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MILLRACE HISTORY

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BOB TWEDELL

Reprint Eugene Register-Guard

Old Millrace

HOW IT WAS BORN

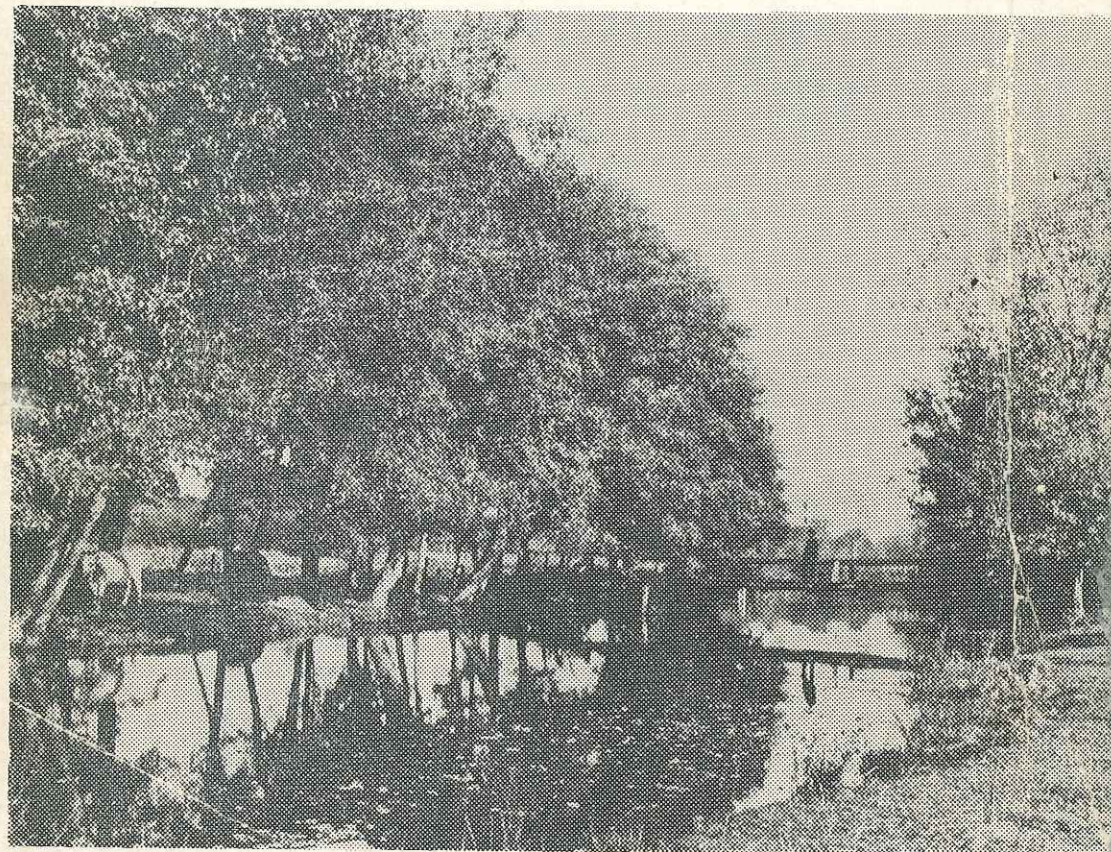
STORY OF STREAM RECALLS MEMORY OF TINY EUGENE

By BOB TWEEDELL

"The old millstream" has been glorified in song and folklore as a peaceful, quiet, shady retreat where boys swim and splash and turtles sun themselves on moss-grown logs.

But the old millstream, which has meandered through Eugene since shortly after the pioneers arrived, has not always conformed to that idyllic description.

Old settlers have placed the date of the completion of the millrace as 1851 or 1852. Eugene City, as the little frontier town came to be known, was non-existent. There were a few cabins scattered about the valley and a small cluster of crude dwellings where Eugene now stands. Hilyard Shaw, who built the millrace, is also credited with building the first cabin in Eugene, for Judge David M. Risdon in January, 1851.



THE OL' MILLRACE was this way once! Positive identification of the scenes are impossible, but the photo above shows a scene looking east from a point below the Anchorage, which was once a rendezvous for canoeing enthusiasts.

Great Bend in River

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EUGENE, OREGON

The cabin stood in the area around Pearl St. between Broadway and Tenth Ave., but it was on the outskirts of the tiny settlement. Later Shaw built his own cabin near the famous "Condon Oaks," and when Dr. A. W. Patterson and his wife arrived, they occupied part of Shaw's cabin and boarded him in lieu of rental.

When Shaw stood on Judkin's Point and looked down at the peaceful valley below, he saw the sluggish Willamette River flowing in a great bend which began below and went north around what was later known as Day's Island. Then the river curved back toward the West, through the edge of what came to be called Patterson's Island. The gravel bottom of this old channel is still evident on the island.

The part of the scene which interested Shaw was the slough that began at the rupture in the Willamette's bank just below the point, and meandered listlessly westward, coming to a sluggish halt in the vicinity of the present Patterson St. Then, about five blocks farther west, the slough began again, emptying back into the Willamette at about the same spot it does now.

Slough Called a "Draw"

This western part of the slough, and later the millrace, was probably dry before Shaw completed the race, except in times of high water when the Willamette would back up into it. Some of the settlers from the Midwest referred to this slough as a "draw," as they called a dry depression. The whole area was marshy, however, and the "mill pond" was a natural pond which sometimes froze enough to allow skating.

Shaw, the carpenter and mill operator, recognized the value of the sloughs and immediately planned the construction of the millrace and the erection of a sawmill. All the settlers needed lumber, for dwellings and for the furniture with which they equipped them. Here was a potential power source to operate the machinery in a sawmill, and later in other mills.

Eugene Skinner, the pioneer after whom Eugene is named, gladly gave Shaw a grant of land for his project. The deed was to come from the United States government for a "donation land claim." It gave Shaw an area bounded on the west by Mill St., encompassing a good part of the slough.

Shaw made further purchases and agreements with other settlers who had land claims through which the proposed millrace would flow, and concluded by going into partnership with Avery A. Smith. A William Smith, whose land claim took in the inlet and first part of the eastern section of the slough, helped Shaw build the race.

Just how Shaw's job in building the race was done is unknown, but the pioneer power developers probably used crude scrapers drawn by teams of horses or oxen.

The natural topography made their job easier, since they had only to dig a ditch connecting the two already existing main portions of the completed race. They dug a ditch about five blocks long, beginning near the present Patterson St., and ending near the headgates which were built later.

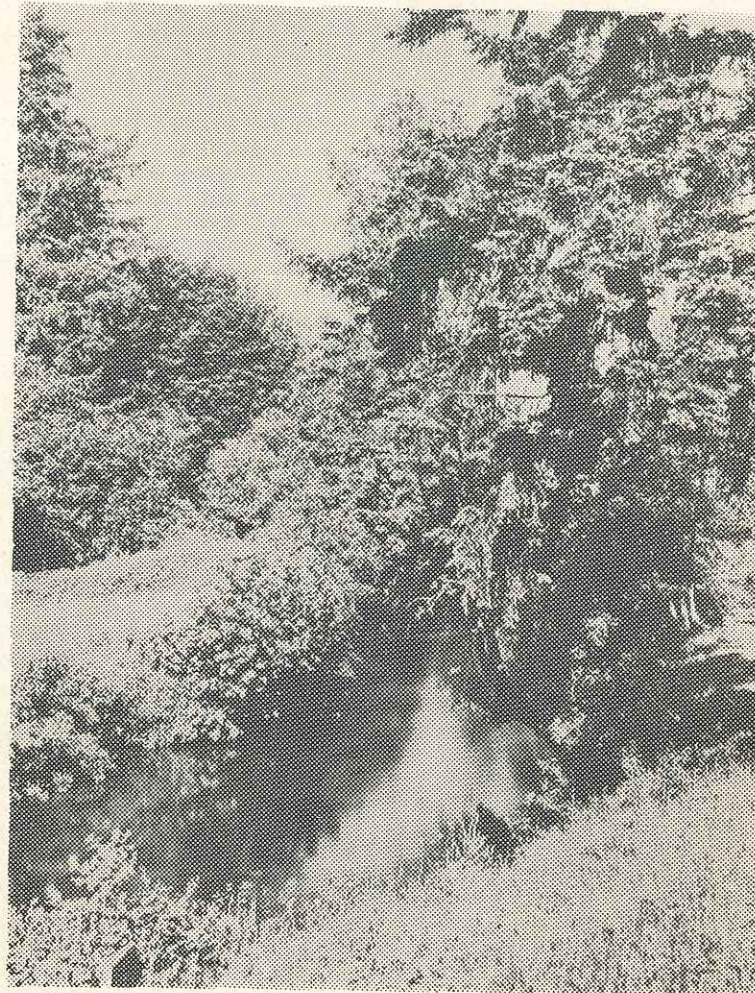
Then Came a Sawmill

Labor was cheap, probably 50 cents or \$1 a day for a man and a team, so the original cost of the millrace was not great.

With the completion of the millrace, the first part of Shaw's plan was carried out, and he proceeded with the construction of a sawmill. The actual date of such completion is not known, but in 1855, Shaw entered into a tentative partnership with Thomas Kirkpatrick to repair "the sawmill and also to build a grist-

mill." Shaw was to give a deed "when the said Shaw gets a deed from the government to 'the undivided half of his (Shaw's) land claim'."

There is no further record of this transaction, but two years later records show that Shaw, A. A. Smith, and M. W. Mitchell were operating the millrace, the sawmill, and a gristmill on a partnership basis.



A TYPICAL SHOT of the old race from the Oregon Collection of the University of Oregon library.

Deed Dated in 1859

The first deeds and similar records were filed in Lane County in 1855. It is doubtful whether the dates of filing and the effective dates of these transactions and agreements are necessarily the same. It seems apparent that Shaw was operating the millrace and the sawmill before he received title to the land from the government.

The first description of the rights of the millrace owner appears in a deed dated May 10, 1859, which gave Hilyard Shaw "... the equal one undivided one-third part of the water power ... with the right-of-way ... to bring all of the

water that may be required therefore, the words 'right-of-way' ... defined to include all necessary dirt and stone lying adjacent to said raceway for the purpose of keeping the same in repair."

As the settlement grew, the demand for lumber and flour kept the mills humming, and the owners prospered. The gristmill was enlarged and improved.

Ferry Service Operated

The community was still small, but the valley's population grew as more farmers staked out claims and began to clear and till the soil. The predecessor of Franklin Blvd. ran along the south side of the race.

There were no bridges, but occasionally a farmer forded the shallow stream with his team and wagon as he brought grain to the mill or returned home with the flour he had ground there. Elias Briggs and Eugene Skinner were operating ferry services across the Willamette to provide access to that inland tract between the McKenzie and Willamette Rivers.

So the placid millrace continued to provide the power needs of the sturdy little village, almost untouched by the improvements of civilization which a little later, changed its appearance, developed its potential power, and increased its value a thousandfold.

Eugene City's millrace was to affect, and be affected by future "pioneers" and planners even more than these early builders.



IN 1899 a few canoes drifted along the old Millrace, and a diving board waited for youngsters. This photo was taken by Oscar Hemenway and is from the Oregon Collection of the University of Oregon library.

Firms Spring Up On Channel Banks

As Eugene City grew, the importance of the millrace grew also. The industrial and commercial life of the energetic little pioneer town centered on its banks. Shaw's stream was not considered as a "civic asset" in the modern sense, but the "Chamber of Commerce" early realized its value as a lure which might bring more industry to Eugene City.

Hilyard Shaw was unable to keep pace with the growing city and the increasing demand for his time and services. Ill health and the pressure of business at his mills were responsible for his selling the millrace to Joseph Brumly in 1856, with rights and obligations which Shaw had operated under.

Records show that Shaw did not own all the land through which his millrace flowed, contrary to several old newspaper stories and other accounts which make that statement. Old deeds and agreements, almost illegible now with their faded ink and awkward hand-writing, indicate that Shaw owned a 23-acre tract which became known as the "Eugene City mill property," and that the remainder of the millstream as on land belonging to other pioneers who gave Shaw the original easements for construction, repair and operation of the race.

