

## Timeline--North Santiam Canyon

(Please forward documented corrections or additions to PO Box 574, Gates OR 97346.)

- 1844 “The story is told that three French-Canadian trappers from the Gervais area trapped for furs in the Santiam canyon” in 1844 (from Lawrence E. "Bud" George, Oregon State Highway Division retiree, in talk given in April, 1989 at North Santiam Historical society meeting.)
- 1845 By 1845, the price of furs dropped, the Santiam area had been trapped out, and few or no people used the trail up the Canyon above Mehama for several years. (Bud George)
- 1846 A public meeting was held in Salem in 1846 and elected a committee to "make an examination of the trail" up the Santiam toward eastern Oregon. They apparently went not up the river but "over the top of some of the broken and jagged part of the range." Col. Gilliam reported that it was "absolutely impossible for wagons up there" and returned to Salem. From 1846- 1873, the pass was not used and "was sort of forgotten." (Bud George)
- 1850 Senator L.F. Linn of Missouri was credited with passage of the Donation Land Claim (DLC) Law, September 27, 1850, which allowed individuals over 18 to claim 320 acres
- 1852 **1)**About 1852, Fox Valley, a cove on the south side of the North Santiam River 3.2 miles east of Lyons, was named for John Fox.. (see *Santiam Lyons, Lyons Methodist Church from 1893 to 1963* by Earl B.Cotton, published jointly by North Santiam Historical Society and the Lyons Methodist Church in 1993. See also *Oregon Geographic Names* by Lewis L. McArthur OHS Press) . Fox Valley DLC claims included those of Abner Gardner and John B. Potter.  
**2)** Ephraim Stout Jr. left Iowa in 1852 with his son Lewis and their families. Thomas J. Hennes and his family were part of the same wagon train.
- 1853 **1)** In April 1853, Ephraim Stout bought "squatter's rights" from Elijah Smith to 160 acres near Mehama. A number of their descendents live in the Stayton, Mehama, Mill City area. (Ray Stout, History of the Stout Family)
- 1854 **1)** Hennes family took up a Donation Land Claim near Mehama in 1854.  
**2)** Lyons school district #23. Later #57. This seems early; before the Lyons brothers are known to have been in the area. Perhaps a misprint? Lyons school district consolidated with Mari-Linn 29J in 1949. ( All school district dates listed here with district numbers are from the *Linn County Historical Society Newsletter*, March 2002. The article states that the list was compiled by the Linn County School Superintendent, but does not give a date for the compilation. Evidently prior to the formation of Linn-Benton-Lane Education Service District.)
- 1855 **1)** Fox Valley school district #60. Consolidated with Mari-Linn 29J in 1948.(See note above)
- 1857 Ephraim Stout Jr. and son Lewis built a sawmill on Stout Creek one mile west of Mehama in about 1857. The Lewis Stout family home was at the base of Stout Mountain. (R. Stout)
- 1859The Fox Valley cemetery was begun for Frances Berry, who died of diphtheria at the age of five in 1859. ( *Mill City Enterprise* Aug 13, 1959) John Preston Berry, the father, gave the land for the cemetery. He homesteaded on what was later known as the George Nydegger place.(Cotton and others)
- 1860 1860s and 1870s A.D. Gardner II and Wesley Gardner operated a “frame” or “Swede” sawmill on the Gardner Donation Land Claim in Fox Valley. (Ernst Lau, whose grandfather was A.D.Gardner II)
- 1863 **1)** The first gold claim in the Quartzville area was filed in Sept. 1863 by Jeremiah Driggs, generating activity by hopeful miners and the providers of supplies. One route to the mine went up the south side of the river, through Fox Valley and King’s Prairie, then over the hill to the Quartzville mines.

- 2) The Homestead Act allowed 160 acre tracts to be claimed. Several homestead claims were made in and near King's Prairie, about 2 ½ miles east of the present location of Mill City in Linn County.
- 3) Lewis Stout began operating a ferry across the North Santiam at Mehama to the Linn County side of the river. (R. Stout)
- 1864 1) July 4, 1864, Thomas J. Henness bought a donation land claim on King's Prairie for \$15. from the homesteader, Tom Haines, who "decided the trees were too thick and farming too difficult." Henness moved the family from Mehama. (Willis Grafe, talk to NSHS meeting Mar. 2002)
- 2) The Corvallis and Yaquina Bay Military Road Company was formed in 1864 for the purpose of building a wagon road from Corvallis to tidewater on Yaquina Bay. The state of Oregon granted the company alternate sections of land on both sides of the road. The road was built and the land earned: 57,000 acres. (*The Oregon Pacific Railroad, its inception, present condition and needs, with some suggestions as to its future development*, E. W. Hadley, receiver. Chicago: Rand McNally, 1893.)
- 3) On Mar. 10, 1864, the Willamette Valley and Cascade Mountains Military Wagon Road Company was incorporated in Oregon for the purpose of building a wagon road from the Willamette river across the Cascade mountains to the eastern banks of the Deschutes. Alternate odd sections 'to the extent of three sections per mile [of road]' were granted by the state of Oregon to the road company. (Hadley) According to other sources, the road was never passable and most of the land worthless at that time in history. (Clark, Cleon L. *History of the Willamette Valley and Cascade Mountains Wagon Road*. Published by Deschutes County Historical Society, 1987)
- 1870 James Lyons, a painter, bought 160 acres from a homesteader, Jake Wolfe in 1870. His brother, Henry Lyons, joined him. (according to Cotton, *Hist of Lyons Methodist Church*)
- 1871 1) The Corvallis & Yaquina Military Rd Co. grant was transferred in 1871-2 for \$6,000 to Col. Thomas Egenton Hogg, with the promise that he would build a railroad [on the wagon road route.] (Hadley)
- 2) Willamette Valley & Cascade Military Road Co. sold their land [see 1864] to Col. T. Egenton Hogg, Henry Weil and Associates. (Hadley)
- 1872 1) Gates school district 21J was formed in 1872. The record does not say what it was named prior to the gates family moving into the area. (All school formation dates which include a district number are from the *Linn County Historical Society Newsletter* March 2002. See 1854 note 2.)
- 1873 1) Don Smith family homesteaded in the area to become Gates (on the north side of the river, east side of Gates in Marion County) in 1873. They stayed at Henness's on King's Prairie and crossed the river in a dugout canoe until their home was built. (Grafe)
- 2) In October, two hunters got approximately as far up the canyon as the future site of the town of Berry, 3 miles SW of Old Detroit, and one sprained his ankle. He sent for John Minto, who continued on from where the hunters were and found Minto Pass by November. (Bud George)
- 3) Ephraim Henness claimed that he was the person who found Minto Pass. (June 18, 1927 interview in *Capitol Journal*.) He also said he "stood on the banks of Marion Lake... was the first white man to catch a fish from Marion Lake" (Letter from Eph Henness to John Minto, original at OHS)
- 1874 1) Albert and Mary Gates family settled on 80 acres north of Highway 22 in what is now Gates in 1874. Although Mary suffered from tuberculosis, they eventually had nine children. (W. Grafe) Albert Gates died of typhoid. (Lola Henness)
- 2) Post office opened at Fox Valley, 1874. The A.D. Gardner house was the site of the Fox Valley Post Office. (Ernst Lau) Closed in 1907 when the Rural Free Delivery route was started in Lyons. (Cotton and others)
- 2) Marion County Court instructed John Minto to take a party and proceed "up the valley of The North Santiam until satisfied it made a natural cut in the range, or not." The road viewers were Joseph Gervais, guide, George Downing, John Minto and C.W. Davenport, surveyor. Their road viewing was filed with Marion County and almost immediately incorporation papers for a railroad up the North Santiam Canyon were filed for the Astoria-Salem-Winnemucca Railroad. Prospects for a road were on hold for four or five years, pending the building of a railroad which was never even surveyed. (Bud George)

- 3) Willamette Valley and Coast Railroad Company organized. (Hadley) This was a Col. Hogg and associates enterprise, including Hogg's brother, William Hoag. The brother's name is one of the reasons for the belief that Col. Hogg pronounced his name with a long vowel sound. Additionally, a cousin spelled his last name 'Hogue.'
- 1875 1) Or 1876. Or possibly 1874. Sarah Elizabeth Hensley bought 160 acres on the north side of the North Santiam River in Marion County. The property included the present Marion Co. side of Mill City. Her son Newton built a cabin "on the flat near the river." Having to walk or ride horseback on rough trails to Mehama for supplies, they "starved out" and returned to Salem. (*OHS Quarterly* Fall, 1979, article by William Gadwa, Hensley's grandson.)  
 2) About 1875, William Sullivan "laid out a homestead a mile east of Mill City and built a cabin" (Unsigned mimeographed story from 1841.) According to Ada Sullivan Plymale's written story, the Sullivan DLC was "just a mile or two west of Gates."  
 3) Hopeful men from Albany and other parts of Linn County looking for riches in the Quartzville mining area were walking from Marion, where rail transportation ended, to Mehama, crossing the North Santiam on Smith's ferry. They walked the rest of the way to Quartzville, sometimes in midwinter. Some Gates residents acted as guides, including the Thomas brothers, Charles and William, who lived on Mad Creek.
- 1876 1) Mehama was platted and recorded in Marion County (R Stout)  
 2) Lewis Stout owned 1300 acres and raised Angora goats, one of which cost \$500.00. The goat ranch required 12 miles of fence. (R Stout)
- 1877 1) Mehama named for wife of James X Smith who operated the ferry and general store. The ferry was previously operated by Lewis Stout.  
 2) Solomon Bradshaw bought 80 acres from John B. Potter's Donation Land Claim in Linn County about 1 ½ miles from the center of Mill City. The bend in the road at that point follows the corner of the Bradshaw place.
- 1878 Marion County constructed a stock road (i.e., six feet wide) up the North Santiam Canyon in 1878, providing access to the Detroit-Idanha area. (Bud George)
- 1879 1) Hennes Post Office established. (On Linn Co side above Rock Creek, presumed to have been in the Hennes home. Served most of the area.) Discontinued 1883  
 2) One source (*Industrial Survey of Lyons 1951*) gives 1879 as the date when the Lyons brothers, Harry and James started their mercantile business and named their town Lyons.  
 3) The wagon road land which had been transferred to Hogg, et al. was transferred to David Cohn as trustee. A deed of trust "set forth" Hogg's share as 8/24. The other owners contracted with Hogg to sell the lands in two years at the price of \$445,000, of which Hogg would receive \$25,000 for expenses. A few days before the two year time limit was up, Hogg offered Weil a certified check for \$600,000. Weil refused to give Hogg a deed to the property. (Hadley)  
 4) Weasel Flat school district # 84 in 1879 Consolidated with Mari-Linn in 1948
- 1880 1) Albert and Mary Gates, who owned 80 acres, including the present-day business district of Gates, opened their home as the Pioneer House, a hotel for the railroad construction workers. When Don Smith refused to donate land to the railroad, Mary Gates gave sufficient land for a Y, a depot and a section house. The railroad company named the siding Gatesville. The earliest plat of Gates uses the name Gatesville. (Grafe and others)  
 2) George M. Stafford, a miner, came to King's Prairie in 1880 and purchased property which encompassed the present Gates airport and surrounding area. He is buried at Fairview Cemetery, a "stone's throw" from his home. His descendents live in the Gates-Mill City area today. (Carmen Barnhardt, talk to NSHS meeting 1990)  
 3) Col. Hogg, on the grounds that he had completed the purchase of the grant lands [see 1879] made and filed a deed of the lands of the Willamette Valley and Coast Railroad Company to Farmers Loan and Trust Co. pledging the lands as security for mortgage bonds to the WVCRR Co. (Hadley)

