

# The North Santiam's Mill City Enterprise

Serving the North Santiam  
Valley

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## Looking Up and Down the Canyon

By CHARLES WOLVERTON

"Step up, ladies and gentlemen—and the kiddies, bless 'em—and take a ride on the Ferris wheel. It's sensational! It's colossal! It's a thrill!"

This is the spiel which a local company of carnival entrepreneurs are practicing up on. For the firm of Hutcheson-Reid-Greene-Stewart and Wolvertton is just about ready to get in the show business.

The reason therefore are two rubber checks and a couple of unpaid bills. The Enterprise shares the distinction of having been taken for a Ferris wheel ride along with such concerns as the Mountain States Power Co., the able real estate firm of Reid and Hutcheson and perhaps others who belong in similarly exalted company.

(It has been reported that the power company was reimbursed for the hot check, along with Mr. Greene, too, but such facts spoil this story, so they will be disregarded.)

The main thing to concentrate on is the fact that R. L. Stewart, Dave Reid, Bill Hutcheson and your editor have a real claim upon the apparatus which stands half assembled in Gates following a none too prosperous attempt by the Northwest Amusement Co. to amuse the people of the Canyon.

The aforesaid company, henceforth referred to as HRSW Inc., will take over the ownership and operation of said wheel as soon as certain legal problems are settled. The assignment of duties is as follows:

Bill Hutcheson is best qualified to be the ticket seller, partly because the kind of hats he wears are sufficiently picturesque to pass him off as a showman.

Mr. Stewart will stand behind the ticket seller's booth with pencil and pad, for reasons we won't go into here, because they might reflect on the integrity of the ticket seller. It's just a matter of form, you know.

For Dave Reid is reserved the special task of starting the motor that runs the wheel. From all accounts, that will be work enough for Mr. Reid. When the former proprietors of the wheel were on the Gates site, owned by Messrs. Reid and Hutcheson, the motor was started by winding a rope around the shaft, getting four or five men on the end of the rope, then dashing all in the same general direction until the rope had spun the motor. To Mr. Reid is assigned the responsibility of getting the darn thing started.

The Wolvertton part of the firm will handle all publicity for the Ferris Wheel company—at a safe distance. In addition, what spare time he has, he will stand behind Mr. Stewart to make sure Mr. Stewart and Mr. Hutcheson don't get together.

Bill has worked out an idea for a further source of revenue from the machine. We'll sell space for advertising signs on the backs of the seats for mokest sums.

There will be a board of directors meeting soon, at which time the members of the firm will draw straws to see who puts the apparatus together. Two men were injured, both seriously, when they were trying to set the thing up last week.

Unfinished business: The little matter of the road which Marion County has promised to this area, between Elkhorn and Gates. How about it, Mr. Rice?

The completion of the North Santiam highway from Mill City into the Valley. How about it, Mr. Baldock?

The dangerous intersection (Baldock Corner) in Mill City, which is a source of hourly peril to life and property and ought to be closed. How about it, members of the city council?

The installation of phosphorescent lights on Broadway? How about it, Mountain States Power Co.?

And, speaking of some real unfinished business, what about the repair of the city's streets?

In this case, the city got the run-around from Baldock and Co.—this time by a member of that firm named Jerry Farrar. Mill City sent the highway commission a check for \$1000 for state crews to do the work which

## Building Permits Total \$304,509 Since Spring

Building permits totaling an astounding \$304,509 have been issued in Mill City since the building code was set up last April. Figures were released this week by City Recorder Earl Ragsdale.

The total went up sharply this week with the issuance of a \$42,000 permit to Consolidated Builders, Inc., for three new homes in the CBI addition.

M. Ragsdale said that residential construction accounted for about 75 per cent of the total building, and that it represented about 70 new homes, as well as remodeling. Of the estimated 50, about 25 were added by CBI.

The building totals, if they were to include those structures built outside the city limits and in nearby Gates, would probably reach over a half million dollars.

The current building boom, which shows no present sign of letup, has more than doubled the store frontage locally.