Property Sold

Ownership of this "mill property" and the millrace has been confused as the years passed. It seems clear, however, that the builder of the race was forever separated from its possession when he sold to Brumly in 1856, but that he kept the "mill property" until 1869.

Then Shaw disposed of more of his holdings, selling the grist mill which was later the Eugene Mill and Elevator Co. to J. B. Underwood, president of the first city council, and W. F. Osburn. The new mill-owners enlarged the capacity of the granary to 60,000 bushels, and added two more "runs" of burr stones to the one which Shaw had built.

Meanwhile business had been booming all along the race. In 1856, Louis Behrens built a brewery, the Eugene City Distilling Co. Thirteen years later it was the chief industry in the city, producing 70 gallons of whiskey daily, and paying more taxes than any other single firm. The Eugene Ice and Storage Co. is now located where Behrens plied his trade, having been there since 1891, when the conversion to an ice factory and cold storage plant was made. Henry Weinhard, Portland brewer, bought the plant in 1892.

David Cherry established his furniture factory in 1866, and his brother entered the firm later. In 1877, they moved to a rented building near the old sawmill and built a new flume to use the millrace water power.

Also in 1877, the millrace and the "mill property" became a unified enterprise again. A combine of businessmen, including A. S. Patterson, William Edris, and S. W. Miser bought a $\frac{3}{4}$ interest in the grist mill from J. B. Underwood. J. G. Gray, who had acquired Osburn's $\frac{1}{4}$ interest, retained his part of the property and became a member of the new company.

Their deed, dated August 2, 1877, contained the following terms: "All that certain piece or parcel of land known as 'the Eugene City mill property.' . . . containing twenty-three (23) acres and one-tenth (1/10) of land, together with all the water power upon said premises; also the right to dig the present raceway as deep and wide as may be required to run the mills thereon, and other machinery or mills that may be at any time or times placed on said premises.

"Also the right to dig the present raceway as deep and wide as may be necessary and bank the dirt and stone on either side. Also to include sufficient dirt and stone lying adjacent to the dams for the purpose of keeping them in repair; also the right to take water out of the dam for other mill purposes by increasing the flow to the extent of the amount so taken out."

Patterson, Edris, & Co., also bought, at about the same time, the millrace rights from Joseph Brumly, who had been owner since Hilyard Shaw sold to him in 1856.

Six years later, in 1883, Samuel and George C. Swift purchased an interest in the company which controlled the mill property and the millrace.

Another industry had joined the growing ranks along the banks of the millrace in 1882, when William Skelton and sons built the first Eugene woolen mills, predecessor of the present-day company.

George Midgley came to Eugene in 1875, and went into the planing mill business. The present mill is a descendant of the Irving planing mill and that of Abrams Brothers, both of which Midgley bought out and combined into one mill. Will Disinger was associated with Midgley.

Fire Protection

Disinger was also chief of the fire department that had been organized to combat the disastrous fires which plagued the early residents and businessmen. One of the departmental rules was that a member, if he was in town, must answer the fire bell's summons, or pay a \$1 fine.

One day Disinger was out hunting on "College Hill" when he heard the



EAST OF THE CAMPUS, this scene was taken sometime before 1909, the copyright date on the photo. Graceful alder trees lined the banks and a fence went right down to the waters. This photo is also from the University of Oregon library.

bell begin to ring, but since he was outside the city limits, he decided not to answer the alarm. He figured the fire would be under or out of control by the time he arrived on the scene anyway.

When he returned, Disinger learned that the planing-mill had been on fire, but the damage was not extensive. Water from the millrace, close-at-hand and inexhaustible in supply, had quenched the flames quickly.

These recurrent fires brought early agitation for preventative measures, and a vociferous group of townspeople advocated the installation of a water-wheel and a force pump on the millrace as a source of water to combat the flames. The plan was never adopted, however, and in 1882 the city bought a hand fire-engine and hosecart for \$2500.

Mill Burns

In 1892, one of the fires destroyed the grist mill and warehouse on the "mill property," and the site lay vacant until 1895, when it was purchased by the firm of Williams and Mathews, who rebuilt the mill and warehouse. J. S. Shelley bought out Mathews in 1897, and the new partners took the business name of Eugene Mill and Elevator Co.

During these years, there had not been a lot of work done on the race, except after the great 1891 flood, which tore out the rock walls at the intake, cut away the banks of the race as far as the portage. After the flood, retaining walls were built along the banks after a new channel had been cut through from the portage to the river. The old intake was blocked off with cribs made of notched logs and filled with rocks.

In the winters of 1884 and 1885, Eugene got heavy snows. Snow was three feet deep during one of these winters, and froze solid enough to hold a horse up. One story has it that the snow was hard and crusty enough to permit ice skating on its surface.

The millrace froze over, and ice-skating parties were common. The skaters built big bonfires at the foot of Seventh St. and skated under the cold white stars and moon that reflected back from the shiny surface of the icebound stream.

But the days were yet to come when the millrace would be a popular recreational spot, and a scene of water sports and pageantry.

Recreational Use Of Area Begins

The 1890's and 1900's approached and passed, as the population grew and the frontiers disappeared, Eugene and the millrace felt the effect.

The millrace was 50 years old in 1901 or 1902. It was the center of industrial enterprise in Eugene, with a flour mill, a sawmill, a planing mill, and an excelsior plant along its banks, all of which harnessed its water to drive machinery.

The importance of the race was increasing; its use as a power source and for recreational purposes had grown by leaps and bounds.

College students at the University of Oregon had adopted the race for their own, and the move of fraternities to houses along its banks had begun. Canoes began to appear on its placid surface, supplanting the old, awkward flat-bottomed skiffs, and the aura of romance began to grow around the shady stream.

"Back" Yards Appear

Townspeople, as well as students, helped to popularize the recreational



THIS WAS THE GAY LIFE on the millrace in 1899. McClanahan's Boat House at Ferry St. was a center of student life in the first years of the canoe craze at the University. This photo was copied from an old print at the University of Oregon library. The library acquired the picture from Oscar Hemenway, class of 1900.

aspects of the millrace. Those lucky enough to live along its banks began to take pride in their "back" yards, along the edges of which the race flowed, and landscaped gardens and lawns began to enhance the natural beauty of the stream.

The millrace was used as a highway by picnickers, who boated down it to the portage at Judkins point, there transferring their canoes and skiffs to the Willamette, across which they paddled to the old picnic grounds above the rapids on the north bank of the river.

The cheery glow of campfires in the dusk was a common sight, and the laughter and mellow ballads of the picnickers often floated across the river from the groups gathered around the dying embers of the fires after the evening meal under the huge old shade trees.

Read what Frederic S. Dunn, onetime faculty member of the University of Oregon and longtime resident of Eugene, wrote in a 1934 issue of the Oregon Daily Emerald, recalling early days in Eugene:

"The mills had long been grinding when, as a boy, I used to pole rafts up and down the lower stretches of the millrace. I owe my first ducking to an old buggyhorse that started to roll in the shallow water at the end of Seventh Ave., where the old courthouse now blocks the way.

"... When the University was built so alluringly near, the millrace became a self-appropriated adjunct of student life, all the mills and factories notwithstanding. And long before the canoe appeared, the standardized vehicle was the flat-bottomed skiff, propelled by at least two, or better still, three sets of oars. The stylish party consisted of three couples, three men at the oars.

Unpleasant Incident

Dunn continues with an incident which he long remembered, he says, "with mortification and disgust."

"A favorite mooring place was at the junction of Mill Street and Tenth, to reach which it was necessary to cross private property," Dunn wrote. "Right-of-way had apparently never been legally obtained, and groups of picnickers had been coming and going, evidently with little regard for the owners and latterly to their unquestioned annoyance, as a party of us, one large moonlight night, discovered to our anguish.

"We had returned and were about to land, when a voice in Scandinavian accents yelled at us not to stop on his property or he would shoot. We just could not pacify that cursing berserk. He waxed louder and more profanely, the more we tried to reason with him—and he won out.

Muddy Trip

"We had to go on down the stream and tie up at the bridge, the best we could, and tote the girls out through the mud and ooze. Every time I heard 'hay, bane Swade,' I think of . . . of that shotgun poked at us from an upper window."

Still the real value of the millrace in those days was an industrial factor, a source of power. There were the mills, and the power plant of the city, using 500 horsepower in their operations, all dependent upon the race for power. According to an interview given by Frank Chambers, one-time operator of the race, a few years ago, "It had quite a bit to do with developing the town and enabling Eugene to overtake Springfield, which was at one time the larger town."

One of the first circuses in Eugene made extra use of the millrace. The elephants were taken into the shallow area between Sixth and Seventh streets

for a bath, and they liked it so well they chose to remain instead of returning to the hot, dusty circus lot.

The keepers worked long and unsuccessfully to get the huge beasts out, while a crowd of townspeople gathered on the banks of the race to shout suggestions and enjoy the free show. During the engagement between man and elephant, the latter used the water in the race to good advantage, blowing trunksful at the cursing, sweating keepers before they succeeded in getting their charges back on dry land.



THIS WAS THE OLD MILLRACE just east of the Anchorage in 1912. Pole-type footbridges of the type shown here existed on the race until just recently.

Home Owners on Millrace Clashed With Industrial Users—About 1910

By 1910, the millrace property had become the center of a considerable controversy. The race owners, in their efforts to fulfill their plans for making the race an indispensable part of the industrial growth of Eugene, were beginning to carry out extensive deepening and widening operations along the race course.

A new era of development of the millrace had approached. The disastrous floods and fires finally made it impossible for the owners to meet expenses, and Frank L. Chambers and George Midgley bought the race. They planned to make it a self-supporting power project, operating independently of the mills situated on it.

From the old abandoned rock quarry below the "portage" at Judkin's Point, Chambers and his associates took rock to build a retaining wall extending a half-mile above the head of the race to keep the Willamette in its proper channel. Thousands of wagon loads of rocks "big as a 1924 model Ford coupe body" were hauled and placed.

They removed hundreds of stumps from the race course, and cut brush along the sides.

Midgley and Chambers paid \$30,000 for the millrace, and according to Chambers, every cent of profit derived from its operation during his ownership was turned back into improvements and enlargement of the race. Power was sold for the annual rate of \$10 per horsepower for many years.

But property owners, jealous of their beautiful lawns and gardens along the race, objected to any improvements which would alter or destroy them.

However, in 1910, Chambers denied a report that his company would seriously alter the attractive stream, but said that dredging and widening operations would involve cutting off some of the bends near the head or intake. Nothing was to be done to the stream below the headgates, Chambers added that "within the next ten years the race may be widened and deepened below the headgates, but not to the detriment of property owners. It has always been our policy to preserve the stream's natural beauty."

Disagreement between the property owners and the millrace company came to a temporary head early in 1911.

In a petition to Major J. F. McIndoe, of the U.S. Engineering Department in Portland, about 80 dissatisfied property owners along the upper part of the stream asked destruction of the wing dam extending into the river at the head of the race. The dam started at the curve of the river above the gravel bar across from "Coney Island," and followed down the reef of rocks in the middle of the river to a "crib" across from the intake at the island. From the crib to the island was a temporary structure which was removed to let log drives pass.

Destruction of the dam would have diverted the water from the intake and left the race almost dry, and would have seriously decreased the power supply available to the mills at the lower end of the race.

The cribs and dam construction had been necessitated by the lowering of the river bed due to the action of a series of floods.

At one time, the river had been 5 or 6 feet higher than the race, but as it fell below the millrace level, engineering devices were adopted to keep the race flowing. During the Patterson-Edris ownership, a new intake channel had been dug, and the old one blocked with cribs made of notched logs, in a square about

the size of an ordinary room, and filled with big rocks to keep them put. The wing dam had been added later.

Basements Flooded

The property owners asserted that their basements were being flooded and their land overflowed with every freshet, because the dam had been raised, thus raising the water table above the level of their property. Chambers, speaking for the millrace corporation, denied that the dam had been raised.

According to a story in the Portland Oregonian on Jan. 21, 1911, the "bad feeling" had been growing for several years between the millrace company and the abutting property holders.

During the summer of 1910, employees of the millrace company trimming shrubbery along the banks "were met by an enraged woman and ordered away at the point of a shotgun."

