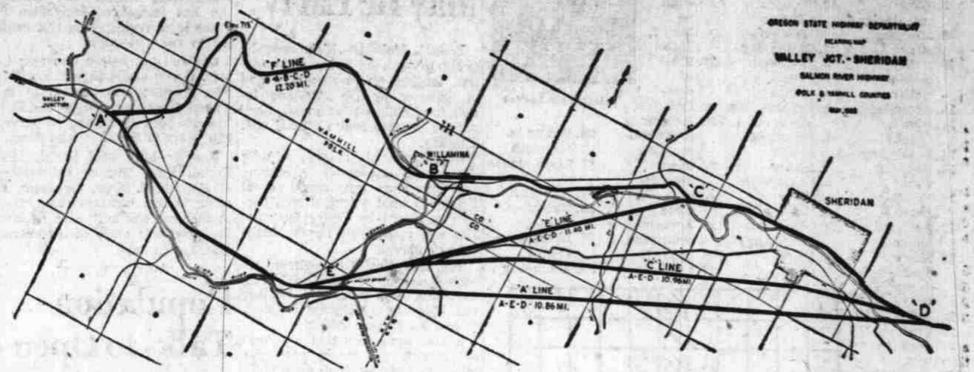
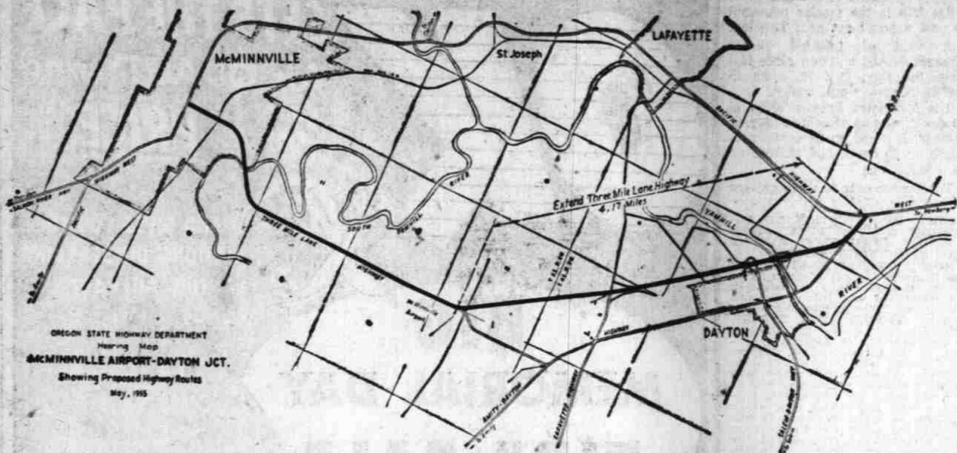


Highway Board Hears Strong Protests Against Sheridan, Willamina Bypass



DAYTON—Citizens attending State Highway Department hearing here Tuesday were given no choice of routes, and many of them objected to the proposed new 4.17 mile stretch (shown in right half of black line above) which would bypass Dayton to the north. Road would replace route now used from McMinnville

Airport east to Dayton via connecting road and the Amity-Dayton Highway. New bridge would be built across South Yamhill River and road east from Dayton on which present bridge is located would be closed. Road from Airport to Amity-Dayton Highway also would be abandoned by state.

Dayton, McMinnville Representatives Lodge Complaints Against Proposed Road Changes

(Story also on page 1)
SHERIDAN — A plea for the State Highway Commission to delay its policy of bypassing cities was made at a hearing here Tuesday by State Sen. Carl H. Francis of Yamhill County.

Francis urged commissioners to await the findings of a newly-appointed legislative interim committee on highway matters. He said one of the "important" matters the committee was expected to delve into was the economic result of bypassing towns.

Francis also spoke at a similar hearing at Dayton Tuesday. Both hearings were marked by strenuous protests of farmers and merchants to proposed highway changes.

Farmers Oppose

At a third hearing at Rickreall opposition was milder, coming chiefly from farmers.

