

Illinois Valley News

An independent newspaper devoted to the development of the richest valley in the world, the Illinois Valley and its surrounding districts

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AU REVOIR

With this issue of the NEWS, the new staff takes over to attempt the difficult task of following in the footsteps of the Atheys; Morney, Ted, and Anna. In the founding and building up of the NEWS to its present estate, their job was much harder than ours, yet they set a standard which will tax all our effort to maintain at its high level.

Ted and Morney, as close to each other in affection and regard as two brothers can be, made an admirable team. Ted's unfortunate passing left Morney with little taste for continuing the same routine without his brother, but with Anna's help he was able to do so. And now at last, Morney and Anna are in a position to take the vacation which their efforts won them years ago, but which they have been unable to take until now.

It has been our privilege to know the Atheys for many years, and it is a friendship which can survive the test of a close business association as well. They have been the very soul of kindness and patience in "breaking us in" to our new duties, and our affection for them has grown with each day.

We hope they may reconsider their decision to leave the Valley permanently; it is true that they have earned a nice long vacation, but we hope that when it is over they will realize that the Valley has its mark on them, just as they have left their mark on the Valley, and that this spot is truly their home.

We join their countless friends in a farewell, and hope that it is "au revoir" — 'til we meet again — rather than goodbye. But whatever your final decision, Morney and Anna, our good wishes follow wherever you go.

A HARBOR FOR THE ILLINOIS VALLEY

Not as far-fetched as it may sound at first, a harbor does not have to be in the Valley to be "ours". We have reference to Crescent City's ambitious, yet entirely practicable plan to build her own harbor. The success of the Citizens Dock project, being built entirely by the efforts of individuals and business firms of Del Norte county, with such assistance as can be obtained from neighboring counties, is one of the wonders of this part of the country. With volunteer labor, loans of trucks and machinery, and contributions of materials and cash, work has rushed ahead to the point where they actually plan to begin lumber shipments from their dock by February 1st. This February 1st.

The dock, a community effort from start to finish, will when completed accommodate lumber barges 205 feet long, converted LSMs, capable of carrying 600,000 feet of lumber. A marshaling yard at the foot of the dock will ensure the rapid handling of export lumber. There will be 12 feet of water dockside at mean low tide, ample for barge-type vessels, and the average depth will be 18 feet.

In addition to the lumber export possibilities opened by the harbor, the Oil Terminals company plans to establish a depot at Crescent City to import a minimum of 3,000 tons of petroleum products each month for distribution to northern California and southern Oregon consumers. Heavy machinery and other articles of great bulk can be brought in at a saving, and a substantial reduction of freight rates on ore could open mining operations which are presently stymied by high costs.

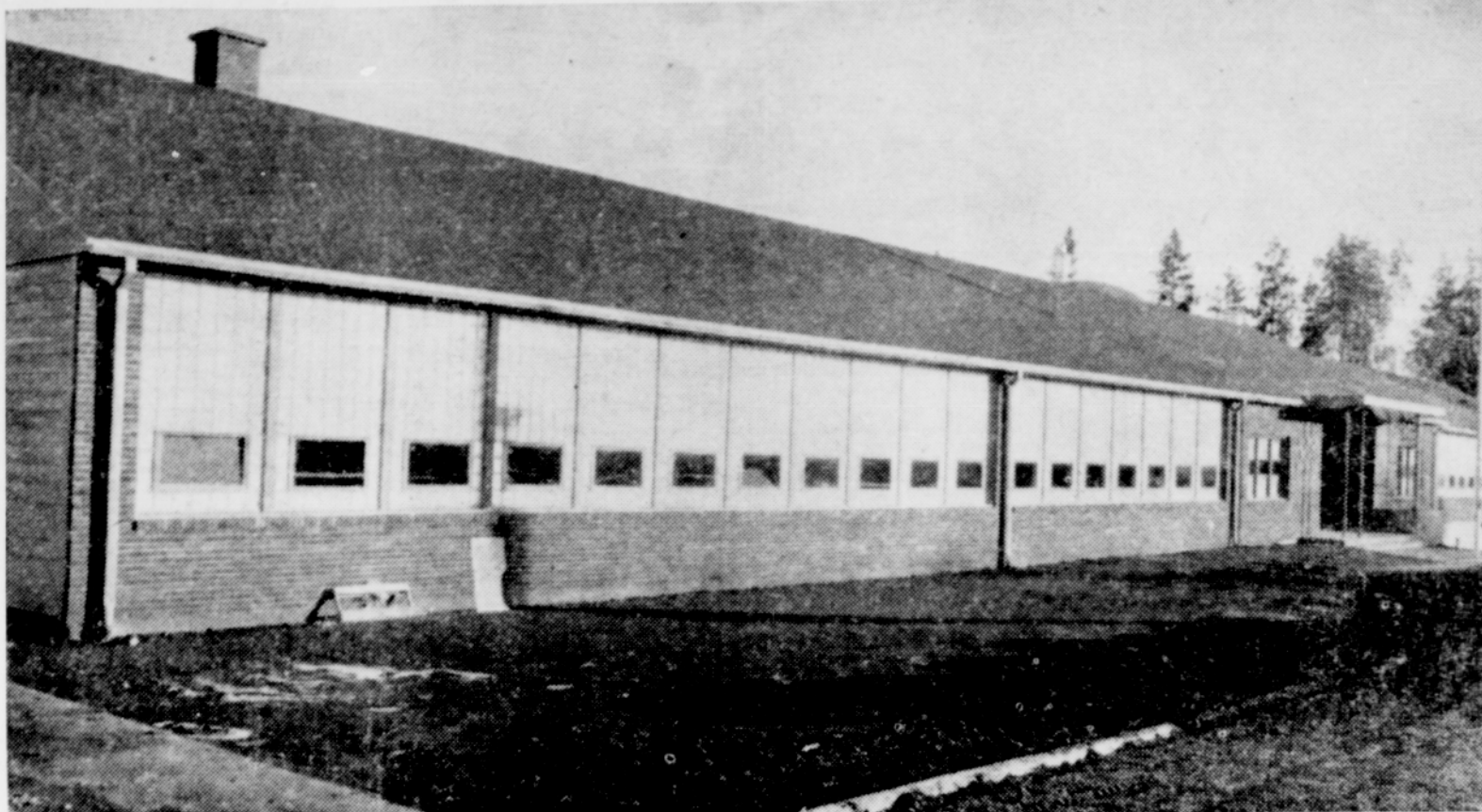
So with the economic benefits which cannot fail to accrue to the Valley with the fruition of this harbor project, we feel entirely justified in calling it a harbor for the Illinois Valley. If a lumber manufacturer can put his product in the Bay Area or in Los Angeles at savings which may range as high as \$5 per thousand, we members of a lumber-producing community will all profit thereby.