- 4) September 25, 1880, Oregon Pacific Railroad Company (OPRR) organized. Entered into contract with WV&C RR Co. to construct and equip a railroad to the eastern boundary of Oregon. (Hadley)
- 5) From 1880-1884, Judge O.N. Denny, US Consul General to China, stationed at Shanghai, arranged for native Chinese ring necked pheasants to be shipped to Oregon, where they became a favorite game bird in North America. For many years they were referred to in Oregon as “Denny pheasants.” A few managed to survive from time to time in the Santiam canyon, but soon disappeared into someone’s kitchen.
- 1881 1) Work on the Willamette Valley & Coast railroad (not yet the Oregon Pacific) began at Corvallis July 1881. (Hadley)
- 1882 According to Cotton (*Lyons Methodist Church 1893-1963*) the OPRR had reached Lyons and J.D. Hiatt and Gyp Meyers established the first sawmill, making RR ties. This may be too early, as Hadley says the tracks reached Albany in 1886. The first locomotive crossed the bridge in Mill City in November 1888.
- 1883 1) August 23, 1883 Rock Creek Post Office established. (On Linn Co. side near outlet of Rock Creek.) Discontinued Feb. 13, 1892 Site unknown. (Clare Henness; W.Grafe)  
2) Gates school in Linn Co. was a log building. J. [John? Joseph?] Geddes, teacher. (*Enterprise*, Nov. 14, 1957)
- 1884 1) Oregon Development Company was incorporated by Hogg and associates. It became the owner of the WV&C railroad company’s ocean terminal facilities including steamboats and three stern wheel river boats which it leased back to the railroad company. The receiver (Hadley) could not find this agreement in writing when he attempted to follow the financial intricacies of the various companies associated with the Hogg enterprises.  
2) The railroad track was connected near Harris Station in 1884. (Hadley)  
3) Pacific Construction Co. was incorporated by the Hogg group March 31, 1884. It contracted to construct part of the Oregon Pacific line. Hadley, the receiver, stated in his report that “the accounting relationship is not straightforward” and that a receiver should be appointed for the Pacific Construction Co.
- 1886 1) About 1886, Fox Valley school was started on land donated by Pres[ton] Berry. Located adjacent to the Fox Valley cemetery. (*MC Enterprise* Nov. 14, 1957)  
2) The Oregon Pacific (still calling itself Willamette Valley and Coast) railroad track reached Albany. (Hadley)
- 1887 1) Sep.8, 1887. Four Stayton businessmen: John A. Shaw, Leander Brown, Thomas Sims, and W. Hadley Hobson incorporated Santiam Lumbering Company (NOT Santiam Lumber Company) with the intention of profiting from the advent of the railroad. This was the mill that gave Mill City its name. Building began immediately and a letter from a resident to the Statesman newspaper in Salem describes the “embryotic” town as having “A well-supplied store, a restaurant, a hotel and a blacksmith shop...” He adds that a saloon is located “on the immediate outskirts.”  
2) Nov. 1887, Santiam Lumbering Co. purchased half of Mrs. Hensley’s property, paying \$800. (Payment amount, acc. to Gadwa)  
3) About 1887-8, Sarah Elizabeth Hensley, now Mrs. Richard Rice, returned to Mill City. Her son Newton built a house near Elizabeth Creek, about where the drive-in restaurant is located in 2005.)  
4) Linn Co. school district formed in 1887 with schoolhouse on the ‘county road,’ now East Kingwood, the Butler school. Mrs. Ida Geddes was the first teacher. (Letter from Daisy Geddes) The trunk and a few branches of a large maple still mark the location of the building. An article in *Western Stamp Collector* May 11, 1932 states that the Linn County school district was formed in 1887.  
5) New Fox Valley schoolhouse finished in time for classes in the spring of 1887. Frances McLane, 16 years old, was the teacher. (Nora Bradshaw Booth)  
6) O.P. Adams “went to Mill City for the Santiam Lumber [sic] Co., where the mill was operated by water power. He received \$4 a thousand for logs delivered in the mill pond.” (*Four L Lumber News* Feb 1, 1930 p.19.)

- 7) The covered bridge at Gates over the North Santiam was built low near the water. It was washed out by logs and drift. Everyone, including school children returned to using the “ferry”, a bucket arrangement on a high cable. (Mrs. H. Wilson)
- 8) Samuel Myers took up a land claim at Niagara and built a mill where he cut railroad ties [for the OPRR.] (Ada Plymale story of her family)
- 1888
- 1) Oregon Pacific Railroad/ Willamette Valley and Coast railroad bridge at Mill City was completed. The locomotive crossed over to Marion County for the first time in November 1888, giving access to both counties, making both shipping lumber and receiving freight possible.
  - 2) Mill City Post Office established. Located more or less where Giovanni's Restaurant is in 2005.
  - 3) David Hoeye's ferry continued to carry people and wagons across the river above (west of) the falls\* in the North Santiam until a bridge was built in about 1896. (\*The falls under the present automobile bridge)
  - 4) A "foot log" crossed the river between the locations of the present bridges in Mill City. It remained in use until high water washed it out in 1894. (Charles Kelly, “History of Mill City” in North Santiam Chamber of Commerce publication “Catch 22”. n.d.)
  - 5) Marion Co. school district formed. Schoolhouse built where Dr. Reid's home is (2005). Joseph Geddes was the first teacher. (See letter from Daisy Geddes) After the districts consolidated, the Marion Co. building was moved with horses across Cedar Creek to its present location and use as an apartment house, opposite (as of 2005) the location of Swanson Stained Glass. (Story of the move was common knowledge. Verne Hawkins remembered it in a letter to NSHS.)
  - 6) Richard Rice's plat of the town of Mill City was recorded with Marion County. It included streets named Elizabeth for Mrs. Rice and Lucy for Mrs. Hensley-Rice's daughter. Lucy St. is now NE 4th St.
  - 7) The John Schroeder family homesteaded 4 miles east of present day Gates in Linn County. Bought additional land from the railroad and the Hesemans. The Heseman ranch adjoined. The Schroeder children were Herbert, Robert and Gladys, (later Mrs. Leroy Grafe.) (Ed Schroeder talk to NSHS meeting April 5, 1990)
  - 8) “The Kings Prairie and Quartzville Wagon Road” incorporated by Harrison and Lulu Smith in 1888. “The mining boom brought (to Gates) hotels, assay offices, stores, (including a shoe store) and related businesses.” (W.Grafe)
  - 9) *Oregon Statesman* April 1, 1888: A letter to the editor from William Thomas, then of Gates, enclosed a threatening letter he had received from a self-styled “Vigilant” committee accusing him of various crimes and ordering him to leave the country within ten days “or be invited to a Neck tie festival we Mean Business.” In his response to the charges, Thomas mentioned only that there had been no cattle poisonings and the only house broken into was his own. Other charges were not mentioned in his reply.
  - 10) On May 31, Charles Thomas, William’s brother, was wounded by a shot from ambush. The drama continued to be played out in letters to the editor of the *Statesman*. On June 7, 1888 Mort Smith, his brother, and E. Ellis were arrested for the attack on Charles. The Smiths were Charles and William’s nephews. They were discharged when a witness appeared before Judge Lyons of Fox Valley and provided an alibi. [See 1901]
- 1889
- 1) Alternate date for the Meyer and Hiatt sawmill in Lyons. (Written reports differ.)
  - 2) The Detroit area ('old Detroit') was a construction camp for the OPRR in 1889. Named by workers from Michigan. (McArthur, *Oregon Geographic Names*. OHS)
  - 3) In Mill City, Santiam Lumbering Co. built a hotel on the cliff above the mill and called it "The Cliff House"
  - 4) At an uncertain date, but about 1889-90, a “Camp 2” is believed to have been located across the river from Niagara. Canyon Life Museum has one photograph marked ‘Camp 2’, a gift from Daisy Geddes, which shows a railroad trestle.
  - 5) Spruce Hall had a steam mill north of the Gates bridge; later moved to Hall’s Camp near Detroit. (Grafe)
  - 6) *The Oregon Washington and Idaho Gazeteer and Business Directory for 1889-90* gives this information about Mill City: Post Office and station on Oregon Pacific Railroad in Linn County. 34 miles east of Albany. Large sawmill. Buses from Turner. John A. Shaw, postmaster. Santiam Lumbering Co. sawmill and general store.