About 75 Willamina and Sheridan citizens heard State Highway Engineer R. H. Baldock recommend a change in the Salmon River Highway that would pull it off the main streets of both towns.

The proposed route would barely miss the city limits of Sheridan,

pass south of Willamina by a long mile and cross the present route near Wallace Bridge.

Merchants feared they would lose the business of Portland area motorists who use the Salmon River Cutoff extensively in traveling to the coast.

One-Way Plan

Employed spokesman for Sheridan interests was Eugene Marsh, McMinnville attorney, who urged the commission to consider one-way streets to move traffic through the city.

Marsh based his case chiefly on the "economic loss Sheridan would suffer" and the "good farm land you are going to cut up."

The attorney noted that Sheridan recently approved a \$365,000 bond issue for a sewage disposal plant at the state's insistence. "It may be pretty hard for some of these boys here to pay for it if you take their highway away from them," Marsh declared.

Other speakers at the fast-moving hearing included Mayor Frank Smelzer and Allen Loudon, both of Willamina.

All speakers at Sheridan opposed the bypass except "Curly" Titus, a retired lumberman who said he hoped the highway was moved off main street "because I live on the highway and it takes me 25 minutes sometimes to get out of my driveway on week-ends."

Sheridan Mayor Fred Bozeman, one of the strongest opponents of the Sheridan bypass, introduced Marsh but did not speak.

"Benefit Quotient"
 Baldock said a route designated as the "E" line (see map above) would have cost an estimated \$6,630,000 for ultimate development as a four-lane highway and would have had a "benefit quotient" (yardstick for its value to the public) of 2.8.

Baldock said this compared with a benefit quotient of 3.8 for the "C" line route which he favored. The latter would cost an estimated \$3,575,000 for complete, four-lane development.

The E-line route apparently would have satisfied most Sheridan residents but not Willamina. The engineer said another route was investigated at the request of persons in that city. He said there was a disadvantage in that an elevation of 715 feet would be required at one point.

Oppose New Route
 At Dayton, the Highway Commission's third hearing of the day drew about 40 persons who appeared to be solidly opposed to a suggested new route that would affect local travel considerably.

Proposed is 4.17 miles of new highway and a relocation of the bridge across the South Yamhill River. Total cost was estimated at \$750,000, about half of it for the new bridge.

Currently Dayton and McMinnville are linked by a high-

way which passes through the main street of Dayton. The proposed route would eliminate portions of the highway from the state road network and replace it with a short stretch that would pass just north of Dayton city limits, crossing the river about one-fourth mile upstream from the present bridge.

Would Abandon Bridge
 The present bridge, now subject to one-way traffic, would be abandoned.

The new Dayton highway would be an extension of the Three-Mile-Highway which runs from McMinnville to the McMinnville airport.

Traffic from the Salem area would reach the new highway by driving straight north through Dayton.

Sen. Francis objected to the proposed route because "we had been led to believe . . . that the present bridge would be maintained." He urged the commission to reconsider maintaining the present bridge, but Baldock said it would not be practical to main-

tain two bridges so close together.

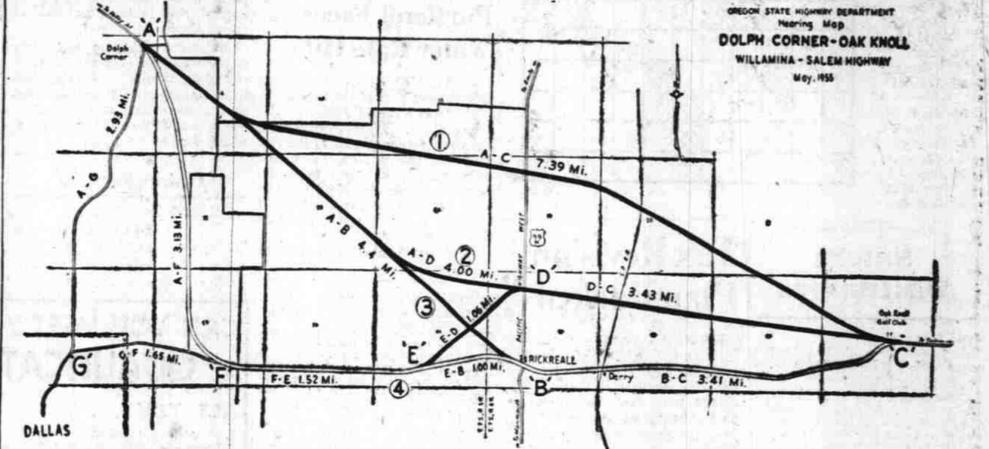
"Ahead of Our Time"
 Philip N. Bladine, editor of the McMinnville News-Register, suggested that "we are getting ahead of our time when we make all these farm-to-market roads controlled-access highways."

