Jones sisters said they supported efforts to help get community members back on their feet, before deciding the ultimate gift they could give the com-

Busy week for first responders

Resident rescued

LEABURG: On January 6th, at 4:57 p.m., McKenzie Fire & Rescue was dispatched to a house fire just west of Leaburg. Upon their arrival, personnel observed flames coming from

the southwest corner of the residence.

Based on the alarm details crew members knew there was a high potential that the caller was still inside. The

Resident rescued - Page 2

Flooding closes school

WALTERVILLE: An out of the ordinary call from the Waltherville School last Thursday morning drew McKenzie Fire & Rescue Chief Bucich and Deputy Chief Bart Thompson to the the Waltherville School. Springfield Schools District personnel had pumps in place, attempting to di-

vert the water. The fire department added two more pumps, then brought more from the Leaburg and Waltherville stations.

The primary source came from the Twin Firs Road area and one pump redirected that water back into Potter Creek. The others were

Flooding closes school - P 2

Plans for Blue Pool

MCKENZIE BRIDGE: Details of the U.S. Forest Service's Tamolitch Draft Decision Notice and Final Environmental Analysis is now up for review.

Details of the proposal include constructed a 3-acre parking lot with 100 spaces. Also in the plan are construction of 4 vault toilets and re-routing 2 miles of the McKenzie River Trail to the east side of the river, including 2 footbridges over stream crossings.

A toilet would also be placed at the Tamolitch pool site, along with 400 linear feet of stone barriers.

Details of the Draft Decision Notice, EA and other

related documents are available on the Forest Service Website at: shorturl.at/ahnKO.

Objections may be submitted via shorturl.at/bnJMX; or mailed to Dave Warnack, Forest Supervisor, Willamette National Forest, Attention: Objections, 3106 Pierce Parkway, Suite D, Springfield, Oregon 97477. Objections delivered by mail must be received before the close of the fifth business day after the objection filing period.

For more information, contact Elsa Gustavson, Forest Planner at elspeth.gustavson@usda.gov or

Blue Pool - Page 2

Corps airs options for dams

PORTLAND: Engineers and planners are considering major changes that may impact the continued operations and maintenance of the 13 dams in the U.S. Army Corps of Engineers Willamette Valley System.

As part of developing an Environmental Impact Statement (EIS), the Corps is planning a virtual information session. Prior to the meetings, people can view a virtual room, which contains videos, digital boards, slides and maps that describe the purpose of the EIS and the National Environmental Policy Act. Additionally, the materials lay out the purpose of the EIS as well as the alternatives.

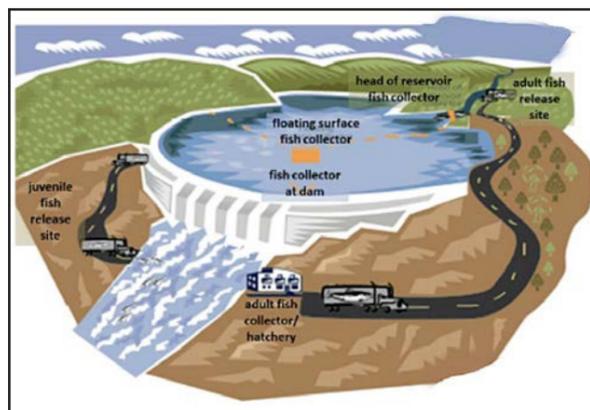
The virtual session is

scheduled for Wednesday, January 19th, from noon to 1:30 p.m. at shorturl.at/mnJMX.

Officials say the information session and the virtual

room are not a forum for public comment, but the Corps will be seeking public comment on the draft EIS in the fall 2022.

The upcoming meeting



Better ways of getting migrating fish around the dams they've built continues to be on the U.S. Army Corps of Engineers' agenda.

was designed to present information that will provide a snapshot in time and will summarize the process the Corps has gone through to identify alternative ways of operating and maintaining the Willamette Valley dams, while meeting ESA requirements.

During the process, the Corps will analyze a broad range of alternatives, including:

- High-value structural options
 - Floating fish facilities
 - Temperature control towers
 - Operations, which may be impactful for some authorized purposes
 - Water release through
- Options for dams - Page 2**

Patient airlifted out



Personnel from Upper McKenzie and McKenzie Fire & Rescue worked together on one of the January 6th calls. The upper department responded first to a 3:50 p.m. medical call in a Mutual Aid zone first, while crews from McKenzie Fire arranged for a helicopter landing zone. The patient, in the 48000 block of McKenzie Hwy, was experiencing a heart issue that necessitated the LifeFlight air ambulance transport.

McKenzie Eagles Sports Report



By Cliff Richardson

McKenzie Sports Schedule This Week

The McKenzie Boys and Girls Varsity Basketball teams host Mohawk on Tuesday, January 11. The Eagle Girls tip-off at 5:30 pm and the Boys game starts at 7:00 pm.

The Eagle Varsity teams host Triangle Lake on Wednesday, January 12. The Varsity Girls game is scheduled for a 5:30 pm start and the Varsity Boys will follow at 7:00 pm.

The McKenzie Varsity teams travel to Mapleton on Thursday, January 13. The Eagle Varsity Girls game will begin at 5:30 pm

and the Boys Varsity contest tip-off is scheduled for 7:00 pm.

Eagle Hoopers Tangle With Wolverines

Snow and rain storms hitting the Willamette Valley and foothills typically snarl travel for those out and about. When you are a Wolverine however, snarls are all about character and snow storms are just another day in the office. Having said that, the Alsea Wolverines traipsed down out of the Coast Range, across the Lower Valley and right on up the McKenzie to Finn Rock, where they could share their snarl with their Eagle hosts.

The first spat scheduled featured the two Varsity Girls teams and Alsea set the stage with a 47-23 defeat of the home team. The loss set the Eagles back 0-2 in Mt. West League play.

Despite no pre-season or non-league contests scheduled for either McKenzie Varsity team, practices limited or canceled due to weather and virus concerns, and

not enough players to scrimmage 5 on 5, Eagle Girls Head Coach Jack Devereaux says his team's attitude remains positive after the loss. "Let's keep moving forward," Coach Devereaux shared was the comments made in the Eagle locker room, and that "was nice to hear," Coach added.

That's good and it's fantastic the players are bouncing and shooting balls and participating, but it's mighty hard to learn the game and prepare properly under these constraints. That's why we celebrate positive attitudes going forward, even when you're facing a snarling Wolverine.

McKenzie was led by Junior Haley Prater with 13 points scored, 4 rebounds, 7 steals and 5 blocked shots. Senior sister teammate Hannah Prater added 4 points and she also grabbed 3 rebounds and had 1 steal. Freshman Dawa Baugh also scored 4 points and was a beast on the boards with 12 rebounds. Baugh added 5 steals and blocked 2 shots. Freshman



Adrian Caulley pitched in 2 points, 1 rebound and swiped the ball 5 times, and freshman Rebeka Short finished with 2 rebounds and a steal. Freshman Kerrin Burwell grabbed 3 boards and Taylor Wickizer hauled down 2 rebounds and had 2 steals.

The Eagle Varsity Boys followed the girls game and Alsea improved 3-1 in Mt. West League play by downing the host Eagles 73-15. McKenzie dropped to 0-2 for the season. Game stats were not available at print time.

Another big gift

Continued From Page 1

munity was the 16 acres they held in the heart of Blue River. Both the track and the newly transferred land were the former site of a plywood mill and veneer plant operated between 1954 and 1972. The McKenzie River Trust said it will manage the site with community partners as open space while community planning continues for the larger Blue River area.

