

The North Santiam's Mill City Enterprise

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Looking Up and Down the Canyon

By CHARLES WOLVERTON

The taxpayers of the Mill City school district owe a certain gentleman something in the neighborhood of \$35,000, but it's a debt that never will be paid, because he'll never bill them.

I'm referring to Don Sheythe, who as chairman of the building committee of the board, has guided the construction of what will be one of the most beautiful and practical school buildings in the state.

When the credits are passed around a proportionate share of praise and thanks are due to Chairman Ramon Roberts of the board, and to Al Adams, who has superintended the construction of as fine a piece of work as has been erected in this Canyon.

But here is the reason why Don Sheythe has a special claim on \$35,000 in change. When the bids were opened, the lowest contractor's estimate was almost \$200,000, or more than \$35,000 above what the board could spend on a much needed school. The board, although inexperienced in the vast details of building, felt sure the building could be erected for the amount set aside. Al Adams, a young Stayton contractor, who couldn't put up the required bond but had done a lot of preparatory work and study, also felt that \$165,000 would do the job. So the board took the long chance that it could build the school, and Don, as chairman of the building committee, was assigned the responsibility.

For the past three months, Don has had but little time for his own affairs. Working out contracts, buying materials, shaving a dollar here and a dollar there, it's been a full-time job.

But the results are already manifest in the fine building that now is shaping up so beautifully in a picturesque setting near the park. Our children will enjoy school now—perhaps. At any rate, the surroundings are such as to make school a pleasure. Every room will be almost as bright as the out-of-doors. It will be heated by a system that's the last word in modern design. Warm water surges through miles of pipe imbedded in the floor—the most economical method of heating yet devised.

They've thought of about everything. An emergency room for the sick child. A display window for trophies. Everything that goes for a big modern kitchen. And the best gym you'll ever see.

It's a vast building, too. Looking down its long corridor, it's a full city block from one end to the other. There is boldness and modernity in its design. It's functional, and because of that, beautiful, for it's a school building not trying to look like anything else.

Landscaping will extend from the front of the new building all the way to the athletic field. Such a building deserves the proper setting.

Don, and Al Adams, although they have their fingers crossed, believe today, with the building now far enough along to hazard a guess, that it can be built for the \$165,000 allotted for it. If it should run a few thousand over, no one should kick. The community is getting the biggest bargain in a school building that is possible in these times of costly construction.

There's one change I'd like to see in the new school building. I'd like to have them rip out a wall and install there a cornerstone, with the names of the board and Al Adams inscribed thereon. And with no reflection on anyone, the name of Don Sheythe should be carved in largest letters.

To the horseburger merchants in Portland the authorities are saying: "Neigh! Neigh!"

Al Geddes, duly elected as Democratic precinct committeeman in the last election, has been summarily deprived of office. His name has been scratched. He qualified in all respects—except he's a registered Republican.

Paul Smith to Race Lebanon Horse July 24

The big race between man and horse is on at last.

Finally the long standing challenge of Paul Smith, Mill City's 64-year-old iron man and marathon walker, has been accepted. He'll race a horse and rider on the Lebanon Meadows track July 24.

It's really not news to the people here in the Canyon. For Paul has been observed by hundreds almost every evening, striding it off at a pace that makes young men blink with wonder, up and down the highway, above and below Mill City.

The race track will give Paul a better break than he had last Fourth of

July, when he had to dodge holiday traffic in his jaunt from Albany to Mill City, 40 miles of gruelling test.

And at that time he had to race against himself, finding neither man nor beast to accept his challenge.

The Lebanon race will be for 75 miles, quite a day's hike for a horse, but no problem for Paul. Wanna bet?

Paul Smith's prowess as a walker and athlete of great endurance are well known to the Canyon, but for newcomers, here's a brief outline of the man:

He went the full distance from Los Angeles to New York in the Bunyan Derby 25 years ago and came in 19th (he'd have done better, but his manager was too tight to keep him in shoes; he won many long distance hikes in the Northwest, or was high in the money; he toted provisions to miners here in the Canyon for many years, once carrying a stove from Mill City to Quartzville, 15 miles of rugged mountain walking.

