

The North Santiam's Mill City Enterprise

Serving the North Santiam
Valley

Lyons, Mehama, Elkhorn
Mill City, Gates, Mongold
Detroit and Idanha

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Looking Up and Down the Canyon

By CHARLES WOLVERTON

Douglas McKay undoubtedly will be the Republican choice for governor again next year. There is hardly a man of his party who would care oppose the Governor.

What Oregon needs, then, is a Democrat of sufficient stature—and contrast—to make a lively campaign out of it.

That man, pre-eminently, is Dick Neuberger. On virtually all matters of public policy, you'll find Mr. Neuberger and Gov. McKay on opposite sides. The Portland state senator is an outspoken proponent of public power—and the real leader of the campaign for a Columbia Valley Authority. Douglas McKay is just as clearly opposed to CVA. That being one of the leading issues, it would be better for the voter to have a clear-cut choice.

On issues regarding labor, agriculture and public administration, the two men represent opposite schools of thinking. Mr. McKay is a conservative; Mr. Neuberger is a liberal.

The Democratic party might try to avoid a sharpening of the issues by nominating a less colorful personality. But it would stand a chance of losing much easier with a straddler than with Mr. Neuberger, with whom there is no doubt about how he feels on specific questions.

If the two men, Mr. McKay and Mr. Neuberger, were to be opponents I'd be inclined to the latter. He's a member of my craft, for one thing. For another, Oregon would be a lively spot if he were running it.

And, Republican rule over a long and unbroken series of administrations takes on a self-satisfied aspect. It's not good for a state, surging upward in population by 50 per cent in 10 years and changing rapidly in the process, to be governed by men who, however honest, can meet the new problems with solutions that might have applied to the old Oregon but not to the new.

Highway administration is but a single example of that backwardness. Given a major cut-through such as the canyon part of the North Santiam highway to link major east-west and north-south routes, the present administration is content to let the state's approach to it be a third- or fourth-class road.

Back in North Carolina, in the latter '20s, a bold and able governor, O. Max Gardner, committed his state to an ambitious highway program that shocked the people then. Yet North Carolina emerged as the wealthiest and most powerful state in the South.

I don't know what Mr. Neuberger's views on road building are. But I'm sure he wouldn't hold back timidly on any proposal that would develop the state.

Quite commendably, a number of property owners have gotten together to pave the streets in front of their homes. On the Marion County side over two blocks of firm black top have been laid. Paving, if one considers the value it adds to property, is not costly.

For the time being, it is fine for individuals to get together on such public improvements. But such work actually should be done through the regular channel of the city government.

That it is not the result of the failure of the city to hold a charter election, so that special assessment bond issues might be floated. Without a charter, such public improvement financing has to be postponed.

The council should put the matter of a charter election on its emergency list, so that street work and other jobs can be done in a regular way.

The Canyon's congratulations go to Ed Vickers, Idanha, whose masterful job of making a success of the dedication of the North Santiam highway adds more laurels to his reputation as an astute promoter.

It was a grand show, well staged, and moving right on schedule. To all those who pitched in, more credits are due. The state learned about the best route through the Cascades. And you'll see 'em driving through, soon.