"We're thankful for the continued support of the McKenzie community from the Jones Family. We're excited to have the opportunity to make the donated 16 acres a centerpiece to community resilience after the Holiday Farm Fire," according to Lane Tompkins, McKenzie School Superintendent

Tompkins added that, "We're also thankful for the willingness of the McKenzie River Trust to partner in this endeavor by holding and stewarding the land while the community completes a visioning process for the property's

uses. Initial work by community stakeholders identified numerous potential uses for the property to bolster community health. We are looking forward to continuing these discussions."

Joe Moll, Executive Director of the McKenzie River Trust agrees. "The Holiday Farm Fire opened all of our eyes to broader local and regional community needs," he said. "We're thankful for opportunities like this one presented to the community from the Jones family, to consider the basics of land and water in the reimagining and rebuilding of a community."

Beginning September 7, 2020 the Holiday Farm Fire burned over 173,000 acres in the McKenzie River Valley, destroying over 400 homes and leaving only the school and a handful of homes standing in the Blue River community. The McKenzie River Trust already holds over 350-acres of land in conservation that also burned in the Holiday Farm Fire.

Blue Pool

Continued From Page 1

Darren Cross, McKenzie River Ranger District Ranger at (541) 822-7200.

Options for dams

Continued From Page 1

diversion tunnel, regulating outlets, delayed refills or spillways, which could affect recreation and water supplies

- Water temperature (quality)
- A combination of the structures and operations.

property had several down trees which completely blocked any driveway access, forcing firefighters to use the eastbound lane of Highway 126 for their initial attack.

The first crew on scene was able to locate the caller inside the residence, unconscious, and quickly devised a rescue plan. Additional arriving crews were assigned to

Resident rescued

Continued From Page 1

assist with getting the patient out while others were assigned to cut a safe exit path to the waiting ambulance.

Once the patient care was transferred for transport to the hospital, crews were able to quickly extinguish the fire.

The incident created several obstacles that responding personnel were able to quickly adapt to and

work through. In all, 12 trucks and over 20 personnel from the McKenzie's 5 stations showed up to assist with the call.

Officials noted that, "This type of situation is yet another reminder, that during times when volunteer numbers continue to decline, McKenzie Fire & Rescue is extremely fortunate to have such dedicated volunteers and staff."

Flooding closes school

Continued From Page 1

used to redirect the water that was flooding the buildings.

The flooding could stop students from returning to the school for the rest of the year. School Principal Nicki Gorham said she hopes a move to online learning

that started on January 11th will only be temporary.

"The contamination level of the water that entered our building on Thursday, coupled with the porous nature of our well-loved building is resulting in clean-up that will

take many months," Gorham says. "It will, however, mean that our community will retain this beloved building and that when reoccupied we will be assured that it is safe and healthy for all."

Clinic's future

Continued From Page 1

day-to-day duties at the McKenzie River Clinic before the fire.

Rapp says that the local organization, with a board of local residents, was the recipient of \$1.8 million of state funds that were approved to rebuild the clinic. "We will use it to build a new Clinic on the same lot in Blue River, right across from the post office," Rapp says.

The two organizations are independent. Orchid Health manages the medical practice at their McKenzie River Clinic and operates a business while McKenzie Valley Wellness is a non-profit corporation.

Rapp said her organization is currently in the process of designing a replacement structure. "Our job right now is to build the

new Clinic building," she said. "We are excited to put up a beautiful, new Clinic where the community can get health care. We have a Request for Proposals out right now to architectural firms. Once we have a new building, we will offer other health-related services in addition to the primary care that Orchid offers"

Orchid Health also maintains clinics in Estacada, Oakridge, and Fern Ridge, as well as Blue River.

Cantrell said providers from across the Orchid structure will be helping with Telehealth. Details about the providers: can be found at <https://blog.orchidhealth.org/post/serving-mckenzie-river>.

"We will be posting job openings as soon as they become available," Cantrell said. "We have a great relationship with McKenzie Wellness and look forward to our ongoing partnership."

McKenzie River Reflections (541) 822-3358 FAX (541) 663-4550
59059 Old McK. Hwy. McKenzie Bridge, Oregon 97413

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Friday 1/14		Saturday 1/15		Sunday 1/16	
McKenzie Valley Partly Cloudy 10% chance precip High: 52 Low: 38	Santiam Pass Partly Cloudy 10% chance precip High: 5 Low: -2	McKenzie Valley Mostly Cloudy 10% chance precip High: 51 Low: 37	Santiam Pass Mostly Cloudy 10% chance precip High: 6 Low: -2	McKenzie Valley Partly Cloudy 20% chance precip High: 53 Low: 39	Santiam Pass Partly Cloudy 10% chance precip High: 7 Low: -0

WEATHER REPORT							
READINGS TAKEN AT THE US ARMY CORPS COUGAR DAM				READINGS TAKEN AT EWEB LEABURG POWERHOUSE			
Date	High	Low	Rain Releases	Date	High	Low	Riverflow
1/4	34	32	0.40 NA	1/4	42	33	1.70 5,960 cfs
1/5	36	32	2.93 835 cfs	1/5	39	35	1.38 8,470 cfs
1/6	43	34	0.71 910 cfs	1/6	44	38	1.33 13,900 cfs
1/7	43	35	0.84 885 cfs	1/7	54	41	0.33 12,800 cfs
1/8	38	35	0.84 945 cfs	1/8	45	37	0.25 11,500 cfs
1/9	43	32	0 1,142 cfs	1/9	49	34	0.02 8,920 cfs
1/10	43	33	0.40 1,947 cfs	1/10	53	35	0.02 8,470 cfs

Sheriff's Report

Jan. 1: 1:31 p.m: Disturbance, Dispute - 92200 block, Carson St. Deputies responded to the report of a physical dispute between neighbors. Parties had minor injuries and gave conflicting stories.

Jan. 2: 10:05 a.m: Suspicious Conditions - McK. Hwy. Milepost 37. A caller reported that a male in a black Volkswagen Jetta followed him and stated a rock thrown by the caller's tire broke the male's windshield.

3:40 p.m: Suspicious Conditions - 92200 blk, Carson St.

Jan. 3: 1:05 a.m: Fire, Down Line - 35500 blk, Camp Creek Rd.

3:10 a.m: Alarm - 37700 blk, Upper Camp Creek Rd.

8:15 a.m: Assist, Follow Up - Blue River area.

11:00 a.m: Civil Service -

93700 blk, Marcola Rd.

11:06 a.m: Civil Service - 94400 blk, Marcola Rd.

1:54 p.m: Motor Vehicle Accident, No Injury - 89700 blk, hill Rd.

3:09 p.m: Flooding - 90900 blk, Sunderman Rd.

3:27 p.m: Disturbance, Dispute - 89100 blk, Bridge St. A caller reported being in a civil dispute with a family member.

4:56 p.m: Stalking Order Service - 9900 blk, McK. Hwy.

9:05 p.m: Medical Info Call - 92200 blk, Murdoch St.

Jan. 4: 1:24 p.m: Welfare Check - 7000 blk, Thurston Rd.

4:01 p.m: Unlawful Use of Vehicle - 39100 blk, Deerhorn Rd.

8:25 p.m: Assist Fire Dept. - 40600 blk, McK. Hwy.

9:38 p.m: Assault - 92200 blk, Murdoch St.

Jan. 5: 12:13 a.m: Unlawful Use of Vehicle - 92200 blk, Murdoch St.

7:32 a.m: Incomplete 911 Call - 90300 blk, Thomson Ln.

9:39 a.m: Suspicious Conditions - 37300 blk, Parsons Creek Rd. An area resident reported hearing a loud explosion outside.

10:29 a.m: Elder Abuse - 35400 blk, Camp Creek Rd.

2:21 p.m: Citizen Contact - 91800 blk, Mill Creek Rd.

3:19 p.m: Traffic Hazard - Leaburg Dam Rd. & McK. Hwy.

5:51 p.m: Incomplete 911 Call - 42000 blk, McK. Hwy.