Jungwirth's New Gravel Plant Opens

A \$75,000 industrial enterprise began operation in the Canyon this week—the biggest rock and gravel plant east of the Willamette Valley.

The new plant, located on the Marion County side of the North Santiam, was built by the Jungwirth Construction Co. Increased demand for gravel, sand and rock in connection with the rise in building operations here, decided John Jungwirth and his son, Clarence Jungwirth, on their expansion plan. They had been operating a much smaller plant in Lyons for a number of years.

The new plant is located on a huge gravel bar about three miles west of Mill City. There a large quantity of natural sand, as well as rock of various dimensions.

At its highest point the plant is about 60 feet high. The gravel pit area is about ten acres.

The rough rock and sand is entered in the plant by truck at a ramp. Thence it is conveyed by rubber belt to a separating assembly, where the sand drops to the bottom and larger rock is screened by size. The boulders then fall into a hammermill, powered by a diesel engine. The rock is broken by large bars revolving at a high rate of speed.

The crushed rock then is conveyed on another rubber belt to a somewhat lower height. There it is screened and separated into hampers.

The Jungwirths devised a large wheel which revolves slowly, drawing the washed sand and lifting it into a sand hopper. The silt and dirt are drained off.

Clarence Jungwirth said that there are only a few deposits of sand in the Canyon and that they are fortunate to have such an ample source.

The plant can be seen from the highway about three miles west of town.

A large fleet of trucks will carry the product to construction jobs here and in the valley.

3 Idanhans Hurt in Crash

Three men were injured, one seriously Saturday evening when the pickup they were riding in collided with a truck three miles west of Idanha.

Calvin Cannon, 18, of Idanha, underwent surgery in a Bend hospital to release pressure on his brain due to a skull fracture. He had not regained consciousness early this week and his condition was reported as grave.

Richard Cannon, 21, also a passenger of the pickup, was confined to the same hospital for 96 hours. He suffered a minor concussion when he was thrown from the truck by the impact. His condition is reported as satisfactory.

Charlie Cannon, 26, who was in the same vehicle, was taken by Dick Haseman to Memorial Hospital in Salem for treatment. He was released but is confined to bed.

Norman Bowers, driver of the flat-bed truck owned by Milo Harris of Idanha, was uninjured. The truck was badly damaged; the pickup was demolished.

POWER BREAK CLOSES MILL

The Idanha Veneer Co. plant was forced to suspend operations for a while last Wednesday when a fire in the Idanha Power Co. plant reduced current too low for operation.

LOGGER BREAKS ARM

Keith White, Detroit logger, broke his right arm Friday when he was thrown from a log while setting chokers for Noyes Whitten. His arm was set by Dr. Andersen in Stayton. He was taken there by the Industrial Hospital ambulance.

Berry Picking's Rough On the Knees, Says Here

By JEAN ROBERTS

Strawberry season soon will be over, and the cry of "Carrier!" will be a dying echo in the hills of the Fern Ridge country—until next year. Bent backs and blistered knees will soon heal, but it will take a little longer for the stained hands of the strawberry picker to be white again, reminding him meanwhile of the miles of rows he crawled along.

Strawberry patches are many but they are much alike. From the far corner of the field one can hear the disconsolate tones of the weary picker as he laments, "Oh, Those Strawberry Groans."

Nearby a youngster shouts, "Hey, Richard, are you working hard?" "Naw," Richard replies. "Come on, young fellow, let's get this patch done."

"Whata yuh mean, young fellow?" indignantly replies the small fry, "don't you know, I'm 10!"

Young and old, mostly women and children, people from all walks of life form the army of pickers.

Strawberry picking by no means depicts one's monetary status. One young girl, who arrived each morning in a new Buick 8, was working to earn extra money to attend normal school this fall; a young chap of 12 wanted a bicycle; a housewife—a new carpet; another, some new clothes.

One boss remarked, "The ones that work the hardest aren't the ones who need it the most."

(Tony Moravec, Fern Ridge berry grower, said that over 300 regular pickers were furnished to the Fern Ridge growers by the Canyon this season.)