The Canyon's a-Building

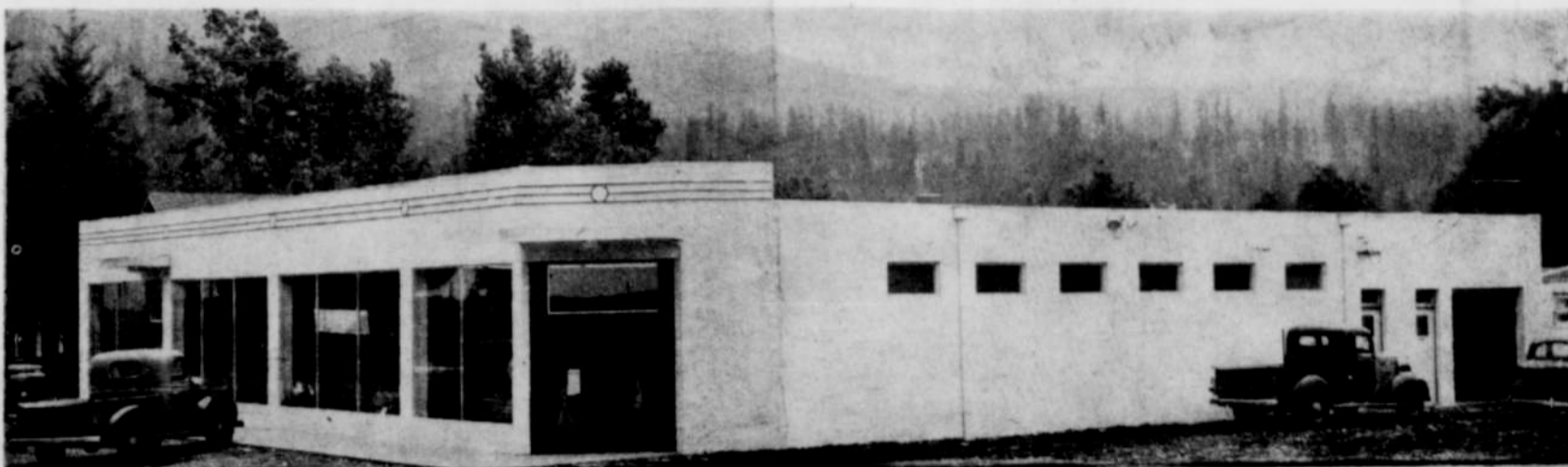


Photo Shops, Mill City and Salem — Photos by Morrell Crary, McCuen

The Canyon's a-building! The Hilltop Store (top) is one of many additions to the business community. Albert Toman, its proprietor and partner with Mrs. Mary Toman in the business, has developed a small general store into this modern and beautiful super-market and department store. The building, recently completed, is of concrete block with stuccoed surface, with a light green tint. Besides a new building, many new fixtures and major equip-

ment went into the store. Grad opening of the Hilltop Store has been set for Aug. 27—a week from Saturday. At the rear a new business, Harold Kliewer's pre-cut met service, has its headquarters, cutting meats for several stores, in addition to the Hilltop, for open freezer counters. Just below is pictured one of the most beautiful motels in Oregon. It was built in Gates by the Montag Construction Co., which has had an

important part in major projects in the Canyon—as subcontractor on the North Santiam highway and builder of the 230,000kv Bonneville transmission line. Third from the top is the Mason building, a concrete block structure built by C. E. Mason for two stores. It is occupied by Porter and Lau, appliance retailers, with Earl Ragsdale its local manager. The other side is occupied by the Mill City Variety Store. Its proprietors are Jim and

Lene O'Leary, and it gives the Canyon a much-needed retail unit. Up in Gates, which the natives say is about to push the other Canyon towns off the map, is the Garrison Variety Store, pictured below. Its proprietors, Mr. and Mrs. Norman Garrison, are long residents of the Gates community, but the store is brand new. It was opened in late June and also contains a lunch counter and fountain. See other pictures, back page.

Ned Richards Ends Long Career As North Santiam Road Foreman

Ned Richards, Gates, is retiring as foreman of the North Santiam highway section above Gates Sept. 1—for two reasons—he's tired of working, and there isn't any more county road. The old county highway has ceased to be, what with the state this week taking over the portion the federal government built. Mr. Richards also as foreman of the road between Elk and Gates, now to be rebuilt by the county. Mr. Richards' place will be taken by Shirley K Eley, Stayton, who will take over maintenance work on the Stayton-Mehama road.

road foreman on the section since 1925 when the county completed the first North Santiam highway. It was a tough assignment. The old road, of summer it was dusty. In winter huge snags fell across the road, boulders shook loose from the cliffs above, and fills gave way.

Billiard Hall Opens Friday
Ken Hinkel, Howard Packer and Richard Becker will open their new billiard hall Friday. The fountain which is being installed in the front part of the building, on First and Broadway, will be ready next week. Eight Ball Billiard Parlor has been chosen as the name for the hall.