The Eugene Commercial Club took the matter up in January, 1911, and appointed a committee to draft a resolution protesting any action by the government which would act to destroy the race. Attorneys represented both property owners and the millrace company during the sharp discussion.



BACK IN 1909 the Millrace was just a peaceful semi-rural stream. The canoe craze, which was to grip the campus and Eugene in the next 10 years, had just begun. This old picture was taken upstream from what is now the Anchorage.

"An Aquatic Park"

The same Oregonian story said that the race "occupies a distinctive position in that it is regarded by Eugene people and by the University of Oregon not so much as a commercial utility as an aquatic park."

Almost 100 rowboats and canoes were owned along its banks, and in the summer the race was crowded.

But its commercial importance as also realized, since five businesses, the Eugene Woolen Mills the Eugene Excelsior factory, the Midgley Planing Mill, the Eugene Flouring Mill, and the Eugene Ice and Storage Co., would have had to close down or reconvert their machinery so that other power sources could be utilized if the race were destroyed.

More Gun Play

The issue waxed and waned, and in 1913, another crisis developed. Late in October that year, a crew of millrace employees were ordered from their work at the point of a gun by John Evans, who owned property along the millrace at Alder St. Police interfered before the trouble took a more serious turn.

Evans had placed timbers along the bank of the race fronting on his property, to keep it from washing away his land, and the millrace company employees were attempting to remove them. The millrace officials claimed this right as a provision of the original deed to the millrace property.

The property owners along the race claimed all the land that they had purchased, as defined by their deeds, and objected vigorously to any widening of the race.

Street Problems

Adding to the complications, the city council had ordered the paving of a street crossing the race, and the plans called for a concrete abutment which the millrace company threatened to destroy.

It seemed that an impasse had been reached.

Out of the altercations grew the Millrace Protective Association, organized Oct. 21, 1913, with an original membership of more than 100 persons interested in preserving the stream.

L. Bilyeu was retained by the association as legal adviser, and he stated after the first meeting that "questions as to the rights of owners of the millrace and property owners along its banks probably will come before the courts for adjudication," according to an account of the meeting in the Oct. 22, 1913 Oregonian.

Dragged Through Courts

Bilyeu's prophecy was correct, because during the next three years, the issue was argued through the lower courts, and finally appealed in 1916 to the Supreme Court of Oregon, which decided that the defendants (Frank L. Chambers and the Millrace Company) "will be permitted to widen their ditch so as to bring it up to 50 feet in width, and will be enjoined from further widening it, and from throwing mud and silt from the bottom upon adjacent property."

In making its decision, the court incorporated the following data in its report of the case:

"The mill property is a 23-acre tract. Chambers (and the millrace corporation) proposed to take a 20-foot strip from each side of the race, basing the right to do so on certain mean conveyances from H. Shaw, the original owner of the ditch and of all the land in controversy.

"On March 1, 1856, he (Shaw) conveyed to defendants' predecessors in interest 23 acres of land, described generally as being at the N. W. corner of his (Shaw's) land claim, thence east along the northern boundary 11 chains, thence south 21 chains, thence west 11 chains to the western boundary, thence north along said boundary 21 chains to the place of beginning. There was situated on this tract at the time of the conveyance a sawmill and gristmill owned by Shaw and operated by water power obtained from the ditch in question here."

Shaw's Deed

Shaw's deed contained clauses which read:

"Together with the waterpower upon said premises with the right-of-way over Shaw's land claim to bring all the water that may be required to run the mills thereon, and all other mills or machinery that may at any time or times be placed upon the above-described premises of whatever kind or nature; also the right to dig the present raceway as wide and deep as may be necessary, and to bank the dirt and stone on either side; also to include sufficient dirt and stone lying adjacent to the dams for the purpose of keeping them in repair."

Shaw's deed further provided "that the lateral extent of the easement should be measured by the growth of manufacturing industries upon the tract."

In summarizing the opinion of the court, the report says that Shaw's intention in granting the deed leaves "no room for speculation" and that he used "apt words" to describe the "easement which may be enlarged according to the future requirements of the grantee" making "such future requirements the measure of the extent of his right."

However, the report continues: "The conveyance of the easement over land does not pass the title or interfere with the right of the owner of the soil to occupy it for any purpose not inconsistent with the easement.

"The grant made by Shaw created an encumbrance on the property adjoining the original ditch, and the recording of the deed was notice of that encumbrance, and parties making improvement along the route of the ditch and near enough to be affected by any probable widening of it that the grantees might make, made them at their peril."

During this litigation, the millrace property was sold by Chambers and his associates to the Eugene Woolen Mills Co. and the Eugene Excelsior Co. With the millrace property rights, the new owners acquired about 10 acres of land out of the 23 which originally comprised the "mill property" for a reported price of \$25,000. C. O. Peterson said the Excelsior company took part in the transaction rather than renew the lease under which it had been operating for the past 16 years at the time of the sale.

lll

Channel Declines As Important Source of Power

During these years of argument over the rights of the millrace owners and the adjoining property holders, the students at the University had quietly moved in on the race and taken it over as a part of the campus.

Fraternities acquired houses along its banks, and men and women of Oregon appeared with increasing frequency in canoes on the race. The canoe owner was as popular as the convertible-owner is today.

The "ducking stool" became the favorite disciplinary tool of the fraternities about 1913, but its use was discontinued after a couple of years when university officials and aroused underclassmen objected strenuously to its "torture."

The "stool" was really a substantial chair, fastened securely to a long plank, and so rigged that it could be slowly lowered into the race from the deck of the millrace company's barge, or from the banks of the race.

With the victim firmly situated within the "stool's" rigid confines, the lowering-away process was accomplished with much finesse, deliberate slowness, and appropriate conversation by the punishers during the nerve-wracking interval terminated only by the complete immersion of the unhappy boy.

Cold Weather Best

The "stool" was used the year 'round, and the colder the water the more effective the treatment, and the higher the enthusiasm of all but one of the participants.

Wary underclassmen and pledges watched their P's and Q's carefully, lest avenging upperclassmen haul them off to the terrible fate of an ignominious ducing in the millrace while seated in the "ducking stool."

Other millrace enthusiasts were not inactive either, but their enjoyment was derived from less controversial play.

Dean Straub, legendary Oregon faculty member, had a "basement" excavated beneath his barn which stood on the bank of the race, and then cut a channel through to provide a perfect "stable" for his canoe.

The "stable" soon became a favorite rendezvous for Dean Straub's children, especially his daughter and her friends. In those days, young ladies did not appear in public clad in swimming attire, so these clever young ladies betook themselves to the privacy of the "stable" on warm summer afternoons, where they could play and swim to their heart's content without offending the conventions of polite society.

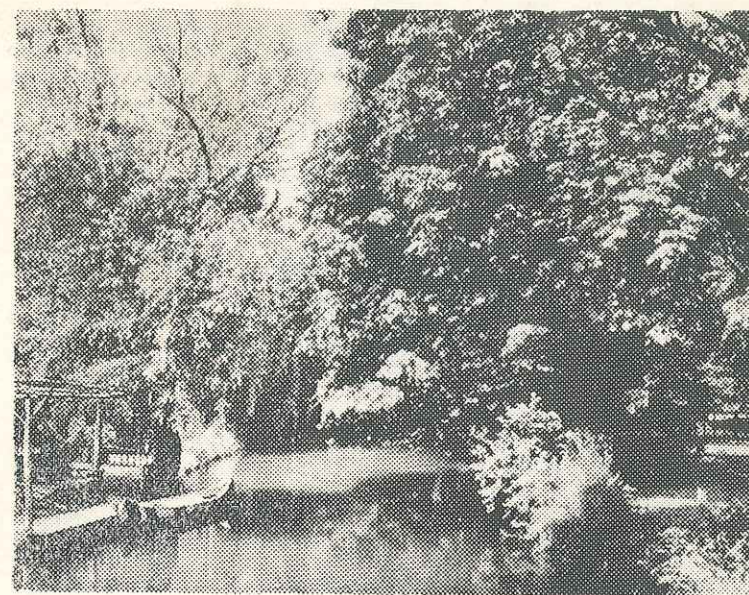
Another family was that of Lewis R. Alderman, who later became superintendent of schools in Portland, and director of adult education with the U.S. Bureau of Education.

One sunny, summer afternoon, Mrs. Alderman and the two children went canoeing up the race. They ventured too near the swift current at the intake, and in trying to turn the canoe around to head back downstream, capsized. The three occupants were thrown into the water.

Boy Found

Mrs. Alderman swam safely ashore with the little girl, but young Alderman disappeared in the swirling water, and frantic efforts of would-be rescuers failed to find him. The upturned canoe floated off down the race.

Presently, someone began to right the canoe, and under it found young Alderman, clinging tightly to a thwart amidship, and too scared to say a word.



Bill Hayward, Oregon's grand old man of sports, enjoyed the race, too. In those days he had a chute rigged from his room on an upper story at the Anchorage, leading into the water, so he could slide out into the race for a morning dip.

F. L. Chambers, during his ownership, had operated a boathouse on the millrace, with about 30 rowboats. The boathouse, in 1906, was on the northwest side of Eighth St., with facilities for locking up the boats in stalls built out over the water. By 1910, one enterprising boat enthusiast had a motorboat operating on the race, but canoes were still the exception rather than the rule.

By 1912, however, Paul Bond had some canoes at Alder St., and soon afterward he built the "shack" which later became part of the Anchorage. In 1916, Bond said he intended to "make the raceway the recreation spot of Eugene," but World War I took Bond and temporarily ruined the canoe-renting business.

Emerald Comment

Even so, the sport was popular enough in 1917 to draw the attention of the student council at the University. In March that year, the Oregon Daily Emerald printed the following story:

"With the advent of sunshine and balmy afternoons, and the inevitable tendency on the part of the students to gravitate toward the traditional mill stream, comes the realization of the dangers encountered in the pleasant pursuit of canoeing, the fateful consequences of past carelessness, and precautions that should be observed. (The reference to "past carelessness" is unexplained.)

"Canoeing on the race has always been considered safe under ordinary sensible conditions. It is because of the tendency to venture upon the river that rules were passed by the student body last year.

Regulations Listed

"The same regulations will remain effective this year.

"They are:

"1. Every student who goes canoeing must be provided with a certificate attesting his ability to swim.

"2. All canoes shall be off the river by dark.

"3. The number of passengers in a canoe shall be determined by the size of the canoe.

"4. Shooting the rapids is prohibited."

Two years later, in October 1919, the student council at the University was discussing the feasibility of acquiring the old boathouse, owned by Frank Chambers, and using it as canoeing headquarters for the University.

Canoeing had become almost a sport of the past during World War I because of no place to keep the canoes and no way of supervising the privilege of canoeing. The plan under consideration at the University would provide storage facilities and authority to enforce student regulations in regard to canoeing.

Boat House Eyed

The University owned a strip of land across from the boathouse, on the opposite side of the race, with a connecting bridge, and it was suggested that this property could be used in a recreational-area development program. Plans called for a tea room and soda fountain, also under student management, in connection with the boathouse.

Charges for the canoes, at about one dollar for an "entire afternoon," and the profits from the tea room and soda fountain would make the project at least partly self-supporting, it was hoped.

At the beginning of the 1919 school year, University President Prince Campbell, always a great booster of the millrace, had considered opening a dining-room annex for Friendly Hall men students in the large room above the boathouse. The plan was abandoned, however, as inconvenient and impractical.

Too Expensive

The University was offered the boathouse property for a monthly rental of \$60, but the Emerald pointed out that "this would, in fact, amount to . . . \$120 per month, because there are but nine months of school and at least four of these months are unfit for canoeing." The building was in disrepair and the platforming also needed rebuilding, the Emerald reported.

Other difficulties were costs of equipping the boathouse with canoes, blankets, pillows, and management. Canoes and blankets alone would cost \$2000, the Emerald said.

The canoe renting business was revived about 1922. By 1926 there were about 50 canoes owned by rental agencies along the race, and 40 or 50 other canoes in private ownership.

Property owners continued to develop and beautify their frontages along the race, and the millrace company did little except keep the existing channel free of debris and brush, and to keep the headgates, dam, and retaining walls in repair.

