

Looking Up and Down the Canyon

By CHARLES WOLVERTON

As an expression of a state administration which has been shedding big and salty tears for 'states' rights, the declaration that the completion of STATE Highway 222 is "up to the federal government" sounds rather silly.

Yet that was the answer of Chairman Banfield of the State Highway Commission to our appeal for finishing the highway—or at least making travelable the portion between Mill City and Mehama.

"Let the government take care of it," mumbled Mr. Banfield as he chawed on the earpiece of his spectacles.

To the delegation that went to the big city from Mill City the hearing Tuesday was enough to sour a person on the efficacy of democratic government. Along with Mr. Banfield's spectacle, it was a spectacle of ineptitude and impropriety one is almost ashamed to admit he witnessed.

Just to give you a picture: Vital road and highway programs were presented to the commission by men whose manners were those of bums asking for handouts. It was: "If the commission would be so kind as to hear our story"—and servile hand shakes followed invariably whether the applicant—or suppliant—got what he wanted or not.

Some of us were momentarily expecting Mr. Banfield to remove his brogans so as to allow some of the poor fiends to kiss his foot.

Honest, it was disgusting. And of all the witnesses who testified at the hearing, only one raised his voice so that it could be heard by the audience. Our own County Commissioner Rogers mumbled his say so quietly that I, who was five feet away, could only catch a word now and then.

Had Banfield had a sceptre and the applicants bumped their heads to the floor three times, such doings and trappings wouldn't have seemed out of place.

The spectators from Mill City—and that's all we were—were plainly appalled. We're old fashioned, I guess. If our council is doing something we don't like, we holler. If the school board is adjudged amiss, it hears about it. We've never gotten in the habit of groveling.

And for good reason. A public officer is a public servant. It is he, not the citizen—if I have my American tradition right—who must make the concessions.

Enough of this dreary story.

What about the Banfield contention for letting Uncle Sam do it? Uncle Sam has just got through spending about \$5,000,000 in the Canyon on a state road. Is Oregon receiving quarters in the federal poor farm? They told me when I came out here three years ago that Oregon is one of the richest states in the union. I'm not persuaded that our chief manufacture is tin cups.

The Canyon is not asking a special favor. We are convinced here that the Mill City-Mehama project is but a link that gives to Oregon over a thousand miles of usable highway, which, because of its incompleteness, is used almost solely by the sparsely settled section of eastern Oregon. We contend that our demands tie in with the state's interests as a whole—to provide vital east-west and north-south alternate routes, both intra- and interstate.

The question of completing Highway 222 has been confused with the traffic problems connected with building the Detroit Dam. Those problems are not germane. Highway 222 stands on its own as a vital route—dam or no dam.

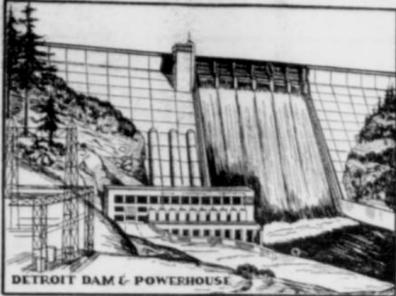
The commission is trying also to make out that the project sought is some Marion County pork-barrel. It added up the requests for this and other jobs and tried to represent—without being contradicted—that we were trying to hog more than our share of state funds.

Again, it must be emphasized that finishing the job here is not a local proposition.

It's clear, after returning from the hearing, that our Baldock Corner has been misnamed. Henceforth it shall be Banfield Bend. And—prepare to die, all ye who travel thereon.

Some folks are complaining about the mounds of dirt, the debris that accompanies various construction projects, and the rude scars in the landscape made by bulldozers and power shovels. I don't worry.

It will bother me more when there is no such litter around. It will be an omen that Mill City has stopped or slowed down in its upward surge.



Two Towns To Incorporate Chest Fund

Organization of an incorporated Community Chest for Gates and Mill City was progressing this week, and a final windup meeting has been set for next Thursday.

The organization committee includes Tony Ziebert, Bill Stewart, Clyde Golden, Mrs. Albert Toman Sr., Jack Lacy, Mrs. Lee Ross, Bud Brudei and Mrs. Charles Wolverton, of Mill City; and Joe Boves, Mrs. Allura Chance, Floyd Volkel and Elmer Stewart, of Gates.

Need for local incorporation of the Community Chest has been stressed as a means of being able to allocate the funds collected to local purposes. Without such an incorporated group, money collected here must be turned in to a county fund, and local sponsored organizations which usually share in the funds do not get them.

Class Overflows Into Hall

The Gates school was taxed to the utmost this week, and one classroom spilled out into the hallway.