7) August 24, 1889, the plat for the six-block town of Highland Grove was signed by A.N.

Bush, Notary Public for Oregon, and registered in Marion County. The town was to be located on the north side of the Oregon Pacific railroad tracks between what is now (in 2005) 19<sup>th</sup> Ave. and 24<sup>th</sup> Ave. on the east edge of Lyons in the approximate location of Apple Loop.

8) The Oregon Pacific Railroad was “completed to near Detroit Station in the Cascade Mountains.” In October, 1889, the company defaulted on its interest coupons and was placed in the hands of a receiver, Col T. Egerton Hogg. (Hadley)

9) Shortly after the Oregon Pacific Railroad reached Mill City in November, 1888, the Santiam Lumbering Company built both a store which later burned and a two or three-story building a few yards to the east, which housed a Post Office, railroad ticket office and Wells Fargo office on the ground floor. The “street” was covered with 2 x 12 planks, because the railroad was built up above the level of the ground. The mill company used planks to fill in the space so that people could get to the store and to the Oregon Pacific Railroad ticket office, the freight office and the P.O. .

The company manager, John Shaw and his family lived in the second and third floors and later when his son, Royal Shaw, became manager, he and his family lived there. Mary Kelly, “Mill City’s Wall Street”, *Mill City Enterprise* Dec 21, 1989

- 1890 1) On August 23, 1890, The application for a post office at (some say 8 x 12’) Mills was completed by W.N. Burns. The postmaster at the nearest post office, which was Rock Creek, W.B. Robertson, had to sign, signifying that all the information on the application was correct. The proposed name on the application appeared to be spelled “Niagora” and that name was given to the post office. It was corrected to Niagara in August 1893. According to the application, The Niagara post office is to be on the established route from Mehama to Rock Creek, on which mail was carried three times a week. [The application does not mention that Niagara is across the N.Santiam River from Rock Creek] The new post office will be 4 ½ miles easterly from the Rock Creek P.O. The nearest other post office is Mill City, which is 7 ½ miles in a westerly direction. The most prominent river is listed as the North Santiam and the nearest creek is Sardine Creek. The post office will be located on the north side of the river and two miles south of the nearest creek. The nearest railroad is the Oregon Pacific. The new post office will be on the north side, two rods from the track. The inhabitants (of Niagara Mills) number 125. The population to be served number 200. (From copy of the application) Niagara Post Office, a 6’ X 8’ building, opened Oct. 1890, Closed in 1934 (W Grafe)
- 2) Elkhorn school opened.
- 3) Green Basin Post Office, Oct. 1890. Closed May 1, 1896. At “Little Sweden”, about 2 miles east of Niagara (*Oregon Geographic Names*, Lewis L. McArthur OHS Press)
- 4) O.P. Adams (see 1887) went as a logging contractor for the Niagara Company, which ceased operations in 1893. “Mr. Adams was well known to all the old time loggers in the state.” The article also refers to Adams’s “famous bull teams” (*Four L Lumber News*, Feb 1, 1930.)
- 5) The wagon road south was reported by Harrison and Lulu Smith as “a good road with daily stages to Quartzville.” (W. Grafe)
- 6) Work on the Oregon Pacific Railroad effectively ceased. The rails had reached the vicinity of Idanha, 14.9 miles from Niagara. Rails were taken by wagon to the summit to maintain the right of way. Henness Brothers were responsible for most of that work. Ephraim Henness was quoted as saying, “Billy Hoag owed me \$10,000,” after the company failed to pay its debts. (Grafe) The company was declared bankrupt in October, 1890. It was nine months in arrears in payroll and had a further debt of \$800,000 in issues of receiver’s certificates. (Hadley)
- 7) When his brother was made receiver for OPRR, Oct 28, 1890, Wm. Hoag instructed the auditor to submit a monthly bill for water which he (Hoag) “furnished to the station and roundhouse.” The receiver, Hadley, states in his report that Hoag owned a dam and a water tank. The water from the dam was piped only to fire hydrants which had not been used. The only water the company used from the tank was piped to a ¾ inch faucet at the depot. The round house used water from springs owned by the company itself. Hadley stated that he considered the monthly bill for \$50. to be “out of proportion.”
- 1891 1) Idanha had a hotel and was an excursion destination. (Vacationers came on the train) The area was called "Muskrat Camp" by John Minto, but residents named it for a popular soft drink made in Idaho (NOT for an Indian princess!!)
- 2) Lyons Post Office. 1891

- 3) Detroit Post Office. 1891
- 4) First Christian Church in Mill City organized 1891. Purchased Block 13 in the Hobson addition. Congregation disbanded and land and unfinished church sold to Presbyterian Church in ca.1900.
- 5) E.S.Cheney, a photographer, started the first Mill City newspaper, the *Mill City Gazette* which continued until 1912
- 1892
- 1) Gates Post Office 1892 (moved from Rock Creek) Postmaster W.B. Robertson
  - 2) Gates Odd Fellows Lodge chartered. Detroit IOOF merged with Gates IOOF.
  - 3) Ancient Order of United Workers organized in Mill City.
  - 4) Minto Post Office opened in 1892. Minto, two miles north of Gates, was named for Douglas Minto, son of John Minto for whom Minto Mountain in the Cascades and Minto Island in the Willamette near Salem are named. Minto Post Office closed in 1904.
  - 5) Henline Creek mine claim registered by Governor Chadwick. It became the Lewis and Clark mine. It was discovered by Fred Bouche, for whom Beachy Mountain and Beachy Saddle are named. (George Atiyeh. Talk at NSHS meeting. Undated)
  - 6) Ivie Post Office at Elkhorn, 1892 until 1917 (Grafe)
  - 7) Santiam Lumbering Co. was described in a letter to the Statesman newspaper as having a capacity of 50,000 ft. per day. They had established a branch yard at Albany and at Salem
- 1893
- 1) Berry Post Office 1893, 9.9 miles by rail (upstream from Niagara) Closed Jan. 13, 1906
  - 2) 1893 marked the beginning of a worldwide depression, "the hard times of the 90s." (1893-1897) Triggered by the collapse of the Rothschild bank in London.
  - 3) In 1893, Joseph Geddes was president of the Mineral Springs College in Sodaville which was founded in 1892 as Mineral Springs Seminary and reorganized the next year by the Cumberland Presbyterian Church.
  - 4) Col. Hogg was removed as receiver of the Oregon Pacific Railroad on the grounds that he did not live within the jurisdiction of the court, and E.W. Hadley was appointed. (Hadley)
  - 5) At the meeting of the Board of Directors of Santiam Lumbering Co., on July 10, 1893, as recorded by John A. Shaw in the Minutes Book of the corporation, "On motion it was ordered that on account of a depression in the Lumber Sales and stringence [sic] of money it was deemed best to close down the mill until such time as in the judgement of the Directors it would justify running." The Santiam Lumbering Co. Lumber Yard at 12<sup>th</sup> and East Bellevue in Salem is thought to have continued in business to sell the stockpiled lumber. (Salemhistory.net site.)
  - 6) February 22, 1893, John Hollingsworth arrived in Detroit, then called Coe. He stated in 1958 that "there was no town there." when he arrived. "It was solid timber from Niagara clear up beyond Detroit.... The only opening was for the railroad with every so often a clearing for cedar posts and railroad wood. Up above in the lakes thousands of fish...they would swim in schools near the shore." The US Postal Service refused the name Coe on the grounds that it resembled Cove too closely. The homesteaders, most of whom were from Michigan, chose the name Detroit. ("John Hollingsworth's Reminiscences" *Marion County Historical Society Quarterly*, Volume IV, 1958.)
  - 7) Hollingsworth states that the nearest mill is at Niagara. There were no mills, he said, in Detroit or Mill City. This unlikely sounding observation (Santiam Lumbering Co. was incorporated in 1887) is in fact correct. See no.5, above.
  - 8) Klumb Post Office about three miles NE of Mehama established Jan.4, 1893. Named for Mrs.Mary Margaret Klumb Siegmund (Mrs. Jacob.) Mrs. Lucy Pugsley (Mrs. Walter Pugsley) was first postmaster. Walter Pugsley was first mail carrier, making a regular round trip to Mehama on horseback. After the Pugsley family moved away, Jacob Seigmund was postmaster until the office was closed Feb. 15, 1920 when rural free delivery was extended from Stayton. (Mc Arthur, *Oregon Geographic Names*.)
- 1894
- 1) Oregon Pacific Railroad, bankrupt and in receivership, purchased by A.B. Hammond for \$100,000, a fraction of its assessed value (\$2,000,000). Hammond operated the railroad, the lifeline of the Canyon, until 1907 when he sold it to Southern Pacific. The railroad operated under the name Corvallis and Eastern until 1915. (Assessed value according to Hadley.)
  - 2) Presbyterian Church recognized by Presbytery in 1894.
  - 3) High water washed out the "foot log" across the river in Mill City.