9:50 p.m: Suspicious Vehicle - 38600 blk, Natures Garden St. A caller reported that a purple Scion XB had been pulling into driveways and looking for addresses.

Jan. 6: 2:23 a.m: Assist Oregon State Police - Shadows Dr. & Marcola Rd.

5:50 a.m: Fire, Down Line - 90100 blk, Greenwood Dr.

12:51 p.m: Fire, Down Line - Goodpasture Rd. & Gale Creek Rd.

6:59 p.m: House Fire - 42600 blk, McK. Hwy.

7:05 p.m: Suspicious Vehicle - 91800 blk, Mill Creek Rd.

8:03 p.m: Citizen Contact - 42800 blk, McK. Hwy.

11:07 p.m: Suspicious Vehicle - McK. View Mp. 5.

Jan. 7: 5:50 a.m: Down Line - 90100 blk, Greenwood Dr.

10:34 a.m: Hit & Run - 39800 blk, McK. Hwy. An area resident reported that a vehicle struck their mailbox.

2:00 p.m: Citizen Contact -

45600 blk, N. Gate Creek Rd.

2:37 p.m: Reckless Driving - Marcola Rd. & HILL Rd.

3:25 p.m: Disabled Vehicle - Aufderheide Dr. & McK. Hwy.

4:05 p.m: Prostitution - 39400 blk, Mohawk Loop Rd. A renter advised that their landlord offered to reduce rent in exchange for sex. The renter also advised that the landlord has multiple unhealthy cats on the property.

9:48 p.m: Littering - 47800 blk, McK. Hwy.

Jan. 8: 3:56 a.m: Disturbance, Dispute - 44600 blk, McK. Hwy. A caller reported that she was in a verbal dispute with her husband. Both parties were contacted and

State Police Report

Jan. 3: 19:22: Crash, Non-Injury - Hwy. 126E, Milepost 23. Dispatched to a single vehicle crash that was non-blocking and non-injury. A Silver Subaru Forester was westbound in snowy weather conditions when it overturned and rolled into the ditch. It was upside down in the ditch and was blocking water from flowing so a tow was called when trooper was en route. Spoke with the female driver upon arrival and she was uninjured, her employer had arrived to give her a ride home. The vehicle was towed. Involved: Silver/Aluminum Subaru Forester, 21-year-old female from Eugene.

Jan. 6: 02:21: Driving Under the Influence, Alcohol - Marcola Rd. and Shadows Dr. Stopped a

Continued On Page 5

McKenzie Fire & Rescue

Jan. 3: 9:56: 90000 block, Thomson Ln.. Medical, General. Patient Assessed, 1 Transported.

11:35: 7000 blk, Thurston Rd. Medical, General. Patient Refusal.

14:50: 42000 blk, McK. Hwy. Medical, Heart. Patient Assessed, 1 Transported.

16:04: McK. Hwy./Leaburg Dam Rd. Hazardous Situation. Small Landslide/Traffic Control.

19:17: McK. Hwy./ Mountain View Ln. Motor Vehicle Accident. Non-Injury/Non-Blocking.

Jan. 4: 1:53: McK. Hwy. Milepost 9. MVA. False Alarm.

11:42: 37000 blk, Upper Camp Creek Rd. Medical, General. Patient Assessed, 1 Transported.

17:28: McK. Hwy. Mp. 34.5. Public Assist. Shoveled mud from roadway.

20:20: 40000 blk, McK. Hwy. Lift Assist. Lift Assist Only.

Jan. 5: 4:34: 89000 blk, Bridge St. Medical Alarm. Cancelled En Route, False Alarm.

15:00: 38000 blk, McK. Hwy. Lift Assist. Lift Assist Only.

Continued On Page 6

Upper McKenzie Fire/Rescue

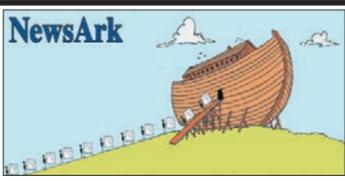
Jan. 4: 07:50: Fire Alarm - 57000 blk, McK. Hwy. Smoke inside.

Jan. 6: 15:49: Medical - 48000 blk, McK. Hwy. Male, Conscious, Breathing.

Jan. 9: 12:34: Medical - 55000 blk, McK. River Dr. Male, Conscious, Breathing.

20:45: Medical - 59000 blk, N. Belknap Springs Rd. Female, Conscious, Breathing.

The Upper McK. Fire District board of directors will hold its monthly meeting on Wednesday, January 19th, at the McK. Fire station, 56578 McK. Hwy. in McKenzie Bridge, at 7 p.m.



...saving stories from the rising tide of time.

From September 14, 2006 edition of McKenzie River Reflections

McKenzie River Reflections 50¢

Volume 29, Issue 3, Thursday, Sept. 14, 2006

It's gridiron time - Check Page 2

Friday 9/15	Saturday 9/16	Sunday 9/17
McKenzie Valley Shows - 80% High - 65 - Low - 48	Santiam Pass Shows - 60% High - 53 - Low - 38	McKenzie Valley Shows - 30% High - 71 - Low - 50
Santiam Pass Shows - 60% High - 53 - Low - 38	McKenzie Valley Shows - 30% High - 71 - Low - 50	Santiam Pass Shows - 60% High - 53 - Low - 38

Serving the McKenzie River Valley... Home of Loren Kloppe of Springfield - Reflections Subscribers Since 1996

Leaburg to gain new training center



If all goes well, a new building near the site of Leaburg's old gymnasium could be completed by next spring.

LEABURG: Barry Architects of Eugene has completed plans for McKenzie Fire & Rescue's new training center - a nearly 5,000 square foot structure designed to centralize operations while also offering a new public meeting place. The single story structure will house a large training/meeting room that could accommodate as many as 120 people or 75 if set up in a classroom configuration. In addition, a smaller emergency operations center was designed to hold up to 25 people.

Department spokeswoman Pat Case said the district plans to use

Towering over the parade



WALTERVILLE: A light morning sprinkle kept the dust down as well as helping moderate temperatures for last Sunday's 59th annual Walterville Community Fair. This year's parade included some vintage farm equipment, youth and home groups, as well as plenty of fire trucks.

Games, craft booths and music filled the grounds outside the George Millican Hall. Particularly interesting by the Boulder Creek Honey booth (right) were Andy Deardoff, 6, and his sister Denali, 3, who got a good look at the bees as well.

Themed "56 and Still Shakin' and Bakin'", the fair was topped off at 4:30 with "the county's best chicken dinner."

Proposals sought to expand employment

EUGENE: Lane County's Community and Economic Development Program is seeking Request for Proposals (RFP) from qualified providers interested in applying for up to \$200,000 to deliver economic development services, including job creation and training.

"The projects funded under this Request for Proposal must help accomplish the Lane County Strategic Plan's economic development goal to work for a strong regional economy to expand the number of family wage jobs available in Lane County," said Mike McKenzie-Bahr, CREED program coordinator.

The program includes two project categories: 1) Business Development and 2) Workforce Development (with an emphasis on the creation or expansion of family wage jobs within locally governing business clusters and sustainable business practices).

The one-year contracts would begin in December of 2006, with the possibility of being

extended for up to two additional years based on "demonstrated need, availability of funding and contractor performance," McKenzie-Bahr said. "To qualify for funding under this RFP, respondents must be an equal opportunity employer."

Request for Proposals/Grant applications are available at the County Administration Office in the Lane County Public Service Building at 125 E. Eighth Ave. in Eugene. A downloadable version is also available at <http://www.lane-county.org/CAO/ExecDev/default.htm>

A pre-proposal conference is scheduled for 2 p.m. on Wednesday, September 20 in the Bob Strub Conference Room, 125 E. Eighth Ave. in Eugene. Appropriate accommodations can be made upon notice for individuals with disabilities who wish to respond.