Power Need Drops

With technical advancements made during the post World War I era, the demands for water power fell off, so that only factories already equipped to utilize the millrace continued to do so.

The millrace owners decided it would be useless to attempt to make the race a basic power supply with which to persuade additional industries to locate in Eugene.

Public opposition to private of commercial exploitation of the recreational part of the race was shown by an example which occurred in 1925. A petition was submitted to the city council for a permit to build a public dance hall across from the Anchorage, and students and townspeople rose up in indignation to squelch this attempted invasion of the sanctity of the millrace.

University interest in the race continued to be manifested mainly by canoeing enthusiasts, but there were unsuccessful attempts to make the race an official part of the campus by long-and-hard-members.



War, Flood Spoil Landscaping Plan

In 1938, the University finally acquired property to which it had long cast covetous eyes. The tract lay on the north side of the millrace, east of the Anchorage.

In January, 1939, Dr. Donald M. Erb, then president of the University, appointed a special committee of faculty members to cooperate with a committee of Eugene citizens in planning the development of the property in case the proposed change in the Pacific Highway should be put into effect.

Would Move SP

The proposed change would re-locate the Southern Pacific railroad tracks in the right-of-way then occupied by the highway, and the highway was to be moved south, between the railroad and the campus.

The University paid \$4500 for the property, with the idea in mind that it would be an ideal area for construction of Junior Weekend canoe fete floats, and would also provide a good location for construction of seating facilities for the growing crowds which attended the gala Weekend festivities.

The planners planned in vain.

Again, in 1941, efforts were made to realize the potential scenic beauty that development of the millrace area across from the campus would bring.

All Agreed

The state of Oregon, the city of Eugene, and the Southern Pacific Co. had agreed on relocation of the highway and railroad facilities. The University again revived its plans. Development of the Oregon campus "front door" was placed in the hands of Fred G. Cuthbert, associate professor of landscape architecture, who supervised the drawing of the plans.

These plans, in conjunction with those of the state and the city, called for relocation of the SP tracks, shifting of the highway and millrace, and a park area across from the millrace. Part of the so-called "triangle property" between the campus and millrace, west of Villard hall, was to be used in relocation of the highway, and the rest was to be landscaped.

"The SP tracks will be replaced across the present race about half-way between what is now the race and the Willamette river," wrote Bob Frazier in the Sept. 26, 1941 Oregon Daily Emerald.

As of 1941

"Establishment of this right-of-way will probably be the first work on the project. The University, then, will have full use of the area between the right-of-way and the race. The area will extend east of Onyx street about 125 feet and west to the intersection of the race and the right-of-way.

"The race will be moved about 150 feet north of its present location at certain points near the east end of the campus. This will straighten the channel and allow widening of the race to nearly twice its present width at the Anchorage.

"A stage for canoe fete presentations will be built on the north side of the newly-channeled race about in line with University Street. Bleachers, planned to seat about 5000, will be built across the race from the stage. Wings on the bleachers will provide for an estimated 1000 auxiliary seating capacity. Up the race from this canoe fete area will be an area in which the floats may be built."

Underpass Planned

An underpass between the Anchorage and Villard was planned to provide safe crossing of the new highway.

North and east of the stage was to be an informal sports area. West of this would have been a "passive sports" area which would have been landscaped. Still farther north toward the tracks, it was proposed to put in a water garden, to be tapped from the race and situated below the race level, so that it would drain into the Willamette River.

Two footbridges were to connect the "mainland" with the canoe fete area, and vehicular traffic on the "island" was to be prohibited. A vehicle bridge was to be built, but it would be open only to University trucks servicing the new area, or hauling to or from the University track siding.

War Shelved Plans

World War II put a temporary crimp in the plans for relocation of the railroad and the highway. Accordingly, the plans of the University were shelved.

Then, during the war, in 1943, a flood destroyed the intake. Two years later another flood tore out retaining walls and banks along the race.

When the war ended, work was resumed on the highway and the railroad, but the millrace was left in the lurch.

But only temporarily. Citizens and students, alumni of Oregon and townspeople who were interested in the preservation of the millrace as a civic asset; people of all ages, occupations, and interests, banded together to perpetuate the almost-dead glory and remembrance of the millrace.

'High Adventure' Rafts Once Infested Waters

Just who owned the first canoe on the millrace is a matter of argument. The date is also conjectural, but it seems to have been around 1900. Before that time, traffic on the race had been confined to the old familiar flat-bottomed skiffs and the barge used by the millrace company in its maintenance operations.

Occasionally a small lumber raft was floated down the stream, and now and then the small boys of Eugene built and navigated rafts in high adventure on the race's placid surface.

Seemingly, the first formal recognition of canoeing on the millrace as more than a casual pastime was made in the women's issue of the Oregon Emerald in 1910. A spring canoe regatta was suggested, and the following spring, the idea was revived with more vigor.

Ensuing discussions among campus leaders changed the suggested regatta into a "canoe carnival," and by March, 1911, the plans were well underway for the first annual spring canoe carnival staged on the old millrace near the University of Oregon.

Student leaders and planners presented the plans to townspeople, who received the idea enthusiastically.

Enterprising student solicitors were promised three silver cups as awards, and funds were promised by merchants and students to provide other prizes for winning entries in the canoe parade, and other contests and events scheduled for the carnival.

Commercial Club Happy

The Eugene Commercial Club, forerunner to the Chamber of Commerce, was enthusiastic. Its publicity director, Mr. Freeman, thought the event would "serve to attract favorable notice and comment toward Eugene and the University," and that many out-of-town visitors would be attracted by the event. He favored making the carnival "a regular event characteristic of and peculiar to the town and college."

However, the efforts of these pioneer canoe festival organizers were futile that year. Oregon weather (rain) prevented the scheduled 1911 program.

The pageant would have started in the lagoon above the headgates (west of the Anchorage) and the trophies were to have been presented by the first queen, who was never officially crowned. She was Ruth Gibson.

Cups Put Away

The trophy cups, donated by S. H. Friendly; Laraway's; Pollocks, Watts and Yoran's Printing House, Paul Bond, and the Oregon Emerald were put carefully away to be awarded at the next carnival.

When the spring of 1912 rolled around, the canoe carnival idea was revived and plans made again for the pageant. A headline in the May 8, 1912, Oregon Emerald read: "Carnival to be Classy."

Diving Featured

On the scheduled program were such events as fancy and high diving performances by two of Oregon's premier water athletes, Vergil and Don Vickers. The latter was international champion in the 220-yd. sprint, and was scheduled to compete in swimming races on the program with about 20 prep high school stars from Portland.

These lads were under the leadership of Professor A. A. Cavill, swimming instructor of the Multnomah Club in Portland.

Contest Started

In 1915, an imaginative junior at Oregon, Don Orput, conceived the idea of a "Venetian Water Fete" to be held on the millrace as part of Junior Weekend festivities. Orput's plan for each campus or organization to enter a decorated canoe in a parade contest, was received enthusiastically, and a new phase of millrace history was begun. Junior Weekend canoe festivals soon became traditional events of pageantry and beauty in the University's and Eugene's passing years.

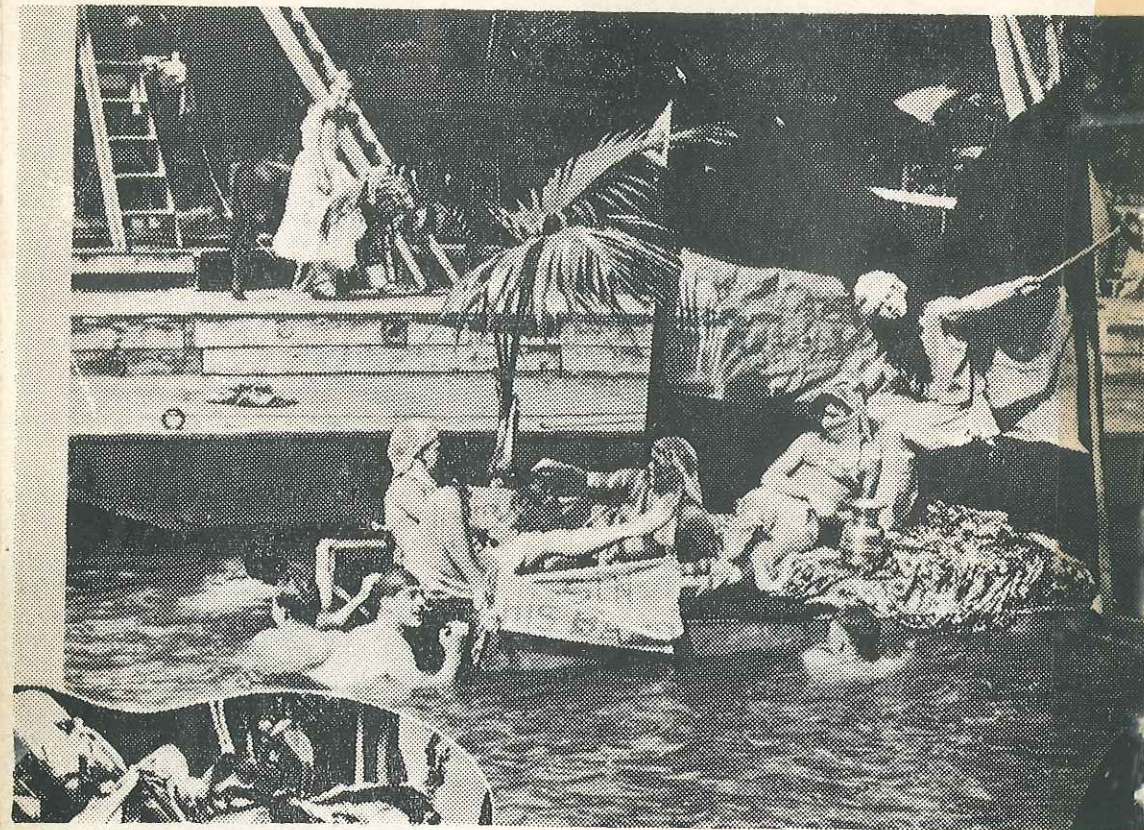
Nearly 2000 persons watched the first canoe fete from the banks of the millrace. Alpha Tau Omega, with a float built to resemble a submarine, the "O-29," won first prize. The choice of theme was in keeping with the national interest in the submarine warfare being waged by the Germans against the Allies in World War I.

Early Prize Winners

The following year, it was only natural that Junior Weekend planners should schedule another canoe fete. Kappa Alpha Theta took first prize with



THIS WAS A CANOE FETE—1935. Hardly a student at the University of Oregon today remembers the water carnivals as the high point of "Junior Weekend," but in the 1930's "Canoe Fete" and "Junior Weekend" were the same thing.



OUT OF THE PAST comes this picture, taken during a Junior Weekend Canoe Fete. Girls from Susan Campbell Hall add charm to the float above, sponsored by Susie-Sigma Nu. "Sinbad the Sailor" was theme of the fete.

"a large water lily whose yellow petals and green leaves spread and covered the canoe. In its center was the queen of the waterlilies, framed with bright lights." Miss Dorothy Shockley was the "Baby Queen," who ruled over the festivities.

In 1917, Chi Omega won first prize with a huge, multi-colored seashell, with Noemi Bernard as a sea-nymph.

By 1921, the committee in charge of Junior Weekend festivities had divided the canoe fete floats into two sections, with entries from women's organizations and entries from men's organizations competing in separate classes.

Kappa Kappa Gamma won first prize among the women's organizations with "Forest Fantasy," an imaginative picture of woodland life.

Alpha Tau Omega, winner of the first canoe fete, again took a first in the men's entries division with "A Spirit of the Sea." Gladys Callier was Fete Queen.

Race Decorated

This year's program marked an exceptional effort on the part of the Junior Weekend planners to decorate the millrace itself, and the judges of the event remarked that the achievements added unusual charm and beauty to the fete. Colored lights gleamed from beneath the water, and huge vari-colored spotlights followed the floats as they passed down the race.

In 1922, the Junior class spent about \$500 to erect bleachers for the spectators, who had always stood patiently along the banks of the race, vying for strategic positions from which to view the passing floats.

Lights were also installed above the bleachers and above the race.

Houses "Paired"

Pi Beta Phi and Phi Sigma Pi collaborated on the winning float that year, which marked the first time "pairing" was done, to decrease the unwieldy number of floats entered in the parade.