- 4) Taylor school district formed (north above Mill City)  
 5) Detroit school district 123J formed in 1894.
- 1895 1) Idanha Post Office 1895.  
 2) At about this time, a building was constructed near the Curtiss Lbr. Co. offices on what was then Main Street (now Wall) in Mill City. It housed the Post Office and the Corvallis and Eastern train depot and the Wells Fargo office on the ground floor and an apartment above where Royal Shaw and his wife lived.  
 2) July 17, 1895 the Hudel homestead was registered with Marion County.
- 1896 1) About 1896 Marion County built a wagon bridge across the North Santiam in Mill City, more or less where the present automobile bridge is. (Charles Kelly)
- 1897 1) High water washed out the Mill City wagon bridge. (C.Kelly)
- 1898 1) James Lyons was murdered in his home by a shot through the window in 1898. No one was prosecuted.  
 2) Marion County wagon bridge replaced in Mill City.(C.Kelly)  
 3) In September 1898, Frank and Edward O'Neil and Charles Callaghan started a rock rubble mill at Niagara at the narrowest spot in the river intending to generate electricity. (Mullen, Floyd C. *Land of Linn*. Printed by Dalton's Printing, Lebanon, OR 1971. Caveat: Use this book as a reference with caution.)
- 1899 1) On May 5, 1899, Santiam Lumbering Company which had closed its retail outlets and idled most of the workers (and cut off their credit at the company store) sold the mill, the logging railroads and "the Lidgerwood logging engine" to W.W.Curtiss. (Minutes of the Board of Directors of Santiam Lumbering Co. Located at OHS) The Curtiss (two 'esses') spelling is correct.  
 2) The Ruth mine (a Little North Fork mine) was opened. (G. Atiyeh)  
 3) Richard Rice had died at "the county poor farm" and Sarah Elizabeth Hensley Rice and her son Newton and his wife (Kitty?) went to Skagway. She was 70/71 years old. (Hensley-Rice information from Eva Wahl, great-granddaughter.)
- 1900 1) By 1900, A.B. Hammond acquired Curtiss Lumber Co. He operated it under the Curtiss name until Dec. 31, 1911.  
 2) Mill City Presbyterian church purchased Block 13, Hobson's Addition. Present Presbyterian Church building constructed. Altered through the years to accommodate changing population and the use of electricity and furnace heat.  
 3) Mill City I.O.O.F. lodge chartered.  
 4) The *Capitol Journal* on Sep. 13, 1900 in an article titled "Industries of the North Santiam" described Niagara as "east of Albany on the Corvallis and Eastern railroad" The article stated that the dam being built would generate at least 20,000 horsepower. In his booklet *Gates*, Willis Grafe says that between 1900 and 1912, Frank and Edward O'Neil and C.W. Callaghan of San Francisco together with the Byllesby Company spent about \$100,000.00 on an effort to dam the North Santiam River at Niagara where the river is four feet and three inches wide. (W. Grafe, *Gates*.) Their intent was to use the water power thus generated to power a paper mill. The Santiam defeated them, flooding out the work each winter. (Grafe) Ben Maxwell, in the *Statesman Journal* in June, 1953, stated that O'Neil and Callaghan spent \$37,500 before giving up. Maxwell says in the Je. 1953 article that Byllesby Company spent \$65,000 on a dam before abandoning the project. NO CHINESE ever worked on the Niagara dam. The Oregon Pacific Railroad and its related construction companies employed Chinese workers during construction of the railroad.  
 5) Niagara was platted at about this time but the streets were never needed. In 1900, according to Ben Maxwell in the April 30, 1953 *Capitol Journal*, Niagara had a store, a hotel and a gallon house.  
 6) In the period from 1892 to about 1914 several fraternal organizations were formed in the Gates-Mill City area. Among them, in addition to the Odd Fellows and Rebekahs, were the Ancient Order of United Workers, the Masonic Lodge, and Eastern Star, the Maccabees, and the Women's Benefit Association.

- 7) A few Calapooia survivors were still coming to the Fox Valley area to dig camas root. (Ernst Lau, quoting his mother.)
- 8) The big mines at Quartzville shut down and “the road [from Gates to Quartzville] reverted to forest.” (W. Grafe)
- 9) In 1900, Township 11 South, Range 7 East--Willamette Meridian lands (near and above Detroit) opened for entry, launching a complex land fraud involving government officials at levels up to the Senate of the United States. After a person had “proved on” his land by (1) building sufficient structures to be habitable, (2) by improving the property and (3) by living on the land for the requisite period of time, he was considered the owner and could sell his land or trade it for any vacant surveyed government land. The opportunity for fraud attracted S.A. D. Puter and others. He arranged for people who were willing, for a price, to attest to their having fulfilled the requirements for ownership, obtain title to parcels of “11-7” property and “sell” the land to Puter and others so that Puter et al. could trade for more easily accessible timbered land. (The source of information about this land fraud is found in Puter, S.A.D, King of the Oregon Land Fraud Ring, with Horace Stevens, late of the Oregon Land Service. *Looters of the Public Domain*. Portland: The Portland Printing House, 1908. The subtitle reads: “Embracing a complete exposure of the fraudulent system of acquiring title to the public lands of the United States.”)
- 10) The US Census for 1900 listed the population of the North Santiam canyon precincts as: Breitenbush Precinct 197; Elkhorn, 56; Fox Valley, 318; Horeb, 371; Rock Creek, 287, Mehama, 263.
- 1901 1) About 1901, the replacement covered bridge in Gates was lifted by a high wind and set down on the river bottom. (Mrs. H. Wilson)
- 2) Charles and William Thomas, (see 1888) now with a post office address in Detroit, swore before C.C. Loomis, Special Agent, Government Land Office, as to the truth of a woman’s claim to having lived on and improved property in the Detroit area. The agent noted on the side of the record, “Do not stand well among their neighbors.” Both Charles and William signed with an X. [Question: if they could not even sign their names, who wrote the letter to the *Statesman* in 1888?] ( from Record of Government Land Office Proceedings, quoted in Puter, *Looters of the Public Domain*) The Thomas brothers, with J.A.W. Heinecke, a resident of Detroit and L .Jacobs, a Detroit storekeeper, arranged for Loomis, the State Land Office representative, to be provided with ample liquor and to be shown cabins purporting to be those of the people making the claims, none of whom had ever been near Detroit, and few of whom were using their own names. Jacobs swore that he “knew the ‘settlers’ well” and that they traded at his store. Heinecke and the Thomas brothers took Loomis “along some well-defined trails past other settlers in that part of the country” (none near the claims to be examined) “and circled around and viewed the same cabin from the rear. Running out of cabins, [Heinecke] showed one cabin three times, front, rear and side.” The June 25, 1901 proceedings of the Government Land Office describe Heinecke and Jacobs as “reliable men” and mention that Jacobs operated the hotel and store “where they had to go for supplies.” (*Looters of the Public Domain* mentions that the Thomas brothers were paid \$10. for their false affidavit.)
- 1903 1) *The Oregon Washington and Idaho Gazeteer and Business Directory for 1903-04* gives this information about Mill City: [Compare with 1889-90] Population 250; Marion County; A village on the Corvallis and Eastern Railroad 115 miles south of Portland and 37 miles east of Salem. Large sawmill and Presbyterian Church. Long distance telephone service. Express: Wells Fargo. Mail daily. W.H. Rambo, postmaster. Curtiss Lbr. Co. saw and shingle mill. Rob’t S Shaw, general store; A.D. Fenton, hotel; J.G. Mariman, saloon; L.D. Messey, grocer; Jacob Oplinger, blacksmith; Frank Perkett, meats.
- 2) In 1903, Hammond Lumber Co. hired F.R. Olin in the Portland office. In 1907, Olin came to Mill City to take charge of the logging camps in the Santiam canyon. Olin worked for Hammond Lbr Co., becoming superintendent in 1920, until 1935-6 when A.B. Hammond’s heirs closed the mill and all other Hammond operations in the North Santiam area. Olin in 1936 went to work for Oregon-American Lumber Company in Vernonia.
- 1905 1) A. B. Hawkins family moved to Mill City in 1905.. Hawkins was the builder responsible for building the 1911 Mill City Odd Fellows building, the 1915 Mill City Odd Fellows building, the 1909 Mill City (half) school building, the 1915 (completed) school building, the Catholic church in 1911, the ‘old Opera House’ in 1906, Dr. Ransom’s house and hospital. (Letter from Elga Hawkins Reed, ca. 1987) His own

house was completed in 1909 and cost \$1100, including the barn. (LeRoy Hawkins, recollections of Mill City, written in 1982-3)

- 1906
- 1) Curtiss Lbr.Co. warehouse was built in 1906 beside (north of) the RR bridge in Mill City. Opera house in upper floor, storage in ground floor. Also used as auditorium for school presentations, site for Christmas and Thanksgiving celebrations, etc.
  - 2) People's Telephone Company formed in Lyons
  - 3) Dr. Clayton Ransom became company (Curtiss Lbr Co.) doctor, operated a hospital for injured millworkers and loggers. He lived in Mill City. Served as the community doctor, also.
  - 4) Both Leroy Hawkins and Ada Plymale speak of a butcher shop on Alder Street, between Cline's and Hawkins's houses, with a barn and slaughterhouse on the south of the property nearer the river. Neither gives an exact date-- apparently in the 1905-1915 range. Neither gives an original owner's name. Ada wrote that a Mr. Murray and a Mr. Puckett (Perkett?) were owners for several years and that later Frank Potter and Prince Goodman bought the business from them.
  - 5) The 1916 Mill City High School Annual states that in 1906, R[obert] S. Shaw was manager of the mill [still named Curtiss in 1906] He continued in that capacity until 1912. Some of the information in the history of the town in the 1916 annual is incorrect; however, this statement should be credible.
- 1907
- 1) Hoover Post Office 1907. (3.7 miles upstream from Detroit..) The Post Office closed in October, 1916. The Hoover family moved near 'Hoover Flat' a couple of miles upstream from Old Detroit, built a house and operated a mill. A small town developed.
    - 2)A.B. Hammond sold the railroad that served the Santiam Canyon to Southern Pacific in 1907 .  
It continued to operate as Corvallis and Eastern for several years.
      - 3) Santiam Rebekah Lodge #166 installed (10 charter members) Feb 6, 1907. First met in "Old Shaw Building" which became Hammond's store.
      - 4) The Company office and store in Mill City burned early in the 1900s. Various versions: "The Hammond store burned during the first year" i.e., in 1907. (Blanche Syverson, handwritten history of Rebekahs in Mill City based on the minutes of the organization..). "The mill co. owned a store on [the] Marion Co. side of river, a hall above was rented by I.O.O.F.-- it burned in 1908. I went to a magic lantern show of [the] earthquake in San Francisco in that hall. ...They were rebuilt with brick". (Letter from Elga Hawkins Reed n.d.) Ada Plymale's story of Mill City gives the date of the fire as 1907. Verne Hawkins remembered the date as 1905 and thought it started with "oily rags." The contemporary written record is the Rebekah's.
  - 5) Fred Gooch moved his family from Scio to a place beside the railroad 4.3 miles east of Lyons in Linn County. He built a sawmill and later a school house and the town that grew up beside the track was known as Gooch. (Sylvia Gooch Stevenson) His daughter, Sylvia, became a pharmacist and worked for Hammond Lumber Co. store in their pharmacy.
  - 6) Gates IOOF joined the Mill City IOOF.
  - 7) F.R. Olin moved from the Portland office of Hammond Lbr.Co. to Mill City to take charge of the lumber camps. (Olin bio. See clipping in file.)
    - 8) Feb 12, 1907, by warranty deed, M.J. Knerr and C.E. Knerr, his wife sold to C.L. Ransom lots 3 and 4, block 21 in Hobson's Addition in Mill City for \$115.00. Ransom was the Curtiss Lumber Company doctor.
- 1908
- 1) The IOOF and Rebekahs first met in "temporary hall over Speer's store" on Feb 19, 1908. [ This was the small false front building visible in old photographs, located a few yards east of the present (2005) IOOF Hall] (Blanche Syverson)
  - 2) Linn and Marion County public schools consolidated, school year 1908-9. Previously there were schoolhouses on each side of the river in Mill City. Formed school district 129J.
  - 3) Movies were shown to the public at the Opera House, the upper floor of the warehouse that later was enlarged and became Hammond Hall. Admission was ten cents. See 1915, #2. (Reminiscences by Leroy Hawkins written 1982-3) Andy Holthouse, bookkeeper for Curtiss Lbr. Co., played the piano for the silent movies.