Realizing that we of the hinterland will also thus prosper, a delegation from Crescent City last week made an appeal to lumber producers and dealers of Josephine county for contributions of material to hasten completion of the dock facilities. At this writing, several progressive Valley firms have promised to furnish a load of lumber or piling each, and it is hoped that several others will follow after weighing the matter thoroughly.

It has been argued that development of a shallow-water port will not benefit those producers who ship to east coast markets, since the cost of re-handling to larger ships would bring the total freight charges above present rail rates. However, there would be no problem of transshipment on lumber destined for the Bay Area and southern California, sizable markets in themselves. And Charles Selig, secretary of the Del Norte Chamber of Commerce, has pointed out that the federal government will spend nothing toward improving facilities and making Crescent City a deep-water harbor until the need is proven by actually existing commerce. However, officials of the army engineer corps have given assurance that once Crescent City is established as an existing harbor with commerce regularly moving through the port, federal funds and facilities can and will be made available to make Crescent City a deep-water port.

It does sound reasonable; federal money is being spent to maintain and improve every deep-water port on the Pacific coast — yet they are

NEW ILLINOIS VALLEY HIGH SCHOOL



(Cut Courtesy Grants Pass Courier Engraving).

Pictured above is the new Illinois Valley High School building which was completed during the Christmas holidays, and occupied when the students returned from their vacation.

extremely cautious about building a port just because someone wants one there. Let Crescent City prove herself; let her demonstrate that the commerce and need for deep-water facilities actually exists, and she will get her share of federal help.

We know she will do it, and we of the Illinois and Rogue Valleys will profit with her when she has done it. It is rapidly becoming apparent that we have quite a large stake in Crescent City's project. And as commerce begins moving inland from Del Norte, U. S. 199 will be found totally inadequate. Many of us feel that it is inadequate now, but increased usage will force improvement; a 4-lane highway to Crescent City within a very few years is a strong possibility.

The \$260,000 building, designed by Freeman, Hayslip and Tuft, of Portland, is the finest in the state from the standpoint of quality. In beauty, comfort and functional design it is unsurpassed, and the 175 high school students of the Valley are at last compensated for the crowded conditions endured these past few years, since a sudden spurt in population figures rendered school facilities wholly inadequate.

The older high school building at Kerby was immediately taken over by the grade school, and L. C. Moffitt, Josephine county School Superintendent, said that this added space made it possible for every school child in the county to attend a full day of school on Tuesday for the first time since 1945. Crowded conditions made it necessary for some grades to attend only a half day on a staggered schedule.

Principal Clarence Hagen announced at the flag raising ceremony Tuesday that dedication of the new school will take place on February first. Formal dedicatory exercises are planned for the occasion.

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The first of the 8 new plants of the North Umpqua project, Toketee, is now in operation and meets today's needs for electric power. Slide Creek and Soda Springs plants, now under construction, and the remainder of the North Umpqua project plus our new power lines, sub-stations, transformers, etc., is your assurance and our assurance of an increasing supply of dependable, low-cost electric service for the years ahead.

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