Their entry, "The Jade God," featured a Japanese temple shrine, with tall jars of glowing incense, a little Japanese lady in a blue kimona kneeling at the steps of the shrine, and a Jade green figure of Buddha.



IN 1941 THE CANOE FETE featured a "Scheherazade" theme. The "Mock canoe fete", traditional burlesque of the main show, carried out the "Stars Fell on Ali Baba" idea. (Wiltshire engraving.)

Old Millrace Has 'Its Finest Hour'

The events that took place on an otherwise tranquil October day in 1937 are alone enough to enshrine the millrace in the thoughts of Oregon alumni who participated in that day's riot of fun.

It was a riot, literally. Eugene was a battlefield, the scene of a terrific fracas between invading Oregon State College students and defending University of Oregon students, with the Battle of the Millrace the most important and decisive action of the "war." Victory at the millrace, and in minor skirmishes on Skinner's Butte and at Seymour's Cafe ended in an Oregon victory which more than avenged the loss to Oregon State of the football game which started the whole thing.

Eugene Tipped Off

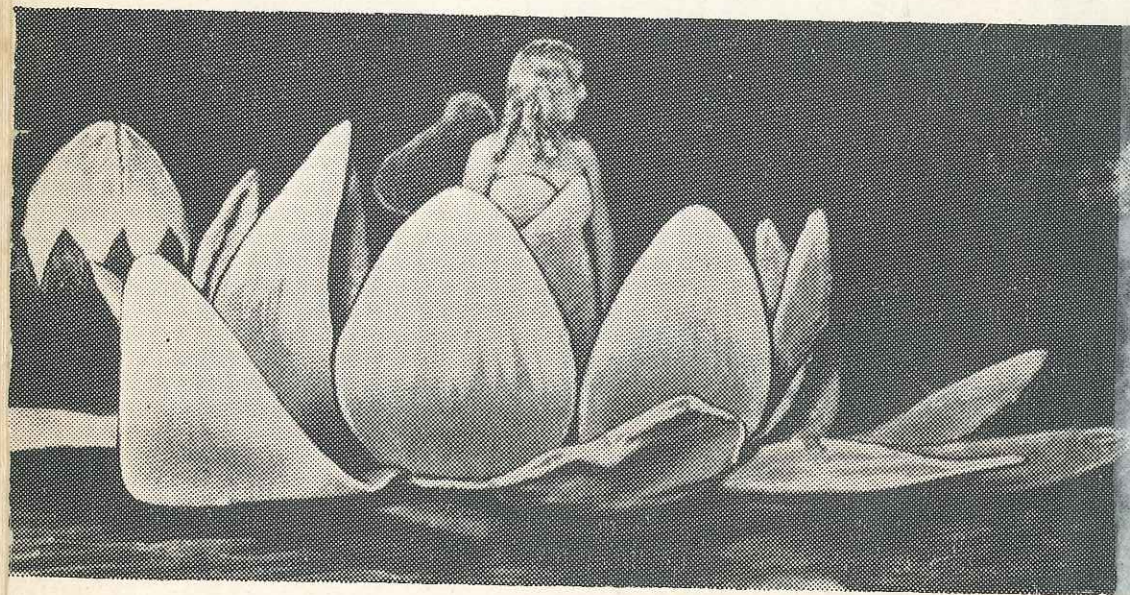
It all began on a calm Monday morning. The previous Saturday, Oregon State had beaten Oregon 14 to 0, in the annual grid contest. About 11 a.m., a call came into the Register-Guard from the editor of the Junction City Times that a cavalcade of Beavers had just passed through enroute to Eugene to hunt Ducks.

State police were informed of the approaching caravan by the Register-Guard, and they took steps to provide an escort for the visitors. A cordon of state and city police met and halted the OSC advance guard just outside Eugene, and warned them against any "rough stuff."

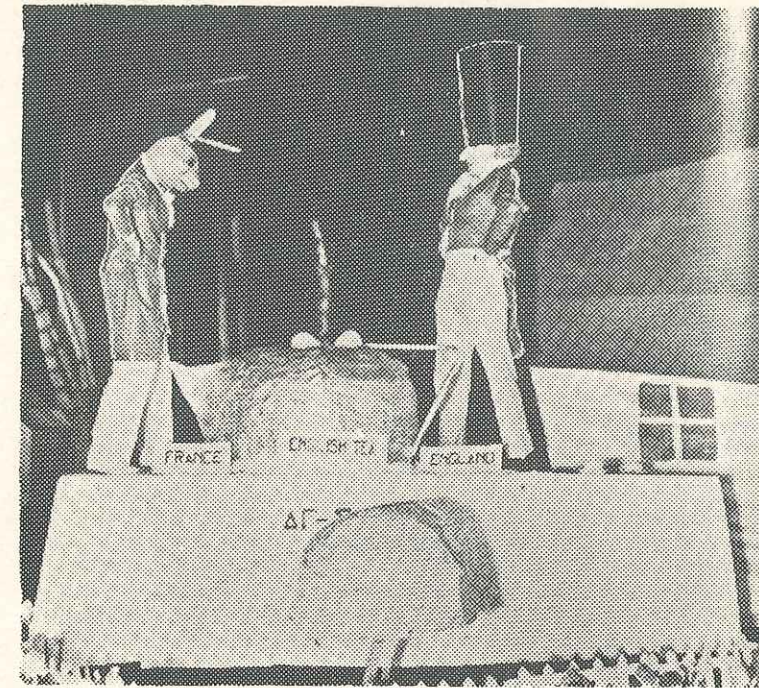
The staters assured the authorities that their demonstration was merely an informal victory parade, organized spontaneously on the OSC campus that morning, and intent only on working off some of the excess enthusiasm engendered by the football victory the preceding week-end.

Starts Quietly

The Beavers were allowed to proceed. Escorted by three patrol cars, the



THIS PHOTO OF a 1929 Canoe Fete is copied from the 1930 Oregana.



IN 1939 THE ANNUAL CANOE FETE featured an "Alice in Wonderland" theme. This photo is a copy from the Oregana of that year.

victory parade proceeded uneventfully down Willamette St., out Thirteenth past the congregation of Oregon students which had assembled at the "Side," down University St. to Eleventh St., and headed homeward.

Everything seemed calm and under control.

But Oregon students had not been inactive between the time word came of the OSC approach, and their arrival on the campus. Classrooms had emptied of students, many of whom turned up armed with clubs and rocks, prepared to defend the sanctity of the Oregon campus, and hoping for a chance to exchange a few blows with the staters. Cooler heads prevailed, and the Oregon men were persuaded to accept the Beaver victory parade as a manifestation of victors' privileges.

Forces Rallied

Behind the scenes, however, valiantly labored the well-organized "Order of the O," an organization of athletes. With precision and planning, these upholders of Oregon tradition assembled and prepared to defend the sanctity of the campus with events to come they would not soon forget.

When a Beaver car stalled on Eleventh St. as the parade started Corvallisward, the opportunity for the Oregon men came.

Oregon students immediately seized the four occupants and triumphantly bore them off to the millrace. On its banks, and stripped for action in the stream, were a number of Oregon warriors, determined to dampen the enthusiasm of the starters.



THESE COMBAT PHOTOS were copied from a 1938 Oregana, student yearbook. They show the Oregon State delegation being tossed into the millrace, and (bottom center at left) painting the "O" on Skinner's Butte. Picture block at right shows the Staters going through the University campus, where they were met by

The scramble for more Beavers began in earnest. The orderly, disciplined parade became a chaotic, fleeing throng of OSC students, turning every and any way to escape the howling hordes of Oregon men.

Beavers Swarmed

The Beavers found roads blocked. Car after car was swarmed over by the Oregon men, and their drivers and passengers hustled off for a ducking in the race.

Activity centered on the Alder St. bridge and around the Anchorage Cafe. After the campus had been cleaned of Beavers, and the Beavers "cleaned" in the millrace, the Oregon men organized into squads and began to comb systematically the city in a mopping-up operation from which few Beavers escaped.

Girls Help

The captured Beavers were forced to divest themselves of most of their clothes, their watches, and other valuables in front of a crowd of "women, (who), eyes filled with sadistic ecstasy, rushed to the scene, and battle from a compara-

a water barrage from Oregon Hall, which in 1937 housed the law school. In the lower panel a city officer and O. L. Rhinesmith, the "campus cop," patrol a campus street. One of the most avid spectators was Virgil D. Earl, long-time dean of men. Seymour's Cafe was the scene of a smaller battle the same day.

tively safe distance" according to a story in the Oregon Daily Emerald.

Adding insult to injury, the enthusiastic Ducks emptied the pockets of the Staters' clothing, and then threw their shirts and pants into the millrace after them.

Downtown Battle

Downtown, about 50 Beavers took refuge in Seymour's Cafe, and refused to surrender to the victorious Ducks. After a long siege, during which it took the combined efforts of state police and the impassioned pleas of Mr. Seymour to keep the Oregon men from going in after their victims, the Beavers agreed to surrender. Reluctantly they marched out the rear door of the cafe, where they were eagerly received by lines of Ducks.

The Beavers were marched out to Eleventh and Hilyard Sts., where the huge, undisciplined crowd of Oregon students and townspeople waited gleefully, and there they underwent the ignominy of a ducking in the millrace.

As they emerged dripping from the race, the Staters were herded into cars and taken up to Skinner's Butte, where a force of Ducks waited to give them still another bath. This time with paint. Can after can of yellow paint was poured on to the "O" and the Beavers were the brushes with which the color was evenly and thoroughly applied.

Plans Ask Development Across from University

A new era of millrace history was entered upon May 17, 1946, when the voters of Eugene, in a special election, voted that the city should acquire the millrace property for highway relocations and improvements which had been planned before the war.

The race was dry, as a result of the 1945 flood, but C. H. Koppe, president of the woolen mills, told an Emerald reporter that the break in the revetment which caused the race to go dry was to be fixed during the summer of 1946, when the Willamette dropped and low water stage was reached. He said repairs would probably begin about August 1, and the race should be full again by September 1.

Two weeks later, on May 31, 1946, Earl M. Pallett, executive secretary of the University, said that a topographical survey of the millrace area had been planned for that summer in conjunction with the plans of the state highway department.

The millrace area was scheduled to become a University park in the plans for the "enlarged University." The campus section of the race was to remain operative, but from Broadway to the tailrace, pipes were to be laid to carry off the flow, and then the race filled in.

Through the summer of 1946, the plans were further developed for the highway and millrace program.

City Interested

In September, Mayor Earl McNutt said that if the city acquired the millrace property, to use part of it for right-of-way for the new highway, the city council might repair the headgates.

The city was, at the time, still negotiating with the Eugene Power Co. for easements. Plans called for outright purchase of the Eugene Excelsior Co. property, and the easement would give the city control over the rest of the race course.



GAMMA PHI BETA, 1021 Hilyard St.

"As long as the city does not own the race," McNutt said, "It would be subject to court attack by any taxpayer if the millrace gates were repaired with city funds."

Funds Lacking

Dean Seeger, city manager, explained that another limiting factor in restoration plans was the lack of funds. At the time, the budget contained no authorization for expenses that might be incurred in restoration of the race, he said.

The Eugene Power Co. originally offered to sell its holdings in the millrace for \$60,000, the price to include repair of the headgates at the company's expense before the sale.