4) By 1908 Edwin "Ned" and Daisy Richards opened Richards' Pool Hall in Gates. (date from handwritten date on photograph) It was also a safe place for high school boys to spend time. "They let us go in there and looked out for us and never charged us for a game of pool...It became a real haven." (Ed Schroeder) Daisy Richards was a niece of the Gates family.

- 1909
- 1) The Linn County and Marion County Mill City schools consolidated in 1908-9. First half and bell tower of Mill City school built by A.F. Hawkins. (In Linn County next to RR spur, about where the present (2004) Santiam High School gymnasium is located) (From Verne Hawkins, hand written note. He was six at the time and often told the story about "helping" his father and that he "had to build a school building so he could go to school")
  - 2) Robert Shaw, mgr. of Hammond Lbr Co. at Mill City "moved to the Astoria mill"(located at Hammond, near Astoria,) according to Otto Witt in his autobiography.
  - 3) June 12, 1909, Otto Witt, Pete Parsons and another German boy named Herman arrived in Mill City with a note to the manager of the Curtiss Lbr. Co. mill from the manager of the Curtiss (Hammond ) lumber yard in Salem. Having deserted a German sailing ship in Portland, they had walked to Mill City via Salem. They were put to work immediately so that they would be qualified to stay in the company hotel. Otto lived a long life and died in Mill City. Pete worked in the mill during the winter; in summer, he climbed mountains, hiked across glaciers and made maps of the unmapped parts of British Columbia for the Provincial government, among other activities. He lived in a tent in the nearby hills when in Mill City, believing that the air would help cure his tuberculosis. He drowned during one of his excursions in British Columbia.
  - 4) In 1909, according to Otto Witt, the Hammond (then called Curtiss) mill ran 10 hours a day, from 7:00 a.m. until 12:00 m. and from 1:00 p.m. until 6:00 p.m.. The millworkers were paid in gold, \$2.00 a day. The head sawyer earned \$5.00 or more a day. At the company hotel, board and room cost \$4.50 a week. Employees contributed 75 cents a month for the services of the company doctor.
  - 5) Otto describes the town of Mill City: North of the mill across the railroad tracks were a company office, and a "general store built right against the hill." The next building (to the east) contained the Post Office and the Corvallis and Eastern railroad depot. Upstairs were living quarters for the manager. On the cliff above these buildings were two hotel buildings. (Otto Witt)
  - 6) "The real social affair was the arrival of the 10:00 o'clock train from Albany. Women dressed up for the occasion" (Otto Witt)
  - 7) To get to Salem on the train before the roads to the valley were improved and before motor cars were in use, it was necessary to ride the Corvallis and Eastern train from Mill City to Shelburn, a little way west and north of West Scio, wait there for the Lebanon to Silverton train, take it to Geer (near Silverton,) and transfer to the Silverton to Salem train. Reverse the procedure to return. (Otto Witt)
  - 8) In 1909, the road to the east up the Santiam Canyon ended at Niagara. (Otto Witt)
  - 9) In November, 1909, a flood washed drift and logs down the river and tore out the Mill City railroad bridge pilings. Mill City and the upper canyon were cut off until the bridge could be repaired. (Otto Witt)
  - 10) On October 28, 1909, a postcard from Maude --?—in Gates to Robert L. Robertson in Corvallis says, "Everybody is taking the typhoid here on this ditch and some that do not live on the ditch. Mr. Braden, Carl [Braden] , the Shier girls, and Mrs. Swink and Leonard and then we heard Walt Wolfe has it." Robert Robertson was a member of the Gates Postmaster's family.

- 1910
- 1) Electricity was extended to "the residential part of town" in Mill City in 1910. It was generated at the sawmill. "The lights all hung from the ceiling on twisted cords. All Mother had to do was take out the light bulb and attach the iron cord. She could finish the whole ironing without changing irons!" (L. Hawkins) Each electricity subscriber was charged according to how many light bulbs they had. People moved 'the bulb' from room to room as needed. (Lowell Fleetwood)
  - 2) James Royal Shaw (he used the name Royal) was made "manager of the Hammond Lbr.Co. plant in Mill City" according to a written compilation of Shaw family information provided by Badger – Gale Production Company. [Actually, the mill still used the Curtiss name in 1910.] John A. Shaw, the co-founder of Santiam Lumbering Company was 61. He retired to Albany.

3) Curtis Cline, longtime Hammond Lbr.Co. electrician, came to Mill City from Findlay, Ohio. He had his motorcycle shipped to him. He said it was the first motorcycle in Mill City. Several other Mill City families came from Findlay, including the George Mason family of sons: George, Wesley, Harry, and Perry

1911 1) Mill City Catholic church built by A.F. Hawkins

2) New Odd Fellows building built by A.F. Hawkins. It immediately burned down. (IOOF records, via Carmen Barnhardt)

3) The "opera house," the two-story building later known as the Four-L Hall, Hammond Hall and still later the Dawes Building was completed in 1911.

4) First eighth grade class in Mill City to have "high school training" was the 1911 eighth grade. High school was one room in the school building. (1915 High School Annual)

5) D.B. Hill and Ellis Carlson bought an old Buick that had been converted to carry passengers. It had four seats, three doors, and no top. It was said to be the first stage (bus) to operate out of Salem. Carried passengers to and from Salem and Mill City, with stops along the way for other towns. (Charles Kelly) The Salem stop was in front of the Oregon Electric depot on the SW corner of State and High. The trip took two hours each way. (L Hawkins) *An alternate version*, from Stayton, is that the first stage from Stayton was begun in 1911-2 by Joe Hamman (not to be confused with A.B. Hammond, owner of, among other things, Hammond Lumber Company.) Joe Hamman called the stage Hamman Transfer. It used a Buick touring car originally owned by Dr. Beauchamp, who had sold it to a farmer in Aumsville. The farmer had made it into a truck with hard rubber tires and chain drive. (Stayton Mail April 23, 1959)

6) A.B. Hammond placed his west coast holdings in his own name at midnight on December 31, 1911. Curtiss Lumber Co. became Hammond Lumber Co.(HLCo.)

1912 1) 1912, the Mehama Brass Band consisted of nine men, eight women and four children. (Stayton Mail Feb. 27, 1996)

2) Hammond Lumber Co. (HLCo.) Camp 12, approximately ½ mile south of Fairview Cemetery, operated during 1912 (Lloyd Palmer, USDA Forest Service)

1913 1) A Boy Scouts of America troop was formed in Mill City in 1913. Chester Lyon, Scoutmaster (High School Annual)

2) HLCo. Camp 14, south of Tater Hill in Linn Co. was in operation in 1913 ("Way of a Logger")

3) HLCo.Camp 16, according to Lloyd Palmer also was in operation during 1913. It was located somewhat south of Camp 12.

1914 1) The Loyal Legion of Loggers and Lumbermen (the "Four-L") was organized in the Pacific Northwest in part to deflect the influence of the International Workers of the World (the "Wobblies") Hammond Lumber Co. employees joined, and had a group photograph taken wearing their new Four-L membership buttons.

2)The street now named Broadway in Mill City was extended west to the Ford Creek bridge. Ford Creek is named for an early family named De Ford.

3) J.S.Wadsworth "who had been running a skating rink and showing motion pictures in the Opera House in Mill City" took a one-year lease on the theater in Stayton built by Frank Lesley in 1912 and named it The Star, the name it still carries. (Ernst Lau)

4) In 1914, a resident angler's or hunter's license cost \$1.00

5) HLCo Camp 9 at Hoover operated from 1914-1918. (Palmer)

6) According to the Mill City High School annual, titled "The Mill City High School Student," Mill City had 1,000 inhabitants, "1250 including the camps." 250 men were employed in the Hammond Lumber Co. mill. The town has two trains daily [to Albany and points west.] It has "a fine hospital... used especially for the men who are employed in the mill." In addition, "this summer an addition of four rooms will be added to the [school] building we have at present." and "The high school has given all their plays etc. in the Opera House as it has a very large roomy stage." The class of 1914 was the first class to graduate from Mill City High School.