Proposals must be submitted no later than 2 p.m. on Friday, October 6 for the 2006-07 fiscal year.

LCC refers local option levy to voters

EUGENE: A five-year local option instructional levy has been referred to voters by the Lane Community College (LCC) Board of Education. The levy will be Measure number 20-120 on the November ballot.

If passed, LCC would levy \$1,366,372 annually for five years beginning on July 1, 2007. Over that time, a total of \$6,831,860 would be collected and may come property taxes to increase more than three percent. Passage requires a majority of votes cast, with no "double majority" (most requirement).

College officials estimate the proposed tax would result in a rate of 6 cents per \$1,000 of assessed property value, or \$9 a year in additional property taxes for a \$150,000 home.

The levy is designed to reduce budget impacts such as program eliminations and layoffs caused by reductions in state funding, which has declined 20.3 percent - from \$30.9 million in 2001/02, to \$24.6 million in 2006/07. Over the same time, the cost of tuition has increased 83 percent - from \$38 per credit hour for resident students in 2001/02, to \$69.50 in 2006/07.

If approved, the college would use levy proceeds to support instructional programs and services including certificates and degrees that prepare students for professional technical careers; lower division college classes that students may transfer for credit towards a higher degree; skills-based classes that improve employee productivity; and business development and management classes that assist owners of small businesses. These programs are in addition to foundational academic, language and life skills classes that prepare students for college-level courses as well as entry into the workforce.

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"Shoe-string railroad" beat Southern Pacific

By Finn J.D. John

Very few people outside Coos County, and probably not that many inside it, know what a big deal Coos Bay is.

It's the biggest deepwater harbor on the Northwest coast -- that is, between San Francisco and Puget Sound. And it's far safer than Portland or Astoria, tucked as they are behind the "Graveyard of the Pacific" at the mouth of the Columbia.

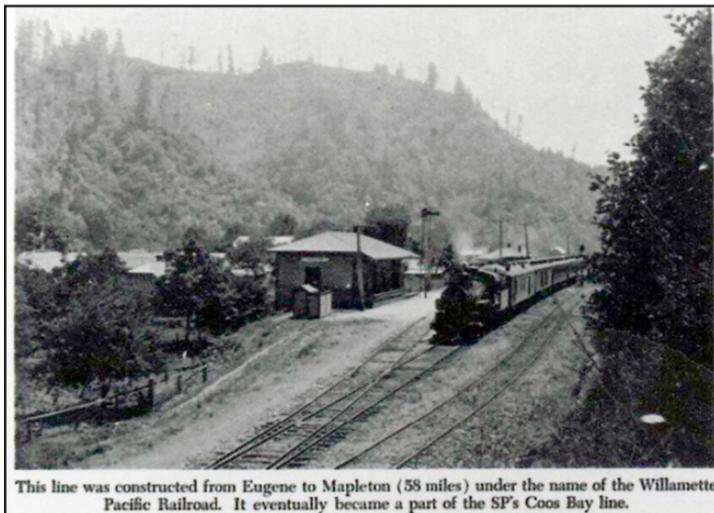
So, one has to wonder why it had no railroad connection to the outside world until 1916 -- more than 30 years after Portland got one.

There have to have been some theories and speculations about that among the residents and business leaders in the towns of Coos Bay (then called Marshfield) and North Bend. Especially after, in the early 1900s, the Southern Pacific railroad stopped work on a feeder line that it had claimed would link to Coos Bay through Drain.

SP had spent a lot of money on the project, going so far as to build a tunnel near Elkton (which was later used for a state highway). But then suddenly all work stopped, and word got around that the whole thing had been a blind bluff. E.H. Harriman, the big honcho at Southern Pacific, had learned that his great rival, James J. Hill of the Great Northern, was contemplating punching a transcontinental through from Chicago and terminating it at Coos Bay.

Harriman had promptly gotten busy on the Drain line just to frighten Hill off. Then, the instant Hill abandoned this plan (if he ever actually entertained it -- it's also possible this a rumor from the start), Harriman dropped everything, leaving Coos Bay disappointed ... and more than a bit suspicious.

The subtext here seemed pretty obvious to Marshfield and North Bend business leaders: Business interests in Portland were eager to prevent Coos Bay from coming on line as a direct competitor. And since Portland and Salem were



This line was constructed from Eugene to Mapleton (58 miles) under the name of the Willamette Pacific Railroad. It eventually became a part of the SP's Coos Bay line.

OSU Libraries

A photo of the Western Pacific Railroad Depot in Mapleton, along the Coos Bay line, circa 1930, from an unknown publication.

where most of the state's political power was concentrated, what they wanted they generally got.

That suspicion would grow even stronger after William J. Wilsey started promoting his planned railroad line, circa 1909. But, that one would not turn out to be a bluff; and despite the best efforts of Harriman & Co., it would turn out to be a rare case in which the tiny upstart wins.

William Wilsey was an interesting man; Oregonian writer Dewey Ray called him "a pint-size promoting dynamo," and, well, he definitely fit the description. Just four and a half feet tall, but handsome, clever, and good-natured, he had a particular persuasive charm and he seems to have never stopped hustling.

Wilsey wasn't from Coos Bay. Most likely he lived in Portland at the time. But he was thrilled by the possibilities a railroad line down the coast would present, both for real estate development (he had a particular resort-development project in Yachats in mind) and, of course, for linking the outside world up with international shipping at Coos Bay.

The residents of Coos Bay's two principal towns were, of course, elated by this prospect. And by this time, those residents included some big-money players in the coastwise shipping and lumber

businesses. Although they weren't prepared to go toe-to-toe with E.H. Harriman, they were willing to put up enough seed capital to get Wilsey started -- to prime the pump, as it were.

Wilsey, after determining that the line would repay the investment handsomely, headed back east to pitch the project at some of the big financiers on the East Coast.

Nothing doing. Nobody would touch it. Southern Pacific and its financial backers made sure Wilsey found a cold shoulder behind every door he knocked on.

Now, one of Wilsey's real secrets of success was, he did not waste time. This characteristic would play a crucial role several times in this project, starting right here. The instant Wilsey learned which way the wind was blowing, he canceled any further appointments and got on an ocean liner, headed for Europe. If he couldn't interest any backers stateside, he'd try his luck in the Old Country.

In Paris he met with a much warmer reception; however, of the potential backers he met with, none had sufficient liquid capital free to make a move. So he moved on to London, where he finally struck success in the form of a consortium headed by Sir Robert Perks, the builder of the Manchester Canal.

It took some time -- Sir Robert was not one to rush things, and he was probably stalling for time while he called in some other investments to free up enough capital to say yes. For a while Wilsey was afraid his own working capital would actually run out before he could bring the English group aboard.

Finally, several months later, the deal was made -- and William Wilsey's railroad project, which was already being made fun of in Oregon newspapers as a "shoe-string railroad," had committed backing from Sir Robert as well as a group of other English financiers including the Duke of Portland and the Duke of Norfolk.

There were some more hoops that had to be jumped through. The investors wanted a railroad engineer they knew and trusted to verify the details. They picked a man named H.A. Sumner, known in railroad circles as "The Old Fox," for the job, and this personnel decision would also prove critical to the project's eventual success.

"The Old Fox" got on a liner and headed across the sea for a three-month cruise of Oregon to scope things out. While he was doing this, Wilsey -- who had run completely out of money by now -- supported himself in London by taking a job as a busboy in a restaurant. It was a lower-class eatery in which he knew he ran very little risk of meeting and being recognized by a member of Sir Robert's syndicate; but the prospect still must have made for some nervous moments.

Finally Sumner made it back to London. He was very excited about the project's prospects, but he reported that the group would have to move fast. During the time Wilsey had been out of town, the Oregon Electric railroad line had been started, connecting Portland with Eugene. The Oregon Electric was backed by James J. Hill of the Great Northern. So the two great railroad magnates would soon both have major operations in Eugene.