Higher Estimate

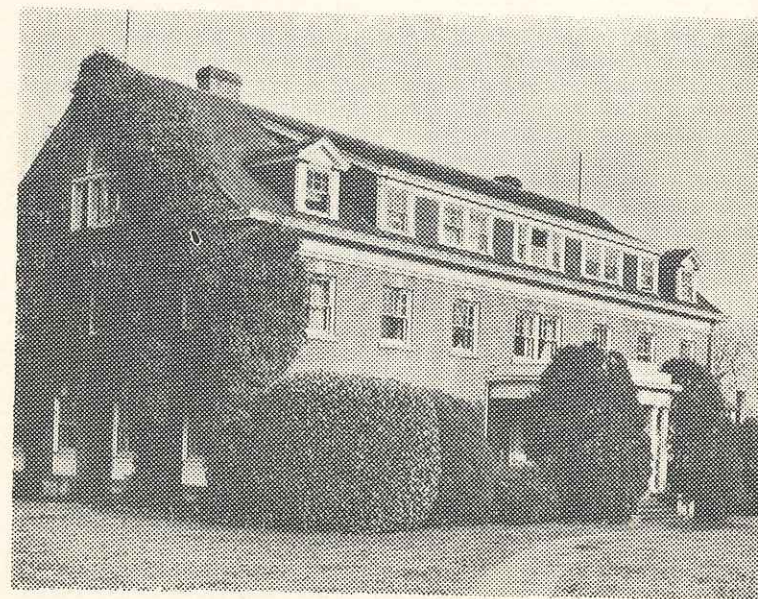
Later the company decided not to repair the headgates, and lowered the asking price to \$55,000. Seeger estimated that it would cost "closer to \$20,000 than \$5000" to repair and fill the race.

Repairs were to include construction of a conduit beneath the proposed highway. "I feel that the city should protect the condition of the millrace even at the extra expense of a conduit," Seeger said.

Too Much or U. of O.

The proposal that the University of Oregon purchase the right-of-way, and take over maintenance of the millrace including repair costs, was beyond the financial ability of the University, according to Dick Williams, educational activities director.

However, plans were being considered whereby the university and the city would be able to buy and operate the race as a joint project.



BETA THETA PI, 1009 Patterson St.

Finally, on Oct. 30, 1946, the millrace restoration plans emerged beyond the "talking" stage, when the city council moved to exercise its option to buy the millrace property.

The hearing in the council chambers was crowded with townspeople and university students who went to argue for the restoration plans. The discussion lasted two hours and a half, and was ended by a unanimous council vote to buy the millrace property from the Eugene Power Co.

Payment Authorized

The council authorized City Manager Seeger to make a down payment of \$1000 from the city's revolving fund for civic improvements, and the balance of the purchase price was to be financed by sale of \$50,000 of the \$500,000 bond issues authorized by the voters in the special election in May, 1946. When the bonds had been sold, the \$1000 was to be returned to the revolving fund.

The city's option to buy the property would have expired on November 1, but it might have been renewed, or turned over to other interested parties.

A suggestion that a public subscription be taken for immediate filling of the race was termed impractical by Seeger, who pointed out that the race would have to be drained the following spring when construction on the new highway began.

Seeger also suggested that a reasonable extension of the option be obtained from the race owners, since the purchase would be illegal under conditions of the bond issue if the negotiations relative to construction of the new highway were not completed satisfactorily.

Right-of-Way Only

The bond issue, "The Millrace Junction Project," authorized the city to use the money only for acquisition of right-of-way for the new highway, and it was



KAPPA SIGMA, 793 11th Ave. E.

under this provision that the millrace was being acquired, since part of the property would be used for the proposed right-of-way.

The city also took option on the entire plant and property of the Eugene Excelsior Co., which was to be wholly eliminated by the highway-millrace project. Tentative price for the company's property, including machinery and buildings, was set at \$130,000, with the company retaining an option to buy back the machinery in case it decided to relocate.

The Oregon Daily Emerald bannered the story of the council's action with the headline "City Saves Millrace," and there was rejoicing around the campus quad as students discussed the possibility of renewal of canoe fete festivities.

The millrace restoration planners were not inactive in the following months, but they could not do much until the city budget hearing in July, 1947, when new fiscal year expenditures were authorized.

Residents Organize

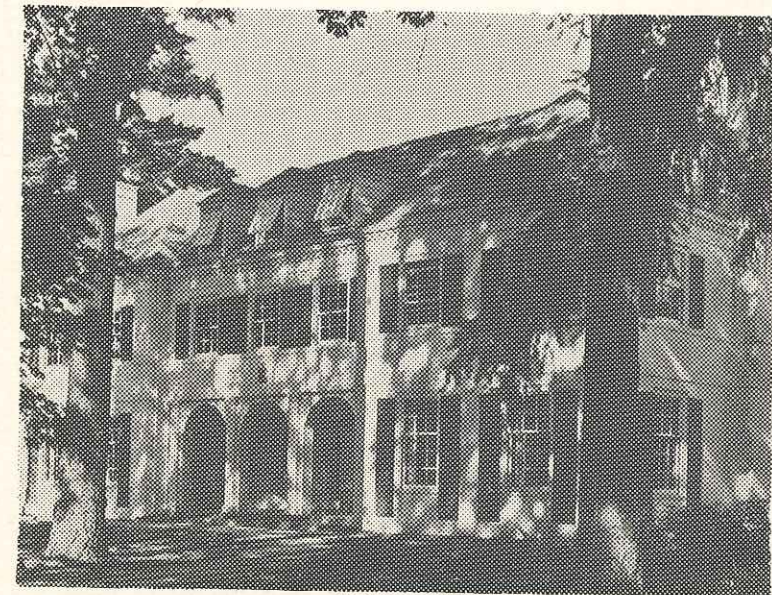
On June 30, the day before the budget hearing, a group of more than 80 residents along the race from Broadway east to Judkins Point met to reorganize a Millrace Protective Assn. to make plans for a "lobby" at the budget hearing.

Dr. Milton V. Walker was appointed chairman and an executive committee was chosen, including the following members: Dan Malarkey, representing University students; Arch Lewis, Ira Stewart, Miss Jean Taylor, Mrs. J. I. Woodworth, W. S. Russell, Moe Thomas, Day Bayly and Bob Frazier.

Again No Money

In a meeting with City Manager Seeger the next day, the MPA committee was informed that no appropriation for restoration of the millrace had been included in the proposed city budget for the 1947-48 fiscal year.

They learned also that restoration work on the concrete intake at Judkins



PHI KAPPA PSI, 729 11th Ave. E.

Point might cost \$20,000. It had been recommended by engineers that the new intake be anchored to bed rock, Seeger said.

Seeger also said that informal discussion with University President H. K. Newburn had disclosed that the city wanted to give the millrace above Broadway to the University, if the University would maintain and operate it. One of the arguments was that the University would save \$3000 annually in water costs for irrigation purposes.

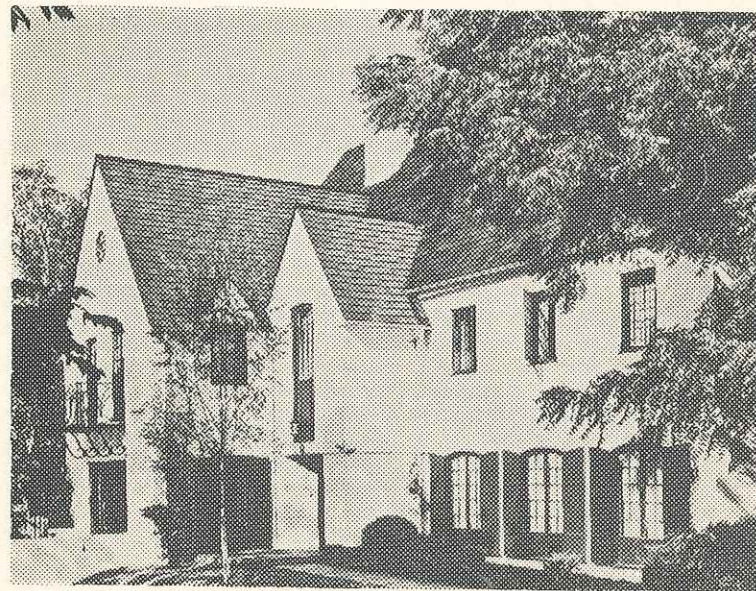
Chairman Walker of the MPA committee suggested that if the city could find means to restore the race to operating condition, the university and the State Board of Higher Education (which controls the University's finances) could be persuaded to take over maintenance costs, but Seeger did not think the city could obtain enough money to do all that was needed. He said the city might be able to furnish \$10,000 toward restoration.

The plan for reconstruction then under discussion called for no change in the stream between the intake at Judkins Point and a point just below the Anchorage, except the necessary repairs. At the latter point excess flow was to be turned back into the Willamette through a diversion channel.

Pipeline Planned

Water was to be taken under the proposed four-lane highway by a pipeline and a fill was to replace the Franklin Blvd. bridge, since state highway officials had insisted on elimination of the bridge to reduce highway construction costs. Below this fill, as far as Broadway, the water was to be maintained at the same level as above the fill, and between Broadway and the tailrace the flow was to be carried through the pipeline.

More than 50 members of the MPA attended the budget hearing on the night of July 1, 1947, and were gratified when the council voted to budget \$10,000 toward millrace restoration.



CHI PSI, 1081 Hilyard St.

However, it was only a first-round victory, because the actual spending of the money was to depend on a report to be submitted to the council by a joint committee of council members and members of the Millrace Protective Assn.

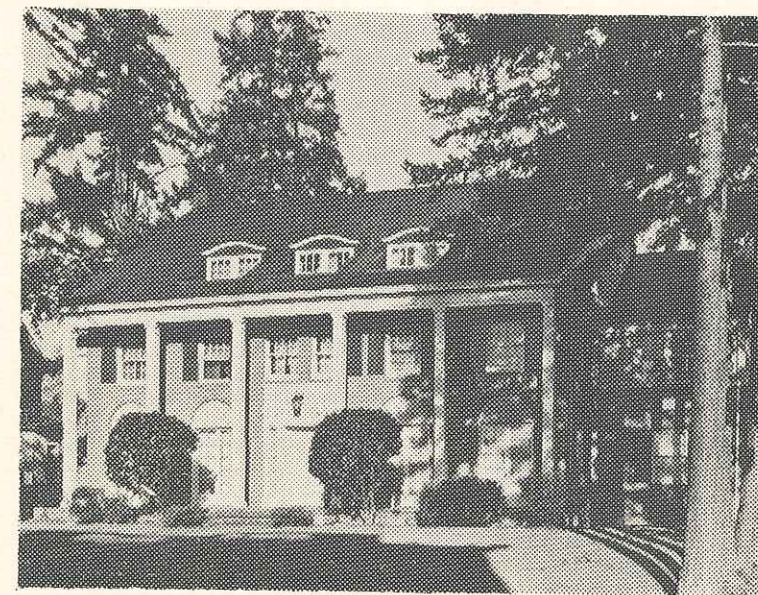
The committee was to (1) secure five-foot deeds along the race, the land to be used as a public pathway, (2) consider the possibility of public levies, bond issues or subscriptions to supplement the city's \$10,000, and (3) make arrangements for maintenance.

Dr. Walker showed to the council a map charting possible development of a public park along the race.

An editorial in the Oregon Summer Sun (weekly edition of the Oregon Daily Emerald), issue of July, 1947, commented, "Everybody says he wants the millrace back. It's like American womanhood, home, and mother. Everybody is for it."

"If everybody gets behind this thing, if we prod the city, the millrace property holders, and the University; if we give 'em no peace, then, and only then, have we a good chance of getting water in the millrace."

"The game is well worth the candle."



SIGMA NU, 763 11th Ave. E.

Swimmin' Hole Plans Considered

At the July 15, 1947 meeting of the council, the millrace restoration plans were further clarified. It was decided that if millrace property owners would give access to the public by granting easements, the city would take sole responsibility for repair and maintenance of the race, absorbing it into the city park system.

If only part of the millrace property owners would give public access rights, the city would participate in the expense of repair and operation on a pro-rata basis, and if no access to the public was made available, property owners would have to pay the cost of repairing and maintaining the race themselves.

The following month, August, 1947, the joint committee of the city council and Millrace Improvement Assn. met to form plans for the project.