Nor do the figures include the big \$165,000 new grade school building. Buildings Go Up Rapidly

Two new business places for Mill City on 1st St. are going up fast. One will be a sundry store and an automobile repair shop. Both buildings, on the former Rhoda property, are of permanent masonry block construction.

Now rapidly nearing completion is a new tavern, the Meander Inn, being built by Tony Ziebert and George (Sparky) Ditter. Mr. Ziebert estimated the building will be finished in two weeks.

In real estate, considerable activity has been recorded the past week or so, with Gates in the lead. In Mill City Dick Cain and Cecil Lake reported the sale, within a few weeks after opening their 21-lot subdivision, of six parcels.

Al Adams, superintendent of construction of the grade school building, said this week that the new 12-room building would be finished well before the beginning of school and within the cost of \$165,000 which was set aside for the project. Virtually all carpenter work is done, painters are following close behind the carpenters, and the glaziers are past the half-way mark in their work. Laying of asphalt tile floors also has been started.

Mr. Adams said the completion of the gym might go beyond the day school starts. He said he had been given another 15 days by the board on that job, because of the change of plans in the roof.

## Deer Tramples Detroit Boy

Jack Payne, 9, of Detroit, was charged by a deer and badly bruised last week on a trail in the upper part of the Canyon.

The boy thought at first a cougar was after him.

His mother, Mrs. H. C. Payne, and his brothers, David and Mike were out picking berries. Jack was walking along a trail. Suddenly he heard something running and before he knew it a large doe came charging down the trail, knocking him down and jumping on him. He was badly shaken, but not seriously bruised, although the deer's hooves dug into his face.

was to start Aug. 1. Now the state—Mr. Farrar—says it will be 60 days, if at all this year.

Anyone who knows the difference between a cow path and a four-lane highway—which wouldn't include the aforementioned Baldock & Co., knows you can't repair tar-gravel at eases after the fall rains set in. Yet the state proposes—if it can get around to the job—to start pouring tar and gravel into chuckholes which by October will be as deep and vast as mill ponds.

The council was wise Wednesday night in voting to buy road repair equipment.

The state fair has announced that this year's day and the day for the feeble minded home is the same day. Aren't they afraid of mixing 'em.

Rivaling the CBI homes in beauty is the newly completed motel, built by the Montag Construction Co. in Gates. The exterior of the eight-unit motel has been finished in pastel, of a stucco surface, and the grounds are attractively landscaped.

Real estate has begun to move in Gates again after several weeks of inactivity.

Mr. and Mrs. Melbourne Rambo have sold their home on the highway west of town to Mr. and Mrs. Joe Jun and Mr. and Mrs. Bob Lewis, recently of southern California. This property includes the Rambo home and about two acres of land. Mr. and Mrs. Rambo plan to build in Gates if a location can be secured.

Dave Reid of Mill City has completed the sale of a lot he owned on the highway on the corner opposite and west of the postoffice.

Following the completion of a utility house, construction of the first unit of a motel to be erected by George Clise has started and a driveway from the highway has been installed.

Construction of the new postoffice is under way. This building will be 36 by 28 feet and of pumice blocks with waterproof paint finish.

It is owned by Mr. and Mrs. Walter Brisbin and located on the site of the old building which has been moved to an adjoining lot.

Work was started Sunday on the clubhouse for the Gates Woman's Club on a lot donated for that purpose some time ago. Lumber has been purchased for a good start and a crew of volunteer workmen met on a cement foundation and forms.

## Paving Jobs Under Way

Extensive work was being done the past week on paving of approaches to several businesses in Mill City.

The Western Paving Co. which recently completed the street through the CBI addition, has found continued jobs paving approaches and parking areas. Among the firms for which work has been done are:

Les' Tavern, driveway and parking area.

Don Smith Service Station: the entire area between the station and the street.

The new tavern being built by Tony Ziebert and Sparky Ditter: entire area between the building and the highway.

Beebe's apartments: a driveway 300 feet long.

Other businesses are planning to pave entrance ways and parking areas, including the Mill City Theatre. A street about two blocks long will be paved by property owners on the Marion County side.