7) An (apparently) short-lived newspaper in Mill City was named *The Mill City Messenger*.

- 1915
- 1) Mill City Odd Fellows building rebuilt by Hawkins in 1914-15. Upper level used for IOOF and Masonic lodges meeting area. Downstairs, various businesses at different times e.g., Fleetwood's Pool Hall, Fleetwood's Restaurant and Confectionery, Millsap's Barber Shop, *The Mill City Logue* (newspaper) which became *The Western Stamp Collector*. Building in use in 2005.
  - 2) The Opera House, later Hammond Hall, in Mill City was doubled in size by an addition, making room for various businesses--meat market, beauty shop, pharmacy, restaurant, tavern--on the ground floor, and an auditorium, movie theater, skating rink, dance hall, bowling alley (at different times) on the second floor.
  - 3) In 1915, these Mill City businesses advertised in the high school annual: Dr. C.L. Ransom, physician and surgeon; Potter and Hill, "a full line of cigars, tobacco and confectionery"; D.B. Hill, "fire insurance and notary work"; The White Barber Shop, "Everything modern and absolutely sanitary. First class tonsorial work. Baths at all hours. C.E. Pratt, prop., Carl Roediger, mgr."; Tonsorial Parlor "First class work. Fifteen years experience. Nice bath rooms. I.O.O.F. Building E. A. Weddle, prop"; Hammond Lumber Co., "Drygoods, groceries, flour and feed, boots and shoes, shelf and heavy hardware. Drug department, school supplies, clothing for young and old."; Dr. F.M. Bloom, dentist. Most of the other advertisements are from Albany, which is where the train went. There was no direct North Santiam-Salem rail connection.
  - 4) According to "Way of a Logger," a 1970 publication of *Logger's World* magazine, Hammond Lumber Co. Camp 9 was in operation near Hoover, about two miles upstream from Detroit. Delbert and Hugh Jenkins were among the high climbers.
  - 5) According to Harry Patton, Manager of the Hammond Lbr. Co. Oregon Division, writing in an undated, (ca. 1953-4), article, during the years of 1915 to 1918 Hammond Lbr. Co. had its logging camp # 9 located in the town of Detroit.
  - 6) In a letter written on Feb. 9, 1915 from William Bertram to Thomas La Duke, Bertram says, "...we can give you work at 18 cents per hour in the mill [Hammond Lbr.Co.in Mill City.]. As we are only paying 16 cents for common labor and running the mill 8 ½ hours per day..." The letterhead of this letter lists the head office at 260 California Street in San Francisco. A.B. Hammond is President, W.S. Burnett [a son-in-law] is a Vice-President, G.B. McLeod, [a long-term associate of A.B. Hammond] was a Vice-President, L.C. Hammond [a son] was Secretary, S.A. Vanderow, Treasurer and L.C. Stewart, Ass't Treasurer. The "Willamette Valley Division" [quotation marks in the original] lists R.S.[Robert] Shaw, Vice President and J.R. [Royal] Shaw, Ass't Secretary and manager.
  - 7) On January 8, 1915, Santiam Lumber Company (not to be confused with Santiam Lumbering Co. of Mill City 1887-1899) in Lyons was incorporated by P. J. Nealen, J.O. Metzger, and J.P. Bentz for the purpose of "general sawmill business" according to the articles of incorporation. The capital stock was \$400. Their annual business license fee was \$4.80.
  - 8) In September, 1915 Clayton Ransom, the Hammond Lbr.Company doctor, died in an accident during a hunting trip. According to Charles Kelly, Ransom's own gun discharged as he attempted to climb over a fence. Another version is "over some logs." He left an estate of \$12,500.00 of which \$11,000 consisted of 190 acres in Linn County. He was survived by his wife, two daughters and two (step) sons, Hollis and Freddie. Even forty years later, the older people in Mill City spoke of the doctor's accident in whispers.
- 1916
- 1) After the accidental death of Dr. Ransom, Dr. William Wallace Allen became the company doctor and operated a hospital where Dr. Story presently (2005) has an eye care clinic, lots 3-4 in Block 21 and lot 1 in block 12 of Hobson's Addition to Mill City. The roads were so deep in mud that Dr. Allen, who had driven to Mill City from Albany to "look at the job," left his car and took the train back home. (Conversation with Marion Allen Todd) Dr Allen became a strong force in the community.
  - 2) In 1916, according to the Mill City High School Annual, the Hammond Lumber Co. yard in Albany had 1,500,000 ft. of lumber and a wide selection of other building materials.
  - 3) A Certificate of Dissolution for Santiam Lumber Co. of Lyons (see #7, 1915) was filed on May 19, 1916. The reason given was "destroyed by fire."
  - 4) In 1916, HLCo. Camp 20, about 1 ½ mi. south of Fairview Cemetery, was in operation. (Palmer)
  - 5) In 1916 (perhaps as early as 1915) Chester Merrill established a grocery store in the new Odd Fellows building in Mill City He carried mostly meats. (Frances Swift, former daughter-in-law)

- 1917    **1)** A runaway logging train wreck killed W.H. Rambo and Ben Rockwell. Rambo had been postmaster in Mill City and at his death was in charge of the Hammond store and all the logging camp food.
- 2)** During World War I, HLCo. Camp 22 (south of Mill City about 3 miles) was in operation. (Palmer)
- 1918    **1)** Newport's store opened in Detroit in 1918. Did not close until Detroit was flooded by the lake behind the dam -- 30 years later. (Letter from Mrs. Roy Newport to Rilla Shaffer)
- 2)** During a major forest fire (the "Halls Camp Fire") in 1918, Herb Schroeder, who was working at Hall's Camp, 6.7 miles east from Niagara, became alarmed for the safety of his aging and sick father at home at the ranch near Gates. Unable to use the speeder on the train tracks because of the fire on both sides of the river, (and because the railroad officials finally decided to evacuate the women and children by train,) he ran to Gates from Hall's Camp, only keeping ahead of the fire by swimming in the river four times during the ordeal. He crossed the foot log at Niagara and followed the trail up to the Schroeder ranch to save his father. (Ed Schroeder, and also Russell Wriglesworth, letter to NSHS) Date confirmed by Ruth E. Johnson, interview 1980 in "Just a Few of Our Memories." She adds that it was started "from sparks from a donkey engine." "Halls Camp was located on a narrow strip of land beside the river just downstream from the mouth of Whitman Creek in Marion County." ( Willis Grafe)
- 3)** January 10, 1918 Redne (Ender spelled backward) Post Office between Niagara and Detroit, was established. Closed Aug. 1921. Located 4 miles upstream from Niagara. Served Halls Camp, 6.7 miles by rail upstream from Niagara. (W. Grafe) (Mileage from SP RR timetable)
- 4)** The influenza epidemic which followed World War I was "brought home by the soldiers" to the North Santiam Canyon. "It caused the IOOF meetings to be suspended for three or four months. Many members are in the cemetery." (Carmen Barnhardt, talk at a Rebekahs meeting)
- 5)** HLCo. Camp 11 in the vicinity of Idanha, operated from 1918-1921. (Palmer)
- 1919    **1)** Mill City railroad bridge of wooden timbers and iron tie rods (acc. to Charles Kelly "History of Mill City" in North Santiam Chamber of Commerce publication "Catch 22" no date ) was replaced by the present wrought iron bridge manufactured by Phoenix Iron Works in Pennsylvania. (See compilation of historic buildings in Mill City by Mary Gallagher. Located in Canyon Life Museum)
- 2)** Mill City Post Office moved to second floor of the (then) three-story building to make room for the new bank. The Wells Fargo office and the railroad freight and ticket office remained on the ground floor. Sharing the second floor with the Post Office were the Delbert Hill family. In later years Mary Hill Kelly ( Mrs. Charles Kelly,) spoke frequently about how noisy a place to live it was. She remembered the mill across the street, the trains (several every day just outside the windows,) and she particularly remembered the thumping sounds of the mail being hand-canceled in the room next to her sleeping room. Delbert Hill, the banker, continued to live in the apartment until he built his new house beside the river shortly after World War II. The Mill City State Bank in time grew out of the small building and remodeled and moved into the old Company store building. (Mary Kelly, "Mill City's Wall Street" *MC Enterprise* Dec. 1989.
- 3)** Mill City State Bank chartered in October, 1919 and opened for business Dec. 8, 1919. :The original shipment of money, consisting of \$3,000 came from Albany. (history of MC State Bank told by D.B. Hill, *MC Enterprise* May 5, 1955.) On Dec. 9, 1919, the area was snowbound for a week, preventing the Hammond Lbr.Co. from meeting payroll on the 10<sup>th</sup> because no more money could be brought in. The first president was F.M. Arnold of Albany, with Mrs. Arnold and D.B. Hill the other members of the first Board of Directors. Arnold soon sold to a Mr. Pearman, from Los Angeles, who was in control for a year..(D.B. Hill story of the bank) According to the Smith family (Benjamin Pearman was grandfather to William Smith, postmaster co. 1928,) Pearman was from Almagordo, New Mexico. After serving in WWI, he sold his ranch and bought the Mill City bank in 1919..
- 1920    **1)** A local branch of the Ku Klux Klan was formed. (Probably in 1921, in conjunction with a nationwide drive for membership. The Klan was influential in Oregon politics for about five years, helping to elect Governor Pierce.)
- 2)** A chapter of the Loyal Order of Moose was formed