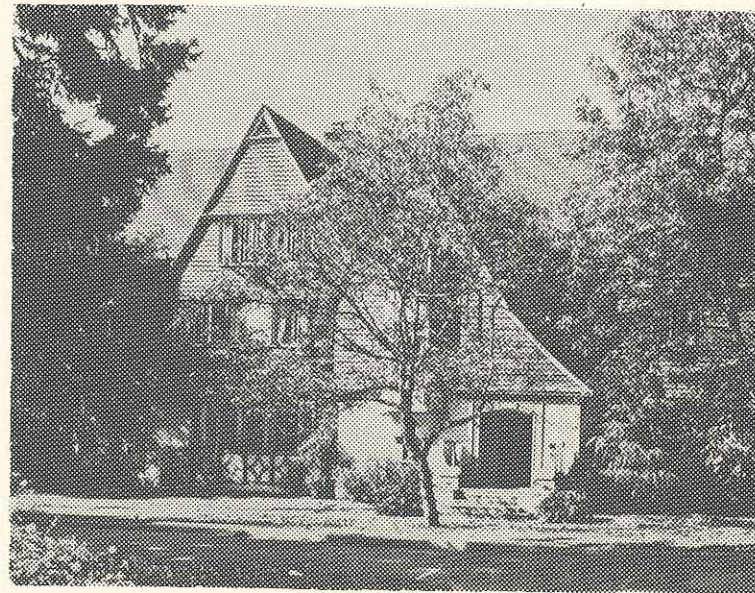
The millrace association was appointed to seek easements, and the city engineer's office was delegated to study the physical requirements and to estimate repair costs. The city manager, honorary member of the committee, was chosen to plan one and possibly three millrace parks, with assistance from Dan January, city parks and recreation director.

The committee decided to await the report of the city engineer's office before making final plans for raising funds.

Engineer's Report

At the next meeting of the committee, on Sept. 16, the city engineer's office, in the person of Byron Taylor, reported that the estimated cost of restoring the race to operation would be about \$29,100.

The plan chosen was one of four submitted; it called for laying a 42-inch pipe beginning at the millrace intake and extending downstream 1300 feet, thus by-passing the breaks which had occurred twice since 1941 in the concrete retaining wall along the banks of the race.



ALPHA PHI, 1050 Hilyard St.

Wall Destroyed

The first break in 1941 had been repaired the following year; the latest break, in 1945; was still unrepaired. Taylor said that 100 feet of the retaining wall at the head of the race had been completely destroyed by the 1945 flood.

Taylor's report, read in full at the meeting, also opined that swimming places could be established along the race, once it had been restored. He advised a chlorination process for purifying the water, subject to approval of the State Board of Health.

Park Plans

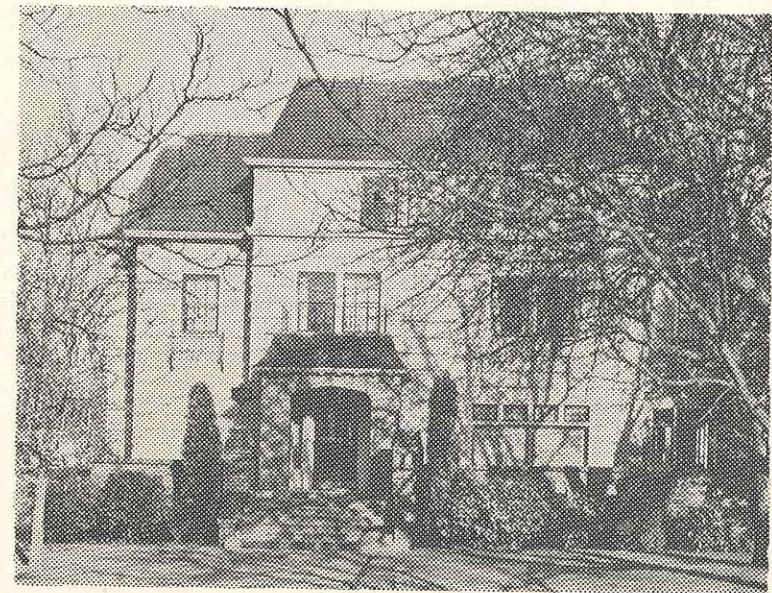
Don January, city parks and recreation director, said he would consult chlorination experts to see what purifying system would be most effective. He also accepted a committee proposal to designate suitable areas along the millrace for parks or playgrounds after a conference with other local authorities.

Day Bayly, member of the MPA committee, accepted responsibility for soliciting easements from millrace property owners. The easements were to be conditional, requiring that restoration of the millrace be completed before a deadline of Oct. 1, 1948.

Help Noted

Kieth Fennell, also an MPA committee member, said that "progress towards restoring the millrace now seems most favorable." He added that the people of Eugene were responding well to the program to restore the race. He expressed the hope that the University would be equally willing to push the job through in the near future.

Later during the month, on October 28, 1947, the millrace committee met to hear reports concerning the feasibility and expense of incorporating swimming areas in the restoration plans.



SIGMA PHI EPSILON, 849 11th Ave. E.

No Swimming Hole?

A report from Dr. Erickson, state public health officer, presented the opinion that swimming areas in the race would not be practical. The report gave as reasons the turbulence of the water, making for unsafe swimming; too great a collection of sediment; and prohibitive cost of chlorination installations.

Another report, from Wallace-Cheney engineering firm, declared that chlorination was both possible and practical. Their plans called for a flow of 25 cubic feet of water a second into the race, which would give a complete change of water every 24 hours for the length of the race, the report said.

\$40 a Day

Estimated cost for installation and housing of chlorination equipment was \$6000. Operation costs during the swimming season would be about \$40 daily, the report stated.

It was also affirmed that chlorination would not affect the use of the water for irrigation purposes, a factor of interest to the University.

An earlier report of Byron Taylor, Eugene water board engineer, was reviewed in conjunction with chlorination reports, and it was estimated that the basic cost of getting the race repaired, water flowing, and setting up a chlorination plant would be approximately \$46,000.

Combined Request

Next step in planning for restoration of the race was the proposal by the joint committee to combine its requests for funds from the city with the budget requests submitted by the city recreation commission.

However, the plan was turned down by the Eugene recreation commission at a November meeting in the mayor's office between members of the MPA executive committee and members of the recreation commission.

Don January, director of the city park and recreation bureau, explained the move by saying, "It seems best that the recreation commission solve its own problems before accepting an added responsibility."

Dr. M. V. Walker, millrace association chairman, said his group hoped for development of at least one park in addition to getting water into the race.

Other Concerns

"The city recreation commission expressed the belief that it should concentrate on more practical projects. Included on its program is an education campaign and establishment of neighborhood recreation areas throughout the city," The Oregon Daily Emerald reported on Nov. 15, 1947.

January said the recreation commission "is more interested in accomplishing what should have been done over the last 20 years," and that "after we have proved our worth we can devote attention to the millrace problem."

By the end of 1947, then, the situation may be summarized as follows.

Summary (1947)

The citizens' committee, that is, the Millrace Improvement Assn., had been granted \$10,000 in the 1947-48 fiscal budget for the city to restore the millrace, but the broad and detailed planning had yet to be worked out. Estimated costs of restoration ran as high as \$46,000; these was the problem of securing easements; and the proposal of a city park along the race was being considered.

Although some interested people did not consider that money was the basic factor in restoration plans, it seems that the lack of money was a principal consideration in most of the planning.

Work Continues For Restoration of Old Stream

If money was one of the chief stumbling blocks which had been tripping up the millrace restoration plans, a solid step to eliminate it was taken at elections in May, 1948. A special provision on the Eugene city ballot authorizing sale of up to \$20,000 in bonds was passed by the voters to help finance the millrace project.

The measure had been approved by the common council, and referred to the electorate, which turned in a 2000 majority in favor of the proposal. A heavy University student vote helped, but a city-wide show of interest was apparent and convincing.

The measure provided that funds to be raised by the bond issue were to be spent only in actual construction and repair work on the millrace. The ballot title prepared by the council forbade the use of the money for purchase of right-of-way or property easements.

Storm Sewers

The principal controversy centered around the contention of the millrace-plan proponents that the city would have to extend several storm sewers to new outlets if the millrace channel weren't kept open. They argued that instead of spending the money to extend the sewers, the city should spend it to repair the race.

City Manager Deane Seeger said that at least two storm sewers did drain into the stream bed, and that steps would have to be taken to give them proper outlet connections if the race were going to be abandoned permanently.

Drive Started

Two days after the primary results had assured the Millrace Protective Assn. of \$20,000 for restoration work (provided they could raise a matching sum), its members met at the Chi Psi fraternity house to organize a drive for funds.

They got going with a bang. At the meeting, pledges of financial support sent the MPA's "paper" larder soaring to almost \$11,000. Seven fraternities along the race promised \$200 each; individual subscribers contributed \$1975. Tom Hazzard, speaking for the University, pledged \$3500 from students and \$4000 from alumni.

Pledges Sought

Kieth Fennell and L. B. Larsen of the MPA volunteered to solicit pledges of aid from property owners for an additional \$4000, which would bring the total to \$15,000, the amount the MPA hoped to present to the city council at its July 14 meeting. The drive fell sort, and only \$13,000 had been raised by July 18.

Meanwhile, consulting engineer John Cunningham of Portland had been engaged to inspect the stream and make a report to the city manager and the MPA. Cunningham said that any engineering "would depend greatly upon plans of the state highway commission for the passage of Franklin Blvd. across the stream and the relocation of the High St. section of Highway 99 along a part of the present channel line," the Register-Guard reported.

Bright Future

By the first of October, the millrace future looked good. City Manager Seeger told the Register-Guard that "work to restore . . . (the millrace) need

not wait until next summer if final engineering and financial plans can be determined before then."

Work on relocating Highway 99 had progressed sufficiently so that it would no longer deter the millrace plan, Seeger said. A 36-inch pipeline had been laid under the new highway route from Broadway north to Sixth St. to carry the race waters back into the Willamette.

The MPA had obtained financial pledges approximating its \$15,000 goal to match funds provided by the city bond issue. These sums, with the \$10,000 authorized in the city's 1947-48 fiscal budget, and being held in a cash reserve fund, gave the MPA and the council \$40,000 to complete the restoration project.

Intake Question

The principal remaining problem was to decide whether the intake canal would be repaired or a pumping installation made to put water back into the empty race bed.

The pumping operations might be less costly and more dependable but would add another problem: How would annual maintenance and operational costs of the pumping system be met?

Engineers' reports indicate that the original cost of a pumping station and equipment might be less than half that required to rebuild the old concrete intake works, but charges for pump operation, maintenance, etc., would have to be met annually.

Money Limited

None of the city's money could be used for any purpose other than construction or repair, so this problem had to be solved by the MPA or the city council would have to take further action and provide additional funds for maintenance and operation.

John Cunningham and associates, the consulting engineering firm preparing the reports and estimates, continued their studies. As soon as their report was in, a contract for the project could be let by the city, the right-of-way obtained, and pledges of financial aid converted into cash.

Pumps Recommended

First report from the engineers was filed with the city manager's office at the end of October recommending installation of a pumping station rather than restoration of the intake canal.

Discounting any channel clearing work, the report estimated capital cost of building the pumping station at \$17,500, including the other necessary work in connection with the plan. Annual maintenance costs, including payment of 3½ per cent on the investment, a 3 per cent depreciation rate, and an estimated \$300 annual pump operation cost, was put at \$2041.50.

Pumps Planned

Two pumps were to be installed, providing a water flow of 15 cubic feet per second. Both pumps would operate during the summer, but only the smaller would be used during the winter. A weir wall would control the flow where the waters entered the 36-inch culvert which had been laid under the new highway site to carry the water back into the Willamette.

The final, complete engineer's report was ready for presentation to the Dec. 13, 1948, council meeting.

The previous recommendation for a pumping installation was supported, with the same estimated original cost of \$17,500, but the annual operating cost was upped to an estimated \$2181, an increase of \$139.50 over the October report. The estimated annual operating cost did not include cleaning of the millrace channel and purification of its water. However, cost of an outlet structure at the tailrace was included in the estimated original installation costs.

The city council accepted the proposed plan, and instructed the MPA to secure the necessary funds with which to match the authorized city appropriations, and to obtain property easements in accordance with previous agreements.



THIS WAS THE MILLRACE as it last looked—and as it will never look again. The photo was taken about 1940 from the Anchorage looking up stream. The wooden bleachers on the right were seats for the crowds who watched the annual canoe fetes. This part of the 'race was filled in, however, to make way for highway relocation. A new channel was cut several feet north (left) of this area.

Millrace Dream Almost a Reality

Whether the MPA or any of its members made a New Year's resolution to get the race fixed and filled during 1949 has not been disclosed. At any rate, the executive committee of the association took up the fight with renewed vigor last January, and with an eye to the future, went on record as opposed to any further filling of the millrace at Broadway or at any other point along its course, and agreed to us legal means to prevent such action.