## Anglers Meet, Urge Game Fish

Initial steps toward the organization of a North Santiam Sportsmen's Club were made in Stayton Monday evening, with the primary aim of getting the river better stocked with game fish.

Sportsmen from Stayton to Detroit were present.

Anglers pointed out that the North Santiam, a natural habitat for rainbow trout and other game fish, is now stocked chiefly with salmon, and that there are no trout raised in the state's hatchery on the stream.

Further meetings will be held and a permanent organization set up.

## WOODS JOBS SCARCE

Don Downing, business agent of the Canyon local, IWA, reported today that jobs were still scarce for logging workers, despite the fact that many construction jobs are booming the area.

Mr. Downing said the chief hope of future employment is in connection with the clearing projects accompanying the building of the De-

## M&M Move to Stop Road Opening Fails

### McKay and Ex-Governors To Dedicate New Highway

Oregon's Governor Douglas McKay will officiate at an impressive ceremony August 14 at Breitenbush Bridge, opening the North Santiam highway for traffic that will link two empires with a modern thoroughfare. It was announced today in Detroit by Ed Vickers, president of the Canyon Commercial Club.

Joining with Oregon's chief executive in the festivities will be several former governors, a queen presiding over the fete, pioneers of the Canyon country, eastern and western delegations and representatives of the federal government.

Dedication ceremonies will be centered at the bridge at 11:30 Sunday forenoon, after caravans from Sisters on the eastern slope and Gates on the western converge.

Oregon's queens of beauty, Miss Beverly Krueger, for 1949, and Miss Joyce Davis, Redmond, for 1948, are to be the eastern caravan. The western caravan will be led by Gov. McKay, and Queen Santiam, reigning over dedication day. Miss Patricia O'Conner, Cherryland queen, and Miss Stella Dummer, flax festival

### Plan Offered Set Up New Chest Group

Mill City and Gates officers of the Community Chest have called a public meeting for this Friday evening, 8:30 o'clock, at the Fire Hall to discuss plans for incorporating the organization locally. Former Governor Charles Sprague of Salem is expected to speak.

The meeting was called by Gale Carey, Gates, and Earl Ragsdale and Tony Ziebert, Mill City, and an invitation is extended to the public, to leaders of various organizations and especially to those organizations likely to share in Chest funds.

Mr. Carey, Mr. Ziebert and Mr. Ragsdale are all members of the Marion County committee.

Sponsors of the plan for incorporation assert there are many advantages gained by incorporating:

1. That the local community can designate local purposes for use of funds collected.

2. That, while supporting the general county program, local participating organizations can have more direct benefits from the Chest.

3. That local citizens will be more willing to contribute, knowing that the fund will concentrate on local aid.

### FREE MATINEE OFFERED KIDS BY FIREMEN'S AUXILIARY

A free matinee will be given to all local children of pre-school and grade school age Sunday at 2:15 by the Women's Auxiliary of the Mill City Volunteer Fire Dept. at the local theatre.

Mrs. Frank Blazek, president of the auxiliary, said the free show, which will include a comedy and cartoons, is being offered the youngsters in lieu of the customary kids parade. The parade was felt to be unwise, she said, because of the big increase in local traffic.

Members of the auxiliary will act as chaperones at the theater.

But, he added, he was experiencing considerable difficulty finding work for the former employees of Mill City Manufacturing Co., which closed last spring.

queen, are expected to be among the royalty.

Special recognition will be paid to the old timers of the region, with invitations including one to B. E. Remp of Marion County, who recently celebrated his 99th birthday. In keeping with the pioneer spirit, the Oregon Trails Assn will be represented by a covered wagon in the western caravan. Each caravan will be accompanied by a band.

Invitations for the day have been sent to former governors Charles Sprague, Walter Pierce, A. W. Norblad and Oswald West, Mr. Vickers said.

Fifteen or more candidates for the queen's crown were entered in a preview meeting at the Canyon Theatre last week.

### New Town Will Rise as Old One Goes

The building of a new town in the North Santiam Canyon will get under way this year, it appears with the announcement of a low bid on preparing a townsite, announced this week by the Army Engineers office in Portland.