"Shoe-string railroad" - Page 8



By Slim Randles

"And that's another thing," Herb said, with finality, "Changing that dang year on everything we write, every January. Goes against human nature."

"Well I might just have an answer to your problem, Herb," said Doc, sipping and dunking and stirring. "Why don't we, here at the philosophy counter, pick out a year we like and stick with it? Date everything we do with that year. It might start a movement, you never know."

Steve looked up from his coffee and twitched his voluminous mustache then twitched it again to make sure he got it right the first time.

"So Doc," he said, "you're saying we should just pick a year and live with it? Okay, so which year would you pick?"

"I think it would have more of an effect if it would be the same year for all of us here. My choice of year might not agree with yours, you know."

"I was thinking of 19 and 87, myself," said Steve. "Won the team roping that year. Got it on my belt buckle."

"There you go. You got the right idea, Pard. Herb, how about you?"

"Dog died. In '87, I mean. Just woke up one morning and there she was, dead. I couldn't do '87."

"Sorry, Herb. Dud?"

"Haven't got to that year yet, Doc," Dud said. "It'll be the year I finish that darn book."

We all nodded.

"If that there favor-ite year comes in the bowels of the chicken yard, like it says in the Farmer's Almanac, that'd be good, doncha think?"

Doc nodded. "And which year would that be, Windy?"

"Ain't sure. Don't have no Farmer's Almanac at the moment."

"Let's get some more coffee and give it some thought," said Herb.

"I'll second that," said Steve.

"Can't," said Windy. "Ain't been firsted yet."

Brought to you by the genuine cowboy music and musings of Steve Cormier up in New Mexico's Sandia Mountains. Check him out at stevecormier.net.

Dear McKenzie Valley Neighbor,

The McKenzie Valley Long Term Recovery Group is a non-profit organization formed after the Holiday Farm Fire that is working to recognize needs, find resources, and help you recover from disaster. Please help us identify your needs by filling out this online survey. We want to share information about which programs may be available to you. The information you provide will be used to advocate for funding and allocate resources, materials and volunteers. Together, we can help create a resilient and sustainable future for you, your family and the McKenzie Valley we call home.

Only one person per household should fill out the form. The first 500 households to submit a survey and provide contact information will receive a \$10.00 gift card. Deadline: January 31, 2022.

A link to the survey can be found on our website www.McKenzieValleyLTRG.org under the "GET HELP" tab.

If you need help filling out the survey, have questions or need an interpreter, call the helpline at (541)214-7816.

On behalf of the many community-based organizations who continue to contribute to the recovery of the McKenzie Valley, we thank you for your participation.



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Gardening Tips

By Kym Pokorny



Oregon State University

OSU Extension Service

Berry-bearing shrubs birds love in winter

When winter comes and the menu for birds shrinks in urban backyards, they rely on the kindness of humans.

That doesn't mean just a bird feeder of seeds and nuts.

"Different birds are attracted to different foods and it's good to have a variety," said Dana Sanchez, a wildlife specialist for Oregon State University's Extension Service. "In addition to bird feeders, which people sometimes forget to fill, they need plants to forage on."

This time of year, you'll notice winter wrens, pine siskins, scrub jays, chickadees and robins. All are searching for food to give them the energy they need to survive the prolonged stress of cold and wet weather.

"Birds need a lot of energy to make it through cold nights,"

according to Sanchez. "They can't eat during the night and they burn off whatever food calories they found during the day."

Fortunately, birds have feathers – the ultimate down jacket, she said. They fluff them and huddle together to reduce heat loss. And shivering keeps muscles warmer. For all that, they still need the right foods for energy production. A few insects remain, flying around or hiding under moss and lichen ripe for the picking. Some plants, like thistle, hold on to seeds that birds fit into their diet. Plants with berries full of good fat provide necessary nutrients, too. Take a look at Sanchez's suggestions and consider adding some berry bearers to your garden.

Dana Sanchez's picks for plants with berries for birds:

Oregon grape (Mahonia aquifolium) breaks out in brilliant

yellow flowers in mid-winter that leave behind bunches of blue-black berries. The state flower of Oregon grows to an erect 6 feet tall and 5 feet wide. Hardy to Zone 5.

Beautyberry (Callicarpa bodinieri) was named for a reason: The exquisite violet to purple berries in mid-winter stop people in their tracks. This shrub puts on a good display at the back of the border where its 6-by-6-foot stature has room to develop. The cultivar 'Profusion' exhibits an especially abundant amount of berries. Hardy to Zone 5.

Snowberry (Symphoricarpos albus) is recognized for distinctive clusters of white berries that last well into winter. At 5 feet tall and 6 feet wide and rather rangy, snowberry makes a great choice for a bird-friendly hedgerow and its vigorous roots will help with erosion control on slopes. Hardy to Zone 3.

Himalayan honeysuckle (Leycesteria formosa) takes some room to accommodate its 6-foot height and width, but it's more than worth the space. Long inflorescences of white flowers with purple bracts hang from the shrub for an extended time in summer and fall and are followed by berries that start out green, turn deep red and then purplish black with all three colors on the plant at once. Hardy to Zone 6.

Pacific wax myrtle (Myrica californica) is an evergreen that grows up to 30 feet at maturity, making it a popular option for a screen or small tree in the garden. A Pacific Northwest native, wax myrtle presents purplish berries in fall that persist into the winter months. Hardy to Zone 7.



Sheriff's Report

Continued From Page 3

determined to be unharmed.

5:29 a.m: Welfare Check - 40600 blk, McK. Hwy.

9:52 a.m: Assist - Helfrich Landing.

2:36 p.m: Blocked Driveway - 90500 blk, Sunderman Rd.

4:22 p.m: Illegal Fireworks - 95900 blk, Marcola Rd.

8:01 p.m: Suspicious Conditions - 47800 blk, McK. Hwy.

Jan. 9: 2:48 a.m: Suspicious Conditions - 55600 blk, McK. River Dr.

6:59 a.m: Illegal Fireworks - 37200 blk, Camp Creek Rd.

2:58 p.m: Traffic Hazard - Marcola Rd. & Camp Creek Rd.

5:28 p.m: Suspicious Conditions - 55600 blk, McK. River Dr.

Jan. 10: 7:25 a.m: Driving While Suspended - 47800 blk, McK. Hwy.

11:02 a.m: Civil Service - 91100 blk, Marcola Rd.

2:53 p.m: Civil Service - 49900

blk, McK. Hwy.

3:45 p.m: Disturbance, Dispute - 7300 blk, Parsons Creek Rd.

8:52 p.m: Threat, Harassment - 55600 blk, McK. River Dr.

Comments as reported may not be complete or accurate. If further information is required contact the Lane County Sheriff's Office.

State Police Report

Continued From Page 3

driver for an observed violation. The driver exhibited signs of impairment, consented to Field Sobriety Tests and clues of impairment were observed. The driver was taken into custody and subsequently transported to Springfield Municipal Jail where she provided a BAC of .12%. The driver was cited and released in lieu of custody. The vehicle was towed for community caretaking. LCSO assisted by providing a courtesy transport to two intoxicated passengers, and

remained with the vehicle until it was towed. Involved: 25-year-old female from Eugene, black Cadillac Escalade.

Jan. 9: 20:57: DUII, Alcohol - Hwy. 126E & Thienes Ln. Troopers dispatched to report of a single motor vehicle crash, no injury. Investigation revealed a 2011 Silver Nissan Rogue came to rest in a ditch facing WB near a business parking lot. The female operator displayed indicators of impairment and was subsequently arrested for DUII. Transported the operator to the Springfield Municipal Jail where the operator refused to submit a breath sample. A search warrant was approved and Med Express arrived at the facility to execute the warrant. Provided a courtesy transport for the operator to her residence, provided the operator with her copies of the paperwork and issued her a Citation in Lieu of Custody for DUII-Alcohol. The Nissan was left at the scene, due heavy fog, limited lighting. The operator was advised where the vehicle could be located. Involved: 29-year-old female from Eugene.