- 3) During most of the 1920s HLCo. Camp 17 on the site of present-day Detroit was cutting record numbers of logs and shipping them by rail to the HLCo. mill in Mill City. HLCo. rented little houses to the loggers with families for \$5.00 a month (Rilla Shaffer)
- 4) 1920-24, road built to Black Eagle mine.
- 5) Royal Shaw and William Bertram moved to Klamath Falls and formed the Shaw-Bertram Lumber Co. Three years later "Bertram's stock was taken over by Robert Shaw." (Badger-Gale)
- 6) F.R. Olin became "manager of the plant in Mill City" (Olin biography in *Willamette Valley, Oregon*. See clipping in file.)
- 6) The US Census for 1920 listed the population of the North Santiam precincts as: **Fox Valley**, 378; **Mill City** precinct, Linn County side, 745; Marion County side, 445. **Breitenbush** precinct, 138; **Mehama** precinct, 300 people included in the incomplete data held by NSHS. (In Mill City precinct, Linn County, 6 people reported their marital status as divorced. 8 people in Marion county were divorced. Four divorces were reported in Mehama)
- 1921 1) Mill City Women's Club incorporated.  
2) HLCo. Camp 17, located on the present site of New Detroit, operated from 1921 until 1935, when the Hammond operations in Mill City were closed and sold.
- 1922 1) Freres Lumber company incorporated by T.G. Freres. Combined in 1959 with Willamette Lumber Co. to form Willamette Industries. In 1980, Freres bought out Willamette Industries interest in the log veneer plant.  
2) In 1922 and 1924, two school districts near Gates, (name, location and date of beginning unknown to the compiler of the list) joined Gates district 29J.  
3) A 20-member Mill City Bohemian Brass Band was organized. They played patriotic music from the water tanks on the hill early in the morning on the Fourth of July. (Arey Podrabsky)
- 1923 1) The notorious old Detroit road from Niagara to Halls Camp was built. One-lane in many places and a sheer drop to the river. (Willis Grafe)  
2) Mill City High School building was built 1923 (about where the 2005 high school library room is.) Previously, the high school was one room in the school building.  
3) The Bohemian lodge, the ZCJB, was organized with a lodge hall on the Fenel place. They presented dramas and participated in gymnastics exhibitions.  
4) John A. Shaw, co founder of the Santiam Lumbering Co. died. He was born in 1849.  
5) Dr. W.W. Allen, and D.B. Hill "bought out the bank" [sic] Allen was president of the bank until his death in Feb. 1937.(D.B. Hill).
- 1924 1) In the early 1920s Southern Pacific began use of a motorized passenger coach from Albany to Mill City. Its fumes gave it the nickname of "The Skunk." About 1924, the service was suspended because of the improvements in roads and automobiles. (Goldie Rambo in 1961 *Mill City Enterprise*.)  
2) Road from Halls Camp to Detroit completed. (Willis Grafe)  
3) "In 1924, Marion County...was chosen by The Commonwealth Fund of New York City to be part of a demonstration project to promote health for children and pregnant women."( Grafe, Willis, "Health in the Canyon" *Historic Marion*, Quarterly Journal of Marion County Historical Society, Vol. 39 No. 2) The Marion County Health Association at the time had one nurse to serve a population of 50,000. No sewers existed and outdoor privies were common, in the schools as well as homes. In the once-a-year inspection of milk 17% of the milk was 'dirty' and 30% was 'fairly dirty.' This referred to particles that could be filtered out. Communicable diseases caused epidemics, 181 deaths from smallpox in 1925, for example. Gates and Mill City school boards contributed \$300 and \$800 respectively toward the program to teach nutrition and sanitary practices and assisted in a health conference at Detroit. Dr. W.W. Allen was a school board member in Mill City and was a strong supporter of the clinics and educational conferences which taught nutrition and cleanliness. One of the local workers who gave time and energy to the health program was Gladys (Mrs.Roy) Grafe, whose parents homesteaded near Gates in 1888. By the end of 1929, fewer than half as many first-graders started to school underweight, 1/6 as many with vision problems, 1/3 as many with thyroid problems and 1/4 as many skin problems compared with the beginning of the program five years earlier. (Grafe, "Health in the Canyon.")

- 1924 **1)** Floyd Fleetwood opened Fleetwood's Restaurant and Confectionery and Fleetwood's Pool Hall in the Odd Fellows building in Mill City. Floyd Fleetwood made the candy. (Lowell Fleetwood)  
**2)** HLCo. Camp 24, about 6 miles south and east of Mill City closed. (Palmer)
- 1925 **1)** The Crabtree sawmill above Mehama on the Little North Fork of the North Santiam was built in 1925, with Bert Peyree's 1918 Garford truck as "part of the operation from the beginning." (Terry Gookin in Oct.12, 2005 letter on file in Canyon Life Museum. See also, Wentz, Walt, *Bringing Out the Big Ones*). The Peyree truck was the earliest logging truck in the Santiam Canyon. See 1933 for another early truck used to haul logs in Mill City.).
- 1926 **1)** 1925-6 the USDA Forest Service built a road from "Road's End" near Idanha 15 miles through Detroit to connect with the South Santiam Public Road leading to Eastern Oregon. Harry Patton wrote "All of the natives hastened to purchase automobiles to enjoy this tremendous development." The Forest Service built roads to many of the surrounding lakes as well as to Breitenbush Hot Springs. Patton describes another change in the way of life in the upper canyon. "The many strings of saddle and pack horses that used Detroit as headquarters gradually disappeared and in their place came automobiles and service stations". (Undated article by Harry Patton about new Detroit. Ca. 1953-4)  
**2)** D.A. Cober, Southern Pacific agent, started the *Mill City Logue* newspaper about 1926.  
**3)** Present Mill City Christian church formed.  
**4)** Floyd A. and Mabel Boyington moved from Gates where they had both taught elementary school to a farm near Mehama and established the Boyington Hatchery (later Wilson's Hatchery, managed by Russell Wilson and Aleen Boyington Wilson.) Chickens, not fish.
- 1927 **1)** In 1927-8, Hammond Lumber Co. in Mill City built a new Post Office and Southern Pacific train depot in one building, with a common lobby in the middle. (Presently Canyon Life Museum)  
**2)** Breitenbush Post Office March 21, 1928; Merle Bruckman, postmaster. Breitenbush Hot Springs and Post Office on the Breitenbush River about ten miles NE and upstream from Old Detroit. (McArthur)  
**3)** Louis Rada built and opened the Hill Top Store, located at the corner of First St. and SE Ivy. It included a general merchandise store, a barber shop and a Chevrolet car dealership. He sold Maytag washers, Atwater Kent radios, animal feed and gasoline. In 1935 he sold the store to Albert Toman [Rada had learned the barber trade shortly after he came to the United States in 1912. He became a US citizen in 1917] ( Two-page biography of Louis Rada by his granddaughter, Marilee Gerke.)  
**4)** Orville and Mabel Downing of Lyons ran cattle in the National Forest for several years. They "trucked to Detroit, then went on up. Orville carried the baby [Duane] on a pillow in front of his saddlehorn." (Mabel Downing)  
**5)** HLCo. Camp 26, south and west of Mill City approximately 2 miles, operated from 1927 until 1935. (Dates from Lloyd Palmer)
- 1928 **1)** In 1928-30, A.B. Hammond was president of Hammond Lumber Co., George B. McLeod was General Manager. For the Santiam operations, T.W. Allen was mill superintendent and C.T. Haseman, logging superintendent. (Olin biography)
- 1932 **1)** In 1932, Scott Young bought the homestead of Bill Horn in the area which the Scotts named Marion Forks. They operated a cookhouse for the workers building the road toward Sisters. The restaurant enterprise became Marion Forks Lodge. In 1946, the lodge burned and was rebuilt.  
**2)** A new roof was built over "Hammond Hall, the butcher shop, barber shop, and confectionery" in Mill City. (MC *Logue*, Sep. 1, 1932)
- 1933 **1)** CCC camp at Hoover site.  
**2)** First log truck in Mill City. George Barrett adapted a flatbed truck to haul logs for Charlie Sullivan.  
**3)** About this time, the *Mill City Logue*, which had been sold to a Mr. Lake, was sold to Albert Van Dahl, who combined it with a paper for stamp collectors which he named *The Western Stamp Collector*. It was housed in the ground floor of the IOOF building until moving to Albany. It was still being published in 2005.

- 4) In 1933, Oregon Highway department maps show the Santiam Highway to Mehama as a gravel road. The road up to Gates is shown as a dirt road. The road was made a part of the State Highway System in late 1933. (B.George)
- 1934 1) A.B. Hammond died. Salem newspaper headline said, referring to Mill City, "Entire Town to Be Sold."  
 2) 1933-4 present Mill City automobile bridge built. (Charles Kelly Hist. of MC)  
 3) Gold Creek bridge built.  
 4) In February, 1934 the Mill City Hospital burned to the ground. ("The Morning the Hospital Burned," by John (Jack) Allen, son of Dr. W.W. Allen. Written in May 1989.)
- 1935 1) July 1, 1935 *Four L Lumber News*: "The big sawmill at Mill City, Oregon cut its last logs March 23. Manager Fred Olin, of the Hammond Lumber Co., announced recently that all of its lumber operations are being closed permanently. The logging railroad is being taken up and logging equipment is being sold. The planing and shipping departments will be run until stocks of lumber are disposed of."  
 2) Carl Kelly, Sr. who had been HLCo. planerman in the 1920s, returned to Mill City. He joined with old friends Tom Allen, Clyde Rogers, Art Hoenig and Frank Taylor to form Mill City Planing and Processing. (Carl Kelly II, Kelly family story)  
 (3) Alice Boyington (Fisher) and Doris Delamarter (Fogg) had the first Vacation Bible School in the Mehama Presbyterian Church.(letter from Alice Fisher)
- 1936 1) Mill City Manufacturing Co. formed. Former Hammond employees, among them J.P.Smith, H.H. Maag and J.F. Potter, formed a cooperative mill, having purchased an old mill at Clatskanie. The first lumber was shipped in June, 1936. In 1938, W.L. Quinn became associated with Mill City Mfg Co.  
 2) In 1936, Louis Rada, having sold the Hill Top store, bought the Mill City Hotel [i.e., the East Rooming House] and built a row of cabins adjacent to it. It served the railroad men as well as other visitors. (Marilee Gerke) Later the hotel was sold to Albert Toman.  
 3) 1935-6, Fleetwood's Grocery opened in the Odd Fellows building. (later sold to Stewart family. Closed in 1999.) (Lowell Fleetwood)
- 1937 1) Mt Jefferson Lumber Co. in Lyons. Operated intermittently and under different owners until 1982.  
 2) Amandus J. Frank moved his lumber mill to the area known as Potter..  
 3) 1937-1940, J. Frank Potter, who was "born at Fox Valley on his father's old ranch above Lyons" was president of Mill City State Bank, C.E. Mason was president from 1940-1950. D.B. Hill was president from 1950 until the bank was sold to US National Bank of Oregon.(D.B.Hill)
- 1938 1) Road from Idanha to Santiam Junction completed 1938.  
 2) Dr. David W.Reid became the community doctor, with offices in the former Simon Hinkle home, which he purchased in the fall of 1938. (Hinkle was a Lyons mill owner.) Dr. Reid became the company doctor for Mill City Manufacturing Co. and was the local surgeon for Southern Pacific. (Dr John Reid, story of his life in Mill City)
- 1939 1) Feb. 2, 1939, fire destroyed the business section of Gates. The loss was reported to be \$12,000.00. (*Stayton Mail*)
- 1940 1) In early 1940s, electric transmission lines reached Gates (W Grafe)  
 2) In 1940, Mill City had 85 telephones. Stayton, 444; Marion, 5; the Forest Service had 26.  
 3) In 1940, a school bus for the Mill City schools was driven by Gordon Weitman. Thirty three students rode the bus: 5 from Mehama, 19 from Lyons, 9 from Fox Valley. (MCHS school paper *The Timberwoof*. Oct.8, 1941)
- 1941 1) Pearl harbor attack. United States entered World War II.  
 2) On Oct. 8, 1941, 96 students were enrolled in Mill City High School. The previous school year 110 were enrolled. (*Timberwoof* Oct 8, 1941)