First and second grades, which had been under Mrs. Mary Champ, increased to 26 in the former and 24 in the latter, necessitating the hiring of another teacher for second grade, Mrs. Bentley, of Lyons.

The second grade class is being held in the hallway of the school. Other arrangements are being studied, including the possibility of building a new room.

Three new pupils registered Monday, bringing the total in the first six grades to 102.

Mrs. Martin Jepson of Mill City was substitute teacher the first week.

STOP FOR SCHOOL BUS, MOTORISTS WARNED

Motorists must stop for school buses which have halted to pick up or unload children within city limits as well as in rural areas, Chief of Police J. T. King said today.

Chief King said many drivers probably were unaware of the fact that the new school bus law also applies to city streets.

The law, enacted by the legislature last spring as a safeguard for bus-riding school children, requires motorists to stop when coming behind or passing from the opposite direction a school bus that is loading or unloading passengers.

"This means traffic in both directions must stop," said King.

"Cars must remain stopped as long as any children are leaving the bus or crossing the roadway."

The only exception is traffic moving in the opposite direction on the other side of a three- or four-lane roadway, which may pass with caution.

RETAINING WALL PLANNED

The Mill City Tavern and the Mill City Pharmacy are building a retaining wall at the sidewalk to prevent cars on the sloping part of the street from sliding over the sidewalk. The city will oil and surface the graveled portion between the sidewalk and the pavement.

So, may there be more piles of rock and junked lumber, may the landscape never settle down to the tranquillity of a fixed scene. It's the way of America: Tearing up, ripping down, building, rebuilding.

I don't mean that there's anything attractive about a pile of rubble. It's the credit of CBI that its 21 homes near the park are completed to the last detail. Lawns and shrubs are being planted and the entire site has the appearance of a residential section established for years. And all in less than four months.

The completely finished product—plus the evidences of new building—makes a concrete picture of a community where wellbeing and progress are coupled.

WPA IS BACK

Local pranksters hung a sign last week on the new bank building here, as a gag on the workmen who have been remodeling the old brick building this summer.

The sign originally was hung near the top of the west wall and said: "WPA Project No. 131313."

Not at all abashed by the prank, the workmen tacked the sign on a temporary fence on the street level, in a much better display spot than before.

Check Artist Clips Stores

Local business houses were clipped for about \$150 late last week when a construction worker who had been in the Canyon several months opened up his check book and started writing.

The check forger used two names, T. H. Tidell and Pat O'Hara, and, according to Chief of Police J. T. King, both names were fictitious.

Nu Method Cleaners were cleaned for \$32, Rer and White store went in the red \$36, Stewart's grocery distributed lettuce worth \$29, O'Hara went over the top at the Hilltop for \$8, and a service station was rubbed out of \$20.

Chief King warned local merchants against cashing personal checks for strangers, and said payroll checks ought to be scrutinized carefully, because there is a gang operating in this part of the state with duplicated company drafts.

Chief King this week investigated a forced entry into the Shell station car storage building, Charles Mason said after a checkup that he believed a tire, and perhaps other things, were missing.

Services Held for Abe Mason

Funeral services for Riley Abraham Mason, former Mill City resident, who died unexpectedly in Dallas Saturday at the age of 67, were held in Mill City Christian Church Sunday.

Mr. Mason, known as Abe Mason, was a planer here before moving to Dallas. He was born in Findley, Ohio in 1882; was married there to Louise Mahler in 1901. Mrs. Mason died in 1923 and Mr. Mason married Rillie E. Wilson in 1935.

He was a member of the Christian Church, the Maccabees and the IOOF.

Besides his widow he is survived by two sons, Paul Mason, Mill City, and Donald Mason, Wapato, Wash.; two daughters, Mrs. Ethel Harrington, Silverton, and Mrs. Bernice Conklin, Banks; a brother, Perry Mason, Mill City, and several grandchildren.

Burial was in Fairview cemetery, the IOOF lodge conducting the service.

MILL CITY LODGE No. 180 AF & AM will hold special communication Monday evening, Sept. 26. M. M. degree will be conferred, Charles C. Kelly, secy.

RECEPTION FOR TEACHERS

The Mill City Woman's Club honored the teachers Tuesday evening with a pot-luck dinner in the recreation room of the high school.

The program started with a greeting from Don Sheythe, school board member, and followed by introductions to the teachers in both grade and high school by Vernon Todd, superintendent of schools and Henry Bayless, principal of the high school.

The barbershop quartet composed of Mrs. Don Sheythe, Mrs. Bob Trask, Mrs. Shields Remine and Mrs. Lee Ross gave several numbers.

A film on China today was presented at the close of the evening by Mr. Nason. It was the last authentic film to come out of China.