Country Kitchen

By Mary Emma Allen



MEMORIES OF BLIZZARD TIMES

A heavy snowfall and cold temperatures bring memories of blizzard times of my childhood, as well as when our daughter and grandchildren lived with us.

Cold, snowy weather, "blizzard weather," always meant delicious aromas in the kitchen when we came inside from shoveling tasks and sledding get-togethers as I was growing up on the farm. Mother usually had something simmering on the kitchen wood-burning cook stove, whether it was simply the usual meal or special treats.

I also recall one snowy day with my daughter and her family. We did some cooking between writing and quilting. The aroma of pizza bread, blueberry bread, and homemade soup filled our kitchen and reminded me of winter cooking on the farm as I was growing up.

Favorite Winter Recipes

Do you have favorite winter recipes? These will vary depending on the part of the country, or the world, where you live.

* In northern climates, they often are hearty fare- soups, stews, and slow cooker meals.

* The southern, warmer weather favors salads, chilled soups, and even barbecues.

* Somewhere in between, we find a mix of the two.

* Busy folks, coordinating work, cooking, and family may rely upon prepared or from freezer to microwave to table fare.

Hamburger Rolls for Variation

Hamburger Rolls - Mix a package of packaged stuffing as directed on the package. Stir together, one pound lean ground beef, 1 tablespoon catsup, 1 tablespoon mustard, 1 tablespoon Worcestershire sauce, pinch of onion salt, sprinkling of salt and pepper.

Shape this mixture into 6 fairly large patties. Add some stuffing in the middle of the patties. Fold over and seal the edges. Place in a casserole or baking dish. Pour 1 can golden mushroom soup mixed with 1/3 to 1/2 cup evaporated milk or regular milk over the roll-ups. (Use low fat, low sodium soup if desired.)

Bake in a 350-degree oven for 45 minutes.

Put any extra stuffing into a buttered casserole dish and bake at the same time until heated through and top is crisp.

(c) Mary Emma Allen

(Mary Emma Allen enjoys researching food ideas from around our country. Some customs are handed down through her family. What are your favorite blizzard memories and recipes? e-mail: me.allen@juno.com)



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Community Notes

January 14
Upper McK Fire Board
 7 to 8 p.m. 5 Upper McKenzie Fire District Board of Directors monthly meeting. At the fire station, 56578 McKenzie Hwy, 541-822-3479.

January 15
Dime At A Time
 The Blue River Bottle Boys Collection/Sorting sessions are held every Saturday from 10 a.m. to noon at the Leaburg Store. Donations can be dropped off there as well.

January 17
McKenzie Fire & Rescue
 McK. Fire & Rescue will hold its monthly Board of Directors meeting at noon, at the Leaburg Training Center, 42870 McK. Hwy.

January 19
McKenzie School Board
 The McKenzie School Board will meet at 5:30 p.m. It will be livestreamed on YouTube.

January 20
Leaburg Food Pantry

The Leaburg Food Pantry is open from 3 to 6 p.m. at the McKenzie Bible Fellowship, 45061 McKenzie Hwy.

January 24 - Springfield School Board Meeting
 7:00pm - 8:30pm. The Board of Directors meet on the 2nd and 4th Mondays of each month (except July). Regular business meetings begin at 7 pm on the 2nd Monday and work sessions are generally held at 4 pm on the 4th Monday of the month in the Administration Building, 640 A St, Springfield.

January 27
McKenzie Food Pantry
 The McKenzie River Food Pantry will be open from 11 a.m. to 3 p.m. in the new gym located on the McKenzie School campus.

Needs assessment for wildfire survivors

The McKenzie Valley Long Term Recovery Group (MVLTRG) is launching a survey that will help service providers identify the obstacles to rebuilding and recovery faced by Holiday Farm Fire survivors.

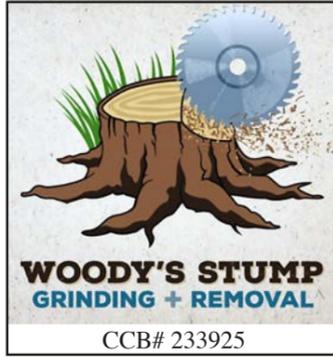
“If we understand what people really need to help rebuild their homes and lives, we can advocate better for resources, materials and volunteers,” said the MVLTRG’s executive director, Devin Thompson. “The community needs assessment is a very important step in the long-term recovery of our McKenzie Valley community.”

The survey is estimated to take most people about 15 minutes to

complete. The information gathered in the survey includes where survivors were living before the fire, where they are living now, the progress they have made, and what they still need to recover.

The MVLTRG asks that survivors submit only one response per household. The first 500 households to submit a survey will receive a \$10 Walmart gift card.

To participate in the survey, fire survivors can visit www.McKenzieValleyLTRG.org before January 31, 2022. In-person opportunities to take the survey will be announced after the first of the year.



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 Sun. Morn. 9:30am;
 web page: sbldodge.opwest.org

McKenzie Bridge Christian Church
 56334 McKenzie Hwy, McKenzie Bridge, OR 97413
 9:30 a.m. Sunday school for all ages
 11:00 a.m. Worship Service & Nursery
 Need a ride? Call 541-822-3289

McKenzie Valley Presbyterian Church
 Worship is live-streamed, every Sunday at 10:30 am, on the Facebook page for McKenzie Valley Presbyterian Church. Comments on Facebook are appreciated! You may also contact the church for prayer requests, to request an emailed or earth-mailed bulletin, and other information. Phone or send email to Nancy Ashley, nancy.w.ashley@gmail.com, 541-914-1986. We look forward to hearing from our neighbors, either from a distance, or someday, in person!
 Milepost 13 McKenzie Hwy. (541) 747-2604

Every Tuesday 8:15 am, silent meditation at Leaburg Library. Bring your own practice; we set the timer for 30 minutes. No religious affiliation, sponsored by the McKenzie Valley Holiday Farm Fire Long Term Recovery Group. Just show up, or contact Sara Stanley, 530-520-8901.

McKenzie Fire & Rescue

Continued From Page 3

Jan. 6: 0:45: 7000 blk, Thurston Rd. Medical, General. Disregarded En Route.
4:05: 40000 blk, McKenzie Hwy Lift Assist. Lift Assist Only.
12:49: Gales Creek/Goodpasture Rd. Down Lines. Secured Scene/ Notified EWEB.
15:52: 48000 blk, McK. Hwy. Medical, Heart. Patient Assessed,

1 Transported.
16:56: 42000 blk, McK. Hwy. Structure Fire. Fire Extinguished.
17:40: 38000 blk, McKenzie Hwy Medical, General. Patient Assessed, 1 Transported.
22:58: 39284 McK. Hwy. Medical, General. Patient Assessed, 1 Transported.
Jan. 7: 1:36: 42000 blk, McK. Hwy. Medical, General. Patient Assessed, 1 Transported.
5:48: 90000 blk, Greenwood Dr Down Lines. Investigate, Notify EWEB.
17:13: 42000 blk, McK.

Hwy. Medical, General. Patient Assessed, Patient .to go via private vehicle.
23:17: 41000 blk, McK. Hwy. Police Assist. Staged then assessed patient; refusal.
Jan. 8: 18:45: 89000 blk, Greenwood Dr. Medical, General. Patient Assessed, 1 Transported.
Jan. 9: 1:38: 45000 blk, S. Gate Creek Rd. Medical, General. Patient Refusal.
20:57: 39000 blk, McK. Hwy. MVA. Non-Injury/Non-Blocking.
23:06: 38000 blk, McK. Hwy. Medical, Trauma. Patient Assessed, 1 Transported.