- 3) The Dec. 23 *MCHS Timberwoof* reported that Mill City High School boys had been manning the Aircraft Observation Post since early November. Their shift was from 11:00 p.m. until 6:00 a.m. “older persons” watched during the other shift, 6:00 a.m. until 9:00 and 4:00 until 11 p.m.
- 1944 1) November 2, 1944 first edition of *Mill City Enterprise*, started by H.L. McKittrick, Southern Pacific agent.
- 1945 1) End of World War II. 2) John Geddes, who had been a teacher in the area in the 1890s, died and the administrator of his estate, his nephew Al Geddes, sold his Mill City property to C.E. “Pink” Mason. The lot was across (north) from the Presbyterian Church. John Geddes had bought it many years before when he lived in the Scio vicinity because it had two or three trees on it and he wanted to be sure to have a place to hitch his horse and wagon when he came to Mill City. (Documents relating to estate of John Geddes. Story about the horse was common knowledge in Mill City. Told by various people.) John Geddes (not to be confused with Joseph Geddes, his brother) also owned a vacant lot in Shelburn near the train station. Whether this lot was also a place to ‘park’ a horse is conjecture.
- 1946 1) Contract for present Highway 22 from Gates to Detroit awarded to Kuckenbergh Construction Co.  
2) Dr. John Warren Reid, son of Dr. David Reid took over his father’s Mill City practice. He retired in February, 1986 after 40 years of service to the community. (Dr. John Reid)  
3) Jungwirth Sand and Gravel established.
- 1947 1) Mill City incorporated May 17, 1947, a difficult process because it is in two counties.  
2) Idanha Fire District formed.
- 1948 1) Mari-Linn school district combined students from the six small schools in two counties into a non-high school district. District number 29J.  
2) Idanha incorporated.  
3) On April 1, (!) 1948, work began on Detroit Dam. Kaiser Construction Co.  
4) Davis Commercial Airport open at Gates. (*Industrial Survey of Mill City* by “Service leaders of the community” 1951) According to an undated clipping from (probably) the MC Enterprise. “an emergency airstrip is to be built near Mill City” in 1948.  
5) In 1948-9, the City of Mill City’s income was \$12,150. Of that total, \$1500 was from “Pinballs, Music and Punchboards” Expenditures came to \$11, 555.40 (“First draft of Budget of City of Mill City”) Included in expenses were \$60. for Matron salary and \$800 for police car. Police salary was \$3300. (More than the teachers made!)  
6) Mill City Lions Club chartered. (MC Enterprise)
- 1949 1) In 1949-50, Mill City Elementary school building demolished. New building on Glen Shelton property across Evergreen Street from the old school..  
2) In 1949-50, Mrs. Mary Patrick, teacher, reported 8 elementary students at Elkhorn School. Students attended for 180 days. She had to fill out just as complicated a report form as teachers in city schools.
- 1950 1) Taylor and Elkhorn school districts joined with Mill City district.  
2) For the year 1950-51, the City of Mill City budget report listed expenditures in the amount of \$20,784. Income for the same period was reported as \$20,784.84 Police salary had gone up to \$5240, almost \$2000 more than 1948-9. Prisoners board (food) cost the city \$75.
- 1951 1) Gates Airport in operation (open since 1948) Flight instruction, charter service, two hangars, tie-down space for 150 planes. Air Roost Café.  
2) Hamman Stages made seven round trips from Salem to Mill City daily. Two trips Sundays and holidays. One round trip Salem to Bend daily.  
3) Southern Pacific freight service connected to main line at Albany. Service as far as Gates.  
4) Freres and Frank mill, established 1948 in Lyons, employed 45 people. Idanha Veneer (in Lyons) projected to employ 70 people in 1952. (all above from *Industrial Survey of Mill City 1951*)  
5) The Sardine Creek fire.

- 6) "Third Annual Air Show" at Davis Airport. July 15. 1951. (Advertising button in Canyon Life Museum collection) Ed Rada, then at USC, arranged for orchids to be flown from Hawaii for the event. (Carl Kelly at Ed Rada's memorial service.)
- 1952
- 1) Houses in Old Detroit had to be removed by June 1, 1952 or they would be burned. The lake began to fill. Harry Patton, in the previously quoted article said, "Approximately one mile north of [old] Detroit, at a safe elevation [from the flood waters] was a site which would border the lake to be formed by the dam. Formerly this was Hammond Lbr. Co. logging camp No. 17..."
  - 2) 1952 was the fiftieth anniversary of the start of Paul Smith's walking career. "The Walking Man" walked from Mill City to Bend, 100 miles, to mark the anniversary. The most miles Smith walked in any one year was in 1906 when he walked 9500 miles. During the year 1921, he walked to his Quartzville mining claim, carrying on his back a total of six tons of supplies, more than two pack horses would have carried during the season. (*Enterprise*, June 30, 1960)
  - 3) In October, 1952, the Mill City Theatre was showing "Annie Get Your Gun", "Captain Horatio Hornblower" and the Walcott-Marciano prize fight. In November, 1952, the playbill included "King Kong" and "Jim Thorpe, All-American" (Mill City Theatre [spelled theatre] advertising playbill)
  - 4) In 1952, Louis Rada built the Mill City Drive In, in part from lumber from the cabins he had built beside the hotel. For several months the sign read 'Drive Ni' leading a few people to refer to it, for the next 50 years, regardless of changes in name and ownership, as 'The Drive Ni.'
- 1955
- 1) A.J. Frank opened a lumber mill west of Mill City (*MC Enterprise*)
  - 2) At about this time, Mill City gave up its crank telephones and its telephone operator, Gladys Mason, and acquired dial telephones. Not everyone was willing to use them.
  - 3) In July, 1955, Mill City began a street paving program—"eventually all major streets in town will be blacktopped." First streets to be paved were SE Grove, SE Fourth from Fairview to Kingwood, SE Ivy between 1<sup>st</sup> and 4<sup>th</sup>. (*MC Enterprise*, June 30, 1955)
- 1956
- 1) June 7, 1956 Voters approved a Union High School district consisting of the Gates and Mill City districts. (*MC Enterprise*)
  - 2) May 30, 1956 Merle Bruckman sold Breitenbush Springs Resort to Wendall, Wayne and Albert Halseth and Everett Holt. The Halseth brothers owned Skiff's resort.
- 1957
- 1) The Hammond Lumber Co. consumer, a landmark since ca. 1906-7, was taken down by George Stewart on February 7, 1957. The consumer had also served the Kelly Planing and Processing mill after the Hammond mill was dismantled in 1935-6. (*MC Enterprise*)
- 1959
- 1) 90,351,000 board feet of timber were cut in the Mill City and Detroit Ranger Districts in 1959. (*MC Enterprise*)
- 1960
- Chriss Knutson, legendary logger in the upper Santiam Canyon, born in 1881, died in 1960. (*Enterprise*) He signed his name in the register of Gates IOOF members with the spelling 'Chriss.'
- 1961
- The Niagara Dam and surrounding area was acquired in 1961 by the Oregon State Bureau of Parks. The park dedication ceremony was held in June 1961.
- 1962
- June 17, 1962, direct distance dialing became available for Mill City telephones.
- 1963
- 1) Gates and Mill City school districts became Administrative District 129J in 1963.
- 1967
- 1) In 1967-8, property for the city park which became Kimmel Park was purchased from Edith Kanoff (Letter to the editor *MC Enterprise*, Jy 13, 1975 from Herbert Peck.)
- 1968
- "The final death throes of the North Fork Mines," according to George Atiyeh was in 1968. Twenty feet of snow completed the destruction of the buildings. According to Harry White, quoting Dave Jessup, USDA Forest Service, in the period from 1854 to 1969, \$5,000,000 was invested in the North Fork mines. The total value of minerals removed during that time period was \$30,000.

- 1969 **1)** Work started on the Mill City city park (see 1967.) Pacific Power and Light donated 400 feet of river frontage in 1971.
- 1971 Southern Pacific suspended railroad service to Mill City. The last train, 13 cars with E.D. Olmstead as engineer, left Mill City at 4:17 p.m. on November 19, 1971. Line removed to Frank Lumber Co.