Highway Fete Given Eastern Oregon Boost

An enthusiastic eastern Oregon is ready to pitch in to make the opening of the North Santiam highway sometime in August a rousing affair.

That was the report of an upper Canyon delegation after conferring Tuesday in Redmond with a Chamber of Commerce council of several cities across the Cascades. The delegation, headed by Ed Vickers, president of the Canyon Commercial Club included Mrs. Ray Johnson, Otto Russell, Howard Baldwin and Mrs. Gordon Skidmore.

Mr. Vickers reported that the representatives from Bend, Redmond, Burns, Madras, Prineville and other towns consider the new road their own—the first time they've had a direct route to "their capital." Bands, paraders and caravans of cars were promised.

On the other side of the Cascades, enthusiasm was not lacking. Robert Veness, secretary of the Mill City Chamber of Commerce, Mr. Vickers and Clay Cochrane, manager of the Salem chamber, worked out plans in Salem Monday night for invitations to a long list of notables, Chambers of Commerce, private citizens who have contributed to the drive to get the road, and to many who personally or by family connection contributed in the early discovery of Minto Pass.

Tentative plans are for an east-meets-west motif, and invitations are being prepared to have both Gov. Douglas McKay and the governor of Idaho participate by meeting the day of the celebration.

Manolis Dies At Cafe Site

Funeral services for George Manolis, 58, Silverton restaurateur who died while supervising work on his projected cafe near Gates Tuesday, will be held in Silverton Friday at 2 p. m.

Mr. Manolis died unexpectedly at the site of the drive-in restaurant he had set out to build when he leased the Capitol building coffee shop in Salem was not renewed.

Mr. Manolis is survived by his widow, a son, George Jr., and two brothers.

Third Santiam Rodeo a Success

The third annual rodeo and horse show of the Riders of the Santiam at the Lazy Maple Ranch between Mill City and Lyons, was successful and well attended.

The rodeo played to a huge crowd Sunday and a somewhat smaller one the day before.

Mrs. Everett Limbeck was queen of the rodeo and Margaret Nietling and Carolyn Turnidge were princesses.

T. Hennes, 95, one of the oldest residents of the Canyon, rode in the grand parade Sunday. Events included bareback riding, calf roping, bronc busting and races.

Committeemen in charge were Bert Karr, president, as timer; Jess Taylor, announcer; Frank Studnick and Happy Coville, judges; Jim King and Barney Barnard, pickup men; Morris Howe, game chairman; and Fred Gnuschke, director. Pete Peterson is secretary-treasurer of the riders.

Stock was furnished by Ellery DeLashmutt and Barney Barnard of Sheridan.

CARS COLLIDE AT ELKHORN

The cars of George Pettingill and Ike Myers collided Sunday night, just below the Sischo home in Elkhorn. Mr. Pettingill's sister, who was riding with him, was thrown against the windshield. The Pettingill car was badly dented and the front fender of Myers' car crushed in. Considerable time was spent prying the two cars apart.

Bids Called July 7th For Paving Highway

Council Favors Traffic Lights

The City Council Wednesday evening took action to install stop lights in the business section on the Marion County side to eliminate a serious traffic hazard.

Carl Kelly, street commissioner, was instructed to work out a plan with the state highway commission to place stop lights at the top of the highway grade above the Red & White store and on the bridge. Mayor Harold Kliever's proposal, which was outlined to the council and to the City Long Range Planning Commission the night before, was to have the two lights synchronized so as to keep one way traffic around the dangerous corner and at the same time providing for safe crossing of the street below by pedestrians.

Also, another question to be worked out with the highway commission is the proposed closing of the underpass from the Shepherd addition to Highway 222. The commission had told Lee Ross of the planning commission it would install a drain at that point on the highway and eliminate the pool that usually collects at the foot of the hill in front of the Silver Saddle station if the viaduct were closed. By so doing, drainage would be provided for the Shepherd tract and the CBI housing and park areas.

The council, following a recommendation of the planning commission, voted to work out a plan with the state.