His sentiment was echoed by R. R. Allison, publisher of the Dayton Tribune, who declared "it would take less than half the money to improve the present road."

Ernest Budke, druggist and president of Dayton Chamber of Commerce, presented a resolution in which the Chamber "strongly opposed" the new route. John Howard read a similar resolution from the Lions Club.

Several farmers in the area joined merchants in objecting to the new route. **Would Shut Main Street**
 Bladine also declared the new route would divert so much traffic from nearby Highway 99W that McMinnville's Main Street would be glutted with cars. But Baldock disputed this, estimating

SHERIDAN—Relocating the Salmon River Highway from points A to D via the C line shown on the above map was recommended here Tuesday by State Highway Engineer R. H. Baldock. He said the recommended route would save about 2 miles over the present route (shown faintly on above map) which passes through business districts of Sheridan and Willamina, then goes south to E point. Other heavy lines are routes investigated by state highway department. F line was surveyed at request of Willamina citizens and E line was done at request of Sheridan merchant group. A-line route is .1 mile shorter but the proposed C-line route is closer to Sheridan.



RICKREALL—Relocated part of State Highway 22, as recommended by State Highway Engineer R. H. Baldock here Tuesday, would run from points A to B on above map. Black lines represent routes studied by State Highway Department. White line shows route from Oak Knoll (C) to Dallas (G) to Dolph Corner (A). New route from F to A also was surveyed. Baldock said A-B-C route he proposes would cost estimated \$1,243,500, while A-C route via 1 would cost \$1,653,000 and A-D-C route via 2 would cost \$1,281,500. All figures are estimates which include purchase of right-of-way and major improvements to all of present Dallas-Salem Highway (G to C) shown above.

that only 20 to 30 per cent of 99-W traffic would use the new route.

"If we don't approve these bypass routes," Baldock said at the end of the Dayton hearing, "you

fellows will be coming to us in 10 years begging us to do it."

Baldock's recommendations will be considered by the Highway Commission at a regular two-day meeting starting Thursday at

Portland.

Chairman Ben Chandler, who presided at the Sheridan hearing, said he doubted that action would be taken at the meeting on the Salmon River Highway.

But Charles H. Reynolds, commissioner who presided at the other hearings, said he favored a decision as soon as possible on all highway routes discussed Tuesday.

Daughter of Pioneer State Residents Dies

Mrs. Nettie Tanner Moon, resident of the Salem area nearly all her life, died early Tuesday at a Salem hospital after a brief illness. She was 85.

Born Nettie Tanner on April 13, 1870, she was the daughter of Mr. and Mrs. James Allen Tanner who crossed the plains to Oregon by covered wagon in 1862. She was married at Salem in 1897 to William Hanley Moon who survives.

The couple settled near Salem and have lived in or near Salem since, residing recently at 1295 Oxford St. She was a member of the First Methodist Church and Rebekah Lodge.

Surviving besides the widower are a daughter, Mrs. Maude Lovina Hathaway, San Jose; brothers, Elmer Tanner, Salem, and John Tanner, Portland; also three grandchildren and 12 great-grandchildren. A son, Merrill Dewey Moon, Seattle, died in 1940.

Funeral arrangements will be announced later by the Clough-Barrick Funeral Home.

BRICKER PROPOSAL BACKED

WASHINGTON (AP)—A Senate judiciary subcommittee Monday approved by a 3-2 vote Sen. Bricker's proposed constitutional amendment designed to limit the government's treaty-making power.

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