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CenturyLink participates in a government benefit program (Lifeline) to make residential telephone or broadband service more affordable to eligible low-income individuals and families. Eligible customers are those that meet eligibility standards as defined by the FCC and state commissions. Residents who live on federally recognized Tribal Lands may qualify for additional Tribal benefits if they participate in certain additional federal eligibility programs. The Lifeline discount is available for only one telephone or qualifying broadband service per household, which can be either a wireline or wireless service. Broadband speeds must be 25 Mbps download and 3 Mbps upload or faster to qualify.

A household is defined for the purposes of the Lifeline program as any individual or group of individuals who live together at the same address and share income and expenses. Lifeline service is not transferable, and only eligible consumers may enroll in the program. Consumers who willfully make false statements in order to obtain Lifeline telephone or broadband service can be punished by fine or imprisonment and can be barred from the program.

If you live in a CenturyLink service area, please call 1-800-201-4099 or visit centurylink.com/lifeline with questions or to request an application for the Lifeline program.

McK. Fire & Rescue will hold its monthly Board of Directors meeting the Monday, January 17th, at noon, at the Leaburg Training Center, 42870 McK. Hwy. Social media is a popular platform with a variety of uses and enjoyed by millions of people. While McKenzie Fire & Rescue maintains and makes an effort to keep our community updated by having its own Facebook, Twitter, and webpage, we don’t have someone who is responsible to constantly monitor our social media accounts and don’t typically use social media platforms to answer questions or respond to comments. If you have a question or concern about any Fire district business, please feel free to give Chief Bucich a call @ 541-896-3311. If he is unavailable, please leave a message and he will respond ASAP. Thank you.

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Direct Answers

By Wayne & Tamara Mirchell

When The Time Is Right

I am a 17-year-old male. I have been dating a 16-year-old girl for three months. I am sure we are both totally in love, but I am confused on a few things. First, let me say I know we are too young and too new at the relationship thing to just jump into sex. I realize this.

About a month ago we had a talk. She wondered why we never messed around and feared I didn't find her attractive. I had kissed her on the lips, but I never really kissed her. So I told her the truth. She is beautiful! I wasn't sure we were ready, and I'm clueless about relationships.

I said she could drop some hints, or even take the lead if she wanted. I am not talking sex, just messing around. I know the dangers well, so if something did happen I would know how to be protected. But anyway, why would we need to do that? It should be something we both want and not a "just because" thing. Don't get me wrong. I am ready, I just have no idea how to do it, or what to do even if she lets me.

Will she stop me if she doesn't want to go any farther? I would do nothing to hurt her or degrade her in any way. Why force something that isn't meant to be? That would just ruin it for both of us. We have signed notes "with love," but

haven't said the words in person. I guess I'm confused over her signals. Will the signs be clear-cut and bright as day, or will I have to look deeper than that?

Chris

Chris, the answer is all over your letter. It isn't time yet. We aren't dismissing your feelings, though many adults would dismiss the idea young people are capable of genuine love. Yet these same adults know their children truly love them and other people important in their lives.

Feeling love, falling in love, sharing love doesn't happen on a timetable. You haven't even verbally expressed your feelings to each other. You don't know each other yet on a deep level. You don't yet know her plans, her desires, her moods, her hopes, her dreams. Intimacy takes time. It is not as simple as taking apart an engine. Sex without intimacy is a cheat. It is like being given the answers to a test without having the understanding behind the answers.

You can't hurry what is right. Love will not disappear. It will be there when you are ready. Give yourselves the opportunity to really know each other, and the signs will be clear as day.

Wayne

Address Unknown

I want to know how to go about finding the right man to marry?

Tally

Tally, your letter came from Nairobi, but it could have come from anywhere because on the inside we are all the same.

A book on childrearing cannot teach you to love a baby. A business start-up manual will not tell you what career you will enjoy for a lifetime. A book offering techniques for finding a husband cannot give you love, or teach you to feel that deepest connection. No one can give you a recipe, like how to bake a cake, that will get you love.

Finding the right man will happen out of living your life. Be yourself, be open, and do what is in you to do. Schemes and devices will impede you. They will keep you from being honest. They will keep you from being yourself, and love will take any list of criteria you have and throw it out the window.

Marriage will happen when it happens. It will come out of love. It won't create love, out of love will come marriage. Be yourself, be open, and do what is in you to do.

Tamara

Wayne & Tamara are also the authors of *The Friendship Solution, Making Friends and Dropping Frenemies*, available from Amazon, Apple and most booksellers.

American Life in Poetry

By Kwame Dawes

It is hard to tell whether in ten years readers will know what a "drop down menu" is, but that is the beauty and risk of poetry—to find poetry in the present vernacular, and to hope its accuracy and beauty justify its use. Sidney Burris, in his poem, "Runoff", is in hope, too. The promise of spring for him, is a metaphor for one of many functions of the imagination. In this instance it is the capacity to believe in a better future by seeing it before it comes. I imagine that readers will get that part, long into the future.

Runoff

By Sidney Burris

January's drop-down menu leaves everything to the imagination: splotch the ice, splice the light, remake the spirit...

Just get on with it, doing what you have to do with the gray palette that lies to hand. The sun's coming soon.

A future, then, of warmth and runoff, and old faces surprised to see us. A cache of love, I'd call it, opened up, vernal, refreshed.

We do not accept unsolicited submissions. *American Life in Poetry* is made possible by

The Poetry Foundation (www.poetryfoundation.org), publisher of *Poetry* magazine. It is also supported by the Department of English at the University of Nebraska-Lincoln. Poem copyright ©2021 by Sidney Burris, "Runoff" from *What Light He Saw I Cannot Say*, (LSU Press, 2021). Poem reprinted by permission of the author and the publisher. Introduction copyright ©2021 by The Poetry Foundation. The introduction's author, Kwame Dawes, is George W. Holmes Professor of English and Glenna Luschei Editor of *Prairie Schooner* at the University of Nebraska.

A Moment in History

Info provided by History.com

January 13, 1968: In the midst of depression and a steep decline in his musical career, legendary country singer Johnny Cash arrived at California's Folsom Prison to play for inmates. The concert and the subsequent live album launched him back into the charts and re-defined his career.

Despite his outlaw image, Cash never went to prison, save for a few nights drying out in various jails. It was not his own experience but rather the crime film "Inside the Walls of Folsom Prison" that inspired him to pen "Folsom Prison Blues." Cash was popular in prisons across America and was known to correspond with imprisoned fans, and first played at Folsom in 1966 on the suggestion of a local preacher. Two years later, needing something to jump-start his career, he convinced his record company to let him record a live album there.

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Personal

The Leaburg Sew & So's will meet again on Monday afternoons when the McKenzie Fire & Rescue Center re-opens for community activities. Call Sara at 541-896-3059 for more information.

If you want to drink, that's your business. If you want to stop, that's ours. AA Group meets Wednesday 6:00pm-7:00pm and Sunday 5:00-6:00pm at the McKenzie Valley Presbyterian Church, 88393 Walterville Loop, a block from the Walterville Shopping Center. N/c-sub 5/15-5/11/14

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David Frost

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Ski Report

January 4, 2021

The Hoodoo Ski Area reported on Tuesday that 3 inches of new snow fell overnight, bringing the base to 83 inches. Temperatures were 34 degrees mid-mountain and 37 at the base with ESE winds averaging 19 mph. For more information call 541-822-3337.

Mt. Bachelor reported temperatures of 19 degrees at the base and 16 degrees at mid-mountain on Tuesday. 11 inches of new snow fell overnight, bringing the snowpack to 85 inches at mid-mountain broken clouds. On Tuesday morning a Mandatory Buddy system is in effect because of poor visibility and high tree well danger. 3 out of 15 lifts were open, along with 34 of the 121 trails. For more information call 541-382-7888.