In connection with the same drainage area, some means will have to be found to eliminate a swamp that forms against the railroad grade. Efforts so far to get the Southern Pacific railroad to place conduit under the grade have not been successful, although Councilman Robert Veness has been in touch with the railroad company.

Another request by the planning commission to rezone an area adjacent to the Thomas addition as residential, was tabled for further study.

The planning commission passed a resolution addressed to the state highway commission calling for immediate construction of a modern route between Mill City and Mehama, citing the hazards and inadequacy of the present route.

The petition was signed by J. C. Kimmel, chairman, Roy Beebe, Neal Marttala, Lee Ross, and Charles Wolverton.

A regular meeting night of the third Tuesday of the month was selected.

Mill City Boy Sees President

James Cooke, Salem high school '49 graduate and son of Mr. and Mrs. Ed Cooke of Mill City, was photographed with President Truman in Washington Friday as one of 19 boy "governors" sent in a delegation sponsored by the YMCA.

Young Cooke also spoke over a national network on youth and citizenship.

RECREATION CLUB TO OPEN

The North Santiam Recreation Club will soon be ready to open on the former Fred Gooch place, east of Mill City on the Linn County road to Gates, it was announced this week by H. C. (Tex) Keller, of Salem, a former Texan.

The club, which will have private membership, will include a gun club, saddle club, boxing an athletics of various kinds. Mr. Keller said he planned to have the dining room open some time this week. The home is being extensively remodeled.

State Will Surface New Road

The North Santiam highway between Niagara and Detroit will be paved soon. Bids were called July 7 by the Public Roads Administration in Portland Wednesday for the surfacing of the 13 miles, which has been hacked through the North Santiam Canyon by the PRA and shaped into a first class highway. Grading is scheduled for completion sometime in July.

The paving program is the last phase in the completion off one of the most difficult highway jobs ever undertaken in the Northwest. Relocation of the North Santiam highway was necessitated by the Detroit Dam, the basin of which covers the route of the old road—which was one of the most tortuous and dangerous mountain routes in the Northwest.

Besides the paving, there remains the completion of the Breitenbush bridge, and considerable grading and filling between Mongold and the dam-site.

The Kückenberz Construction Co. had the contract for building the existing grade and it's taken almost two years to do the job. In addition to the rough terrain, the company had other serious difficulties to meet. The old highway had to be kept open. The railroad had to be kept in operation. Because of the steep sides of the Canyon, moving off rock at the top usually resulted in avalanches on the old road and railroad.

The new highway has given central Oregon its first adequate route directly into the Willamette Valley, which means also that U. S. 97, a favored route to California, and an alternate road to eastern states are now soon to be opened.

Districts Hold School Elections

School district elections were held throughout the Canyon Monday.

In Mill City the budget was approved and two incumbent directors, Ramon Roberts and W. B. Shuey, were reelected.

GATES ELECTS 2 DIRECTORS

The annual meeting of Gates school district was held Monday evening. Two directors were elected: Gale Carter to succeed Elmer Kierke whose term expired; Mr. Klutke will complete the term of Fred Butler, who submitted his resignation after serving one year of a three year term.

LYONS RE-ELECTS JOHNSTON

The annual school meeting was held at the Lyons school Monday evening. The budget and tax were approved, and G. Paul Johnston, whose term had expired, was re-elected a director for a three year term.

DETROIT ELECTS WHITTEN

At a school meeting Monday evening Noyes Whitten, Idanha, was elected to the three year term on the board of directors of the Detroit district, taking the place of Huber Ray, Idanha.

CUB SCOUTS PROMOTED

At the pack meeting last week advancement awards were given to a number of the Cub Scouts.

They are: Johnny Roten, Larry How, Terry Muir, Charles Marttala, Larry Urban, Larry Bennett, Keith Powelson, Arthur Webb, Ronnie Williams, Harold Lee Kliever, Larry Kanoff, Jimmy Baltimore, and Richard Ziebert.

A wiener roast was given by the committeemen. There were 19 Cubs present, an estimated 45 parents and children.

The July 8 pack meeting will be held in City Park with a 6:30 pot luck supper for cubs and families.