Site of the new community, which will contain at the outset about 15 permanent homes, is on the new highway between the new Breitenbush and Tumble Creek bridges, in the Breitenbush flats area.

The firm of Minnis and Shilling, Eugene, was the low bidder with \$138,734.

The contract includes the construction of a motor repair shop, a warehouse, pumping station, water storage tank, water and sewer systems, power installations, substations, access roads, and parking areas areas in the permanent housing area.

One government town will be vanishing while another is rising, just a few miles away. Mongold, now the housing site for Army engineer personnel and the location of their offices in connection with the Detroit Dam, will be razed within two years as the waters of the reservoir begin to rise. The new town, for which no name has yet been announced, will be going up meanwhile.

In Portland this week Army Engineers officials expressed the opinion that the new townsite would not house more than a fourth of the dam personnel, and were interested in the prospects of further housing facilities in the Canyon.

### Worker, 31, Held On Rape Charge

Cecil Gold, 31, a laborer, was arrested in Mill City on a charge of rape, following the signing of a complaint by a 17-year-old girl that she was criminally attacked by Gold and a companion.

Gold, who is an employee of the H. O. Montag Construction Co., was arrested by Chief of Police J. T. King on a warrant charging him with rape and was jailed in Salem where his bail was set in Judge Joseph Fenton's court at \$3500. Officers are conducting a search for his companion.

In her complaint the girl asserted she got in a car with the two men to go home. Instead, she charged, she was taken to a secluded place on the Fern Ridge road and was attacked.

Gold came to this area from Missouri.

## But U.S. Must Oil Highway

Logging and lumber interests tried Tuesday to postpone the abandonment of the North Santiam branch of the Southern Pacific railroad and delay the official opening of the new highway.

The State Highway Commission in Portland announced it would declare the Detroit-Niagara portion of Highway officially open as soon as the Bureau of Public Roads completed oiling and smoothing it.

Commissioners felt that the final work on the road could be completed by mid-August, or in time for a dedication ceremony scheduled for Aug. 14.

The Portland hearing brought together a variety of diverse interests which included:

1. The Corps of Army Engineers, whose representatives argued that a delay in the opening of the highway would delay the construction of the 450 foot Detroit Dam a whole year.

2. Logging and lumbering interests led by the M. & M. Woodcocking Co. which declared the road is rough and dusty and unfit for traffic. (M. and M. has a loading point well above the future end of the SP branch at Gates—at Blowout Creek, several miles above the damsite, and would benefit by continued use of the railroad.)

3. Chambers of Commerce from the cities which lie along Highway 222, all for immediate opening of the new highway.

Bureau of Public Roads officials, who got into a side-swangle with the highway commission over the condition required for the road in order to be acceptable to the state.

It was a complicated affair.

Road to Be Oiled.  
After considerable argument, Frank E. Andrews, senior engineer of the BPR, agreed that his department would oil and gravel the 13 mile section, but only after he had extracted from the highway commission the promise of help, particularly in the loan of equipment.

The task of finishing the highway can move rapidly, but to BPR men a deadline of Aug. 15 appeared at the hearing a tough assignment.

Under a ruling of the Interstate Commerce Commission, made after logging interests several years ago had demanded, but lost out, that the railroad be relocated, the branch up from Gates cannot be abandoned until the highway is officially declared open for travel. The portion of highway, hacked through a steep canyon most of the way, has cost over \$5,000,000, which was charged up to the dam project. Its relocation was necessary because most of it lay below what will be the water level of the reservoir.

Business organizations from Salem, Silverton, Stayton, Mill City, Gates, Detroit, Idanha, Bend, Sisters and Redmond were present. Ed Vickers, president of the Canyon Commercial Club, Detroit, and Robert Venes, secretary of the Mill City Chamber of Commerce, led the Canyon delegation.

### M. & M. Leads Protest.

Eberly Thompson, assistant to the president of M. & M., asked delay of the highway opening because the unsurfaced new section is assertedly dusty, rocky and unsafe.

The railroad is scheduled for abandonment at 12:01 a.m. August 11—and it would be to the interest of the Portland lumber company to delay that until the end of the current logging season.

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