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"Shoe-string railroad"

Continued From Page 4



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The Coos Bay railroad line along Coos Bay Harbor, as it appeared circa 1920.

Sumner urged the syndicate to abandon its plans for the Portland-to-the-coast line and focus all its energies on getting from Eugene to Florence, knowing that if they didn't, the instant Hill or Harriman learned what they were up to, that's where they'd start construction.

Wilsey didn't have to be told twice. He was on the very next ship he could secure a berth on, headed back to Oregon.

Almost immediately, he met with a tremendous stroke of luck. It turned out that another consortium of small-dollar players had already been working on surveying a line from Eugene to Florence, hoping to secure investors for it. They, after meeting with the same cold shoulders Wilsey had in New York, had not had the resources to continue chasing dollars (and francs and pounds) across the Atlantic, so they'd returned to Portland and tried to sell their work to Harriman's Southern Pacific. The SP representatives had seemed very interested at first, but it quickly became clear that they were only interested in learning how far along the company had gotten.

When Wilsey arrived on the scene, these men -- Isaac Bingham and Ralph Hunt -- were still waiting for SP to make a decision. They quickly realized their good fortune that SP had delayed so

long. On behalf of the syndicate, Wilsey promptly bought Bingham and Hunt's company and adopted its name, the Pacific Great Western Railway Company.

Then they got to work.

They had a huge first-mover advantage, in that although the big railroads knew they existed, no one had any idea about the English syndicate. The newspapers were already having a great time making fun of their grandiose name for what they openly referred to as a "shoe-string railroad." Mostly they considered it to be a hustle, a big show of activity intended to bamboozle someone into thinking a railroad was going in, perhaps to sell land or something like that.

So while that cloak of anonymity and disreputability was still on them, they made a few very shrewd moves.

First, Sumner identified and purchased a 40-acre parcel of land that covered what they knew would be the only logical entrance to the tunnel that would need to be built at Noti.

Meanwhile, Hunt was on a whirlwind tour through the Siuslaw Valley, making arrangements for the right-of-way. This was a bit of a challenge, because some of the farmers, when they learned a railway was to be built, tried to shake the syndicate down for huge windfalls. Time was precious -- as

Hunt and his partners well knew, the minute all these purchases started being publicized, their under-the-radar "shoe-string railway" status would change fast. No "shoe-string" operation could afford to throw money around as they were now doing.

So as he moved along, Hunt would make each landowner an offer. If they accepted it, or even asked for slightly more, Hunt would accept it and ink the deal on the spot. But if the landowner demanded an unreasonable price, Hunt would demur, head for the nearest telephone, and call up Pacific Great Western's lawyer, Frederick DeNeffe. DeNeffe would write out a condemnation order on the spot -- he actually had a stack of form letters printed up so that all he'd have to do was fill in a few blanks -- and file it with the Lane County clerk the same day. Soon the Siuslaw River canyon was covered with condemnation actions.

This was the point at which the newspapers stopped referring to the Pacific Great Western as "the shoe-string railway" and started calling it "the mysterious railway." Obviously there was money behind it. But whose?

For a little while the syndicate managed to ride the "mystery" tiger very successfully. Harriman's Southern Pacific assumed they were backed by Hill's Great Northern, and vice-versa, and although both companies issued vigorous denials, nobody believed either one of them.

But then the cat was let out of the bag by none other than Sir Robert Perks himself. Sir Robert, at supper with a New York banker friend, got a little carried away and, after swearing his soon-to-be ex-friend to secrecy, took him into his confidence. The banker betrayed him almost the first instant he was alone in a room with a telephone. And suddenly the Harriman group was wise.

Promptly Harriman's Southern Pacific bought out a local logging railroad with operations in the Siuslaw River area, the Willamette Pacific Railway Company, which immediately announced plans to build a line from Eugene to Coos Bay.

What followed was more or less the railroad equivalent of a race to the patent office. Whichever company filed its line adoption

first would have precedence. Willamette Pacific's survey crews platted a route that zigzagged back and forth across the canyon, such that if they filed their line adoption first, there would literally be no corridor for a competing line. If they made it first, it was game-over for Pacific Great Western.

And if Pacific Great Western made it first, it was game-over for Willamette Pacific. Without access to the tunnel site at Noti, they wouldn't be able to reach Florence either. And since Sumner had bought the land around the tunnel site, the only way they'd get that access would be a condemnation proceeding, which they would only win if their line adoption was recorded first.

"I instructed Hunt to finish the resurvey as soon as possible and then immediately to come to Eugene where Bingham and I would be waiting for him at the Bingham home at any hour of day or night," DeNeffe recalled. "The three of us, who composed the corporation's board of directors, would then and there hold a special meeting."

Hunt's final survey was finished at nearly the exact same time as Willamette Pacific's, and both engineers headed for Eugene at about the same time. Hunt arrived at 3 a.m. the following morning, on horseback in a driving rain; and by the time he'd gotten his oilskins off, a company meeting was in session, and the company officially adopted its right of way. (DeNeffe doesn't say, but it goes without saying that the action was recorded a few hours later.)

Two days later, Willamette Pacific's engineer arrived at the Southern Pacific offices in Portland, and a similar -- but presumably drier -- scene was enacted.

For a while, things proceeded as if nothing had happened. Southern Pacific awarded the Willamette Pacific construction contract to an outfit called Twohy Brothers, which got right to work, transporting equipment out to get the line laid ... starting, more or less, at the mouth of the inevitable tunnel at Noti.

Which, as you may recall, lay inside a 40-acre parcel of land that Sumner had purchased.

After purchasing it, Sumner had fenced the 40 acres in with a barbed-wire barrier 12 feet tall and festooned it with "NO TRESPASSING" signs. Inside the

compound, Pacific Great Western had built a guardshack with sleeping and cooking facilities and stationed guards there with rifles.

The Twohy Brothers took one look at these preparations and went back to Eugene to consult with SP. SP promptly filed a condemnation complaint against its rival, seeking to force PGW to provide them access for their railroad line.

And that is how the whole affair ended up in court, relatively early in the game.

It wasn't in court for long. Hunt, it turned out, had not frozen half to death racing back to Eugene for nothing. Pacific Great Western had won the race; its line adoption had come two days before Southern Pacific's. There was a good deal more maneuvering and posturing, but it appears to have been intended primarily to buy a little time so that SP could make a serious attempt to buy PGW out. It was checkmate, and they knew it; and for SP, the only way forward was either to abandon the field, or buy out their rival.

At first these negotiations went nowhere, because Southern Pacific refused to agree to complete the line as part of the purchase contract. But when it became clear that Pacific Great Western's directors absolutely would not sell at any price without that agreement, SP relented, and the agreement was signed.

The English syndicate members signed somewhat reluctantly. They'd been looking forward to the vicarious adventure of building the line. But the deal was so advantageous from a return-on-investment standpoint that it made no sense to refuse it for sentimental reasons.

SP was as good as its word, and the line was finished in 1916. It was immediately profitable, and continued to be for decades after it was built. In 2009, some deferred maintenance forced it to be closed down; the Port of Coos Bay, with the help of some grant money, purchased it two years later and refurbished it, and still operates the line today.

(Sources: "The Mysterious Shoe-String Railroad," an article by Frederick M. DeNeffe published in the September 1956 issue of Oregon Historical Quarterly; "Eugene-Coos Bay Rails Pushed in 1911-1916 Battle with S.P.," an article by Dewey Ray published in the Aug. 25, 1957, issue of The Portland Oregonian)

Finn J.D. John teaches at Oregon State University and writes about odd tidbits of Oregon history. His book, Heroes and Rascals of Old Oregon, was recently published by Ouragan House Publishers. To contact him or suggest a topic: finn@offbeatoregon.com or 541-357-2222.

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