Less than a month later, the association met with a group of city council members to discuss restoration plans. Dr. M. V. Walker, chairman of the MPA executive committee, said \$37,000 of the \$45,000 needed had already been pledged, and that easements from property owners between Broadway and Franklin Blvd. had been secured.

Hopes Were High

The hopes of the planners were running high; the financial goal was in sight, and the easement problem was being solved. Kieth Fennell, one of the most active members of the MPA, said at a public meeting at the Chi Psi fraternity house that "seemingly insuperable obstacles have gradually been cleared" and that the "association's goal can be achieved by the end of the summer," according to the Feb. 16 Register-Guard.

Some of the oft-recurring questions raised about millrace restoration were answered. It was explained that the city, through the easements being solicited, would obtain only the right-of-way for the course of the stream, and that the banks along the millrace would still be controlled by the property owners.

Explains Turnover

Fennell told the meeting that the engineers asserted the water in the race would be changed every 24 hours by the pumps, even though the flow would not be swift. The drop from intake to outlet points would be about 2 feet, he said.

One warning note was sounded by Fennell during the meeting. He pointed out that easements which had already been granted would expire in September unless the restoration project is completed by then and called for haste in securing the remaining easements.

A week later, the MPA got a chance to live up to its public declaration that it would fight further filling of the race with legal action.

The "Battle of the Millrace," as it was termed by the Register-Guard and the Oregon Daily Emerald, flared into the open the morning of Feb. 23, when owners of property where the millrace intersects Broadway began to fill the dry stream bed with dirt.

Thomas I. Chapman and Joseph H. Koke, partners in the Koke-Chapman printing company, owned the property. They told reporters they were in the process of "improving their property," but Dr. M. V. Walker, spokesman for the MPA, insisted that the dirt could not be poured into the millrace channel.

Dr. Walker said, "We (the MPA) were told last winter by the city council that no property owner could fill in the millrace until it has been declared abandoned by the city."

Crowd Rallies

Millrace restoration advocates, townspeople and university students rallied to the scene of the filling operation and formed a barricade of automobiles to

block the dirt-hauling trucks from the stream bed. However, several loads had already been dumped before they arrived.

A truce between Koke-Chapman and the MPA was declared later the same morning, and it was decided that the owners could dump dirt along the east bank of the race, pending the final outcome of the dispute. Meanwhile, Day Bayly, attorney for the MPA, was attempting to get an injunction in circuit court to prevent further filling of the race.

Negotiations Continued

Negotiations were continued the following day. Fennell said the MPA would schedule a meeting with Koke-Chapman as soon as possible, to iron out the difficulties. He said plans to obtain an injunction against the filling-in had been postponed, and added that he hoped the problems could be worked out "peacefully."

Koke said he and Chapman did not intend to build on the property which was being filled in, but that the area was to be landscaped. The property would become a "beauty spot," Koke said, extending about 24 feet upstream from the outlet culvert left by the State Highway Department to carry the millrace water under Broadway and the new highway into the Willamette.

The Register-Guard said Chapman had applied for a permit to build a filling station, valued at \$5000, on the site where the old Campbell house stands at 444 East Broadway. (The Campbell house is being razed now).

Results of the negotiations between the MPA, the city council, and Koke-Chapman were not made public, but the filling-in operation continued on Friday after Wednesday's flare-up and Thursday's cooling-off period.

First apparent result of the altercation was a special, closed session of the city council on Saturday afternoon, during which the council took action which in effect placed a deadline on the securing of easements along the millrace.

Council Willing

Mayor V. E. Johnson issued the following statement after the meeting:

"The council is ready, and willing to spend the money voted by the people . . . together with . . . money obtained by the Millrace Association, to restore water in the millrace, as soon as the necessary easements are secured. . . ."

"The city attorney is being directed to request the Millrace Association to secure and deliver the . . . easements to the common council at its March 14 meeting.

"The council requested that the affected property owners cooperate with the Millrace Association in providing the required easements so that the project can proceed at an early date."

More Dirt Dumped

In the meantime, the dump trucks continued the filling-in operation on the Koke-Chapman property.

Dr. Walker told the Register-Guard that he would "insist" on a meeting of the joint committee of the city council and the MPA to clarify legal problems without delay. Other members of the MPA were "indignant" at the action of the council in its special closed session.

The MPA engaged attorneys to make a "complete search of the problems involved both from the standpoint of riparian owners and of the city itself to determine not only right but possible responsibilities," according to the Feb. 28 Register-Guard. Dr. Walker said "a preliminary study of the situation shows great need for such a study immediately."

Easements Obtained

Twenty-six easements had been obtained by the MPA at this time, with only six unsigned owners below Franklin Boulevard. However, property owners along the race above the boulevard, in the Garden district, had not yet been signed. A week later, on March 8, Kieth Fennell said it was "highly probable" that the necessary easements would be obtained by the March 14 deadline. He said the Koke-Chapman filling operation was no longer an issue.

The March 14 easement deadline rolled around without the Millrace Association having succeeded in getting all the necessary easements, so the city council extended the time limit which had been set at the special meeting on February 26. Fennell told the council that some of easement papers were being drawn up by attorneys.

Grace Ended

The two-weeks grace ended March 28, but the MPA still had to get 20 easements from among the 74 property owners along the race, and the deadline was re-extended by the council until its next regular meeting.

Decisive action was taken at the April 11 meeting of the council, after Fennell said more than 80 per cent of the easements had been obtained.

The council gave its final approval to the restoration project by passing a resolution calling for completion of plans and specifications, and an early start on the actual work was anticipated.

Raised Funds

The MPA immediately began its fund-raising campaign, with the cooperation of students at the University and interested townspeople. Most of the pledges to the association had already been paid in, including those from fraternities on the millrace.

The drive to raise \$3500 from University students got underway this week, and is expected to be over the top by Saturday. With these funds, and \$4000 which it is hoped the alumni of the University will contribute, the MPA expects to be able to match the \$25,000 raised by the city for the restoration work.

In the Future

"It's a pretty stream, with shimmering, tranquil waters, shaded glens, and grassy banks on which the moonlight traces lacy patterns through the trees.

"Branches of weeping willows brush student couples as they paddle their way upstream. Purple grapes and blackberries hang over the water, and yellow water iris bloom profusely in the shallows.

"As evening settles upon the millstream, the water reflects the last fingers of light in the west, and the shadows deepen. The peacefulness is enhanced by frog symphonies and hushed breezes lull the willows to sleep.

"This is Eugene's waterway of romance."

MILLRACE FUNDS

Cost of restoration	\$50,000
City bonds	20,000
City cash	5,000
Total	\$25,000

The Millrace Association and other groups have agreed to match the city's funds as follows:

Student body, U. of O.	\$ 3,500
Alumni, U. of O.	4,000
Millrace fraternities	4,500
Millrace Association and citizens of Eugene	13,000
Total	\$25,000

Real Steamboat Once Plied Waters of Old Millrace

By Dan Sellard

Steamboat on the Millrace? From the vantage point of 1949, with the millrace merely an ugly old ditch, it sounds fantastic, but back in 1893, W. F. (Billy) Moore used to shout "Anchors Aweigh" on a sunny afternoon and his locally produced inboard steamboat used to chug quite ambitiously up the 'race which wandered through the town.

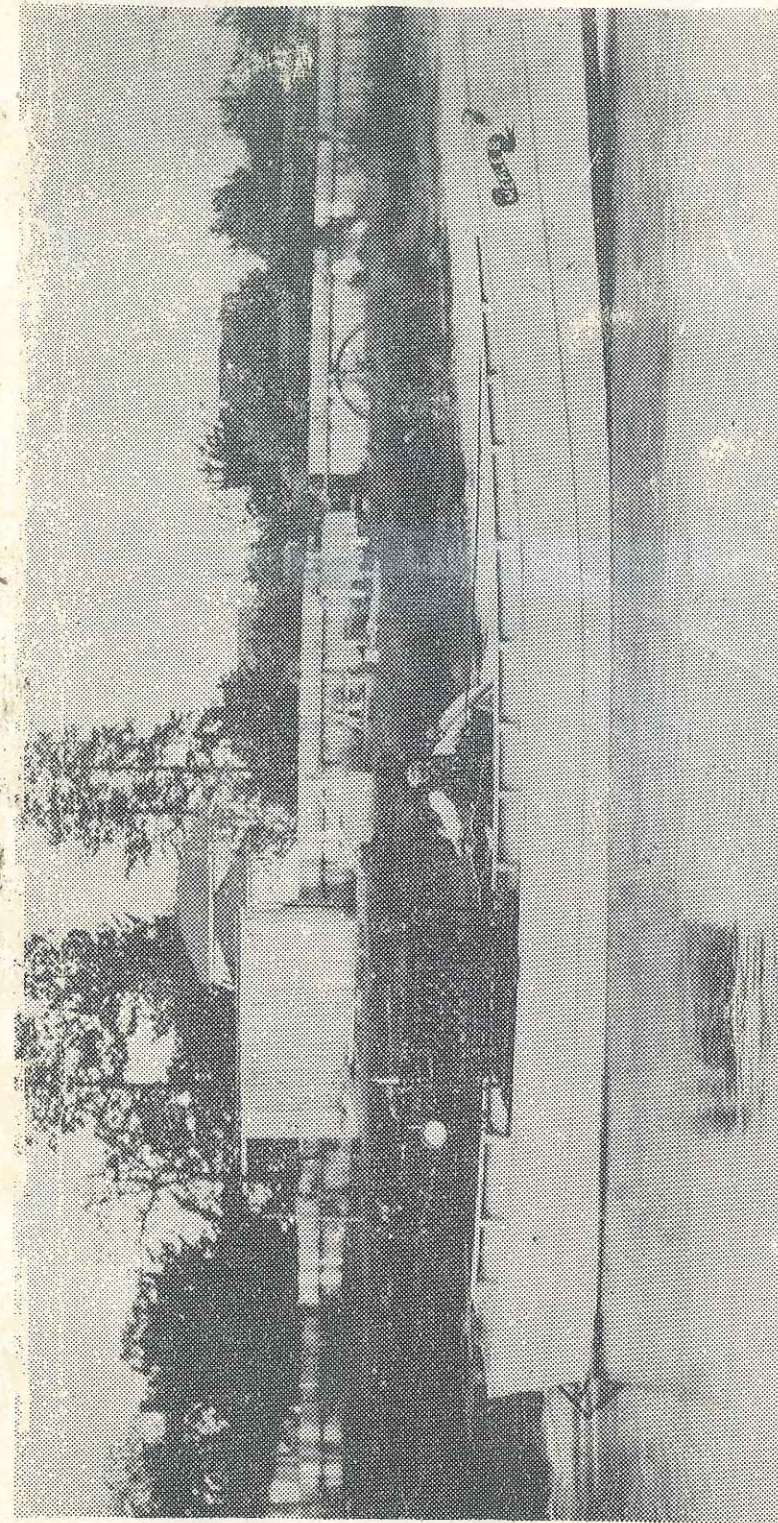
Merle S. Moore, Billy's son, is now an employe of the First National Bank and tells how his father, a hobbyist with engines and boats, built the vessel to haul people up and down the millrace.

The late Mr. Moore was a printer on the old "Evening Guard" and later with the "Morning Register." He also published a weekly paper in Harrisburg about 1897 and The Lane County Record with offices on the second floor of the old McClung Bldg., Eighth and Willamette. Son Merle recalls the "hobo" printers who used to work for his father . . . "here today and gone tomorrow."

The craft—which was named the Merle S. for the son—was built across the 'race from the site where the late Will Campbell was building his "castle" on Broadway. (Campbell's castle is now being torn down.)

Campbell was interested in the building of the "Merle S" and the story goes that on one occasion he jumped into the 'race, clothes and all, to swim over to see the craft.

Time has dimmed to oblivion the complete story of the millrace's steamboat—only memory and the one photo serve to recall the tale.



BACK IN 1893 the trusty "Merle S" plied the waters of the Millrace to the enjoyment of Eugeneans young and old. The photo shows the steam gauge and whistle and the fact that the craft was low enough to pass under the race's bridges. It is from the collection of Merle S. Moore, son of the builder, W. W. Moore.



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