

“What Happened Today in History”

July 20

1933

“Penney Store Will Close Doors Here in a Short Time”

On the back page of this issue appears a large advertisement placed by the J.C. Penney Co., telling of the mammoth clearance which is to take place, preparatory to the closing of the store which will be done in a short time. This substantiates a few rumors which were afloat the first of the week, that the store was to be closed.

Mr. Johnson will receive a promotion, and will be returned to LaGrande, Oregon, his home town, as soon as the store business has been finished in Townsend. Stocks will be drastically slashed to remove all goods, according to Mr. Johnson who says that no stock will be moved to other stores if it can be prevented by the management.

The store will be closed Friday and Saturday, preparing for the clearance. The big event starts Monday, July 24.

It seems to be new policy that has been proven on the coast, that the smaller stores are being closed out and moved to the cities, where large stores are opened. This has proven profitable at Seattle, according to word given the “Star”.

Many people will regret very much the loss of Mr. and Mrs. Johnson and family to the community as well as the Penney Store which has enjoyed a wide patronage since its opening in Townsend. They will, however, rejoice to learn that Mr. Johnson’s position is a big promotion over the present one, and to know that he is going to a good town, as well as the place where they lived most of their lives.

“Crow Creek Farmer Gets First Prize at Creamery”

In the drawing made by the local creamery, Wednesday evening in the weekly prize contest, Rowland Kimpton of Crow Creek was awarded first prize of a 49 lb. sack of flour; Bill Cotter of Canton, second with 10 pounds of sugar; while W.G. Kirscher was third and won two pounds of butter.

Tickets are issued with cream brought to the creamery during the week. Drawings are made every Wednesday evening.

1939

“Accommodations Crowded in Townsend with Rush On”

Accommodations in Townsend have become a real problem among hotel managers and tourist camp owners. Night after night with hotels and camps full, visitors have been turned away to seek shelter elsewhere. Many have slept in their cars in the streets and many have moved on to nearby towns to return the next day to transact business.

This condition is due to the newcomers who are interested in the construction of either roads or the big dam.

The housing situation has become a real problem, said R.M. O’Hearn, president of the Chamber of Commerce, who would like to see everyone taken care of who comes to our fair city. If residents of Townsend who own private homes care to rent out rooms by the week, month or night, would contact Mr. O’Hearn or leave word at the “Star” office, then strangers

wishing accommodations who cannot get them at the regular hostelrys, will be directed to them.

“Big Dragline for Dam Fords River at Toston”

“55-Ton Machine Proves Too Heavy for Highway Bridge”

The first big obstacle in the construction of the Broadwater-Missouri dam confronted the contractors Saturday when it was found necessary to ford the river with their big dragline. The immense piece of equipment of the Utah Construction company, weighing approximately 55 tons was found to be too heavy to cross on the highway bridge at Toston and engineers were faced with a real problem to get the machinery to the west side of the river where it could be driven to the site of the dam.

The river was sounded and testers were elated to find the bottom firm and in no place exceeding three or four feet deep. The crossing took place approximately fifty feet down river from the bridge and the citizenry turned out en masse for the event.

Four men with a boat, which they pushed ahead in case of an emergency, piloted the huge machine across the historic Missouri. The dragline operator was accompanied by “Mac” McNully, head mechanic for Utah Construction, who kept his weather eye skinned for hidden boulders. Although none of those present had ever seen a dinosaur in action this great mass of steel probably reminded them of just that...minus the tail.

The river was forded without a hitch, thus making the achievement seem easy indeed, but the crossing was not without its dangers, and remains an engineering feat. The engineers, upon learning that the bridge was out of the question didn't sit down and cry. Engineers are intrepid souls; if there isn't a way, they find a way.

1950

“Two Buck Deer Dive From Toston Bridge”

Two buck deer, hard-pressed by a dog and a car driven by Raymond Hofmeister of Helena, early this week used the cold Missouri River for a swimming pool and the Toston Bridge for a springboard.

The Hofmeisters were on their way to Billings Monday when they drove onto the bridge. Near the eastern end of the bridge, Mrs. Hofmeister noticed two buck deer running across the bridge in the opposite direction, hotly pursued by a dog.

The deer sighted the car, stopped, then leaped over the bridge rail into the Missouri, 35 feet below.

After a 40-yard swim to the shore, both bucks shook themselves dry, switched their tails at the dog and trotted off.

State Fish and Game Department officials said today only a frightened or cornered deer will dive any distance.