Kindergarten Meeting Set

A special meeting will be held Wednesday afternoon, August 24, at 2 o'clock in the high school recreation room to discuss plans for a kindergarten this fall. Parents of 40 or more pre-school children have indicated their interest in the program, which is sponsored by the Mill City Parent-Teacher Association. The meeting was called by Mrs. Robert Veness, president. Mothers of children between the ages of four and six are invited to attend and help in deciding upon equipment needed, monthly charge per child, and other details.

NEW MILL AT MEHAMA

Walter Schultz is moving his sawmill near Stayton to a new location in Mehama. The new mill will be considerably larger than the old one and will cut an estimated 12,000 board feet daily.

COOKE BUILDING DUPLEX

A new pumice block duplex home is under construction on Kingwood St. near the city limits. Ed Cooke and W. Peterson, his brother-in-law, are building it.

ENTERPRISE HITS 100

The old Cottrell press at the Enterprise this week was rolling out a thousand copies, only a few of which not represented by paid subscribers. This week a Montges folder was installed, speeding up that operation.

Old Road To Detroit Doomed

Closing of the old highway from Detroit to the Detroit damsite followed quickly this week after the dedication of the new North Santiam highway by Gov. Douglas McKay Sunday.

Marion County Commissioner Roy Rice, in a conference with Army Engineers Wednesday, was told that the old road, which parallels the new one high above it, had been closed and would be posted immediately with signs stating that through traffic is halted because of construction.

The engineers' decision was based, just as in the case of the railroad closing last week, upon need to get started on the north face of the Detroit Dam.

U. S. State Officials Confer

In Salem Wednesday state and U. S. officials conferred on maintenance problems for the new 14 mile stretch just opened. County representatives also joined the conference.

Representing the state was R. H. Baldock, highway engineer. Officials of the U. S. Bureau of Public Roads and two members of the County court, Judge Grant Murphy and Ed Rogers, represented federal and county governments. The conference also approved the decision made by the engineers.

Under the state-federal agreement, the state will direct traffic but U. S. will maintain the road for two years. Use of the old road will require permits secured from the state highway department.

These arrangements had to be made because the new portion of the highway has not yet been officially declared part of Highway 222.

Silverton Seeks New Route. Monday in Silverton the Chamber of Commerce there and the Cascade Highway Assn. sought to get support from Mr. Baldock, who was invited to speak, for a new Portland-to-Bend route, via Silverton, Stayton and the North Santiam highway. But Mr. Baldock avoided the subject for which they had convened, and spoke on general highway problems, particularly emphasizing what he deemed as dangers of federal interference in state road problems.

Mr. Baldock said that 90 per cent of the \$18,000,000 allotted for new construction for the next three years had already been contracted.

Sunday's dedication of the North Santiam highway brought about 10,000 people, and more than 3000 cars to the scene of the ceremonies at the new Breitenbush bridge.

A comely Detroit maiden, Miss Jeanne Bray, Queen of the Santiam, snipped the ribbon opening the new highway linking the eastern Oregon empire with the western region.

Gov. Douglas McKay participated in the ceremony with Queen Jeanne, along with Mrs. McKay, Col. O. E. Walsh, Pacific Northwest district army engineer chief, representatives of the Bureau of Public Roads and pioneers of the Santiam Canyon.

After the ribbon was cut, a parade of cars, some from the eastern Oregon cities of Bend, Redmond and others, and some from a dozen Valley communities, passed at the bridge.

In the cavalcades many towns carried banners on their cars, and some were represented with bands and bugle corps.

Silverton came through with a arresting slogan "Shortest Distance Between Portland and Bend—via Silverton."

The legend tied in with a current campaign by Silverton for a major route out of Portland and over the pass by way of the North Santiam highway.

Three pioneers along the route were honored in the ceremonies. They were "T" Hennessey, 94, of Gates, who came across the Santiam pass in 1864 with his parents. Only one man lived in the Canyon at that time, he related. His two brothers, Eph and Henry, are credited with the discovery of Minto Pass.

Mrs. J. R. Geddes, 95, Mill City, who came to the Canyon in 1883, and considerably. (Continued on Back Page)