About fifty members and guests were present.

Hostesses for the evening were Mrs. Mildred Allen, Mrs. Nelson Lomphair, Mrs. Jack Colburn, and Mr. Charles Wolverton.

The table decorations were fall flowers and leaves.

THE MILL CITY ENTERPRISE

VOLUME V, NUMBER 38 MILL CITY, OREGON, THURSDAY, SEPTEMBER 22, 1949

Serving
LYONS, MEHAMA
ELKHORN, MILL CITY
GATES, MONGOLD
DETROIT, IDANHA

\$2.00 A YEAR, 5 CENTS A COPY

Mill City-to-Mehama Road Project Loses

Highway Commission Says Job Is Up to U. S. to Do

The State Highway Commission in Portland Tuesday flatly refused to consider construction of a new stretch of Highway 222 between Mill City and Mehama and said it was up to the federal government to do it.

Harry Banfield, chairman of the commission, speaking for the state group, asserted that the portion of highway sought by a joint representation of the Mill City and Salem Chambers of Commerce, was a federal matter because of heavy hauling to the Detroit Dam, a U. S. project.

The chairman, was asked: "Since the hauling to the dam will have to be on almost 100 miles of highway besides the seven miles in question, do you think the federal government ought to build those highways, too?"

"I'm not so sure they (the government) is going to haul loads over our highways," Mr. Banfield replied.

(Several weeks ago a trucking contractor for the cement haul to Detroit Dam sought an interstate permit for the contract, in a hearing in Portland and decision rests with the Oregon State Highway Commission whether his trucks will be permitted to use the highway.)

The commission heard the low-voiced appeal of Commissioner Rogers of the Marion County Court with bored inattention, but listened with slightly more interest to an appeal by Roy Harlan, president of the Salem Chamber of Commerce.

Delegation Glum. Mill City's delegation had to sit in helpless silence while the short 15 minutes allotted to Salem for five separate projects, of which the Mill City-Mehama road was one, was consumed by Salem's Baldock traffic plan and other matters. Total time devoted to the North Santiam project consumed about three or four minutes.

Despite the Salem Chamber of Commerce invitation to Mill City to participate in a joint effort to present the need for the Canyon road job, no Canyon representative was asked or invited to present arguments for it. It was Salem's show.

Banfield asserted the state had no funds for such a project, and took Salem's representatives to task for asking for a highway construction program that would cost millions.

However, Salem got its Baldock plan (which it didn't want)—and a bridge over the Willamette (which it did). Clay Cochrane, manager of the Salem chamber, heartily shook the hands of the commissioners. His day's work was done.

Attending the hearing from Mill City were Lee Ross, J. C. Kimmel, president of the Chamber of Com-

merce, Robert Veness, secretary, Roy Beebe, Martin Hansen, David M. Reid, Charles Kelly and Charles Wolverton.

Col. D. A. Elliget, acting Portland district Army engineer, withheld comment except to say that the contractor, Consolidated Builders, Inc., on the Detroit Dam, would be more directly concerned with highway problems and truck hauling to the dam-site than his division.

County Court to Fight On. Banfield's statement that the Marion County Court should seek federal funds for the Mill City-Mehama project has not halted the court's campaign for it. County Judge Grant Murphy said Wednesday.

He declared that the delegation asking for the road improvement "doesn't have any apologies to make, even if it does run the state highway costs around here up to \$15,000,000," as asserted by Banfield.

"Since 1939 the only federal aid spent in Marion County was \$237,000 on the Silverton road last year, and we have an authorization for \$450,000 more on that road. The highway department also matched about \$500,000 on the North Santiam highway as a relocation project. The new Pacific highway improvement was built out of war funds and not from state or federal aid funds, and it was built as a military road.

"Marion County has been contributing to state highway funds through gasoline and other channels an average of \$2,000,000 a year and additional 1-cent tax will run that up probably to \$2,500,000. We received back an average of about \$300,000 a year.

"Undoubtedly in the 10-year period from 1939 we have contributed around \$15,000,000 to \$20,000,000 into the state highway fund. We are not blaming the highway commission for it hasn't been expedient or convenient for it to do these things until now, and a vast backlog of them has built up.

"The city of Salem evidently is going to reap the harvest from this backlog but certainly such projects as the North Santiam Highway, Silverton road and South River road should not be long delayed.

"The North Santiam highway is wholly a state project and we believe it is entitled to early consideration."

Bend Tried and Failed. Two years ago the Bend and Redmond Chambers of Commerce, and representatives of other cities in the eastern part of the state made a strong appeal for the Mill City-Mehama road project—which was actually partially cleared for right of way ten years ago. But the commission then abruptly turned them down.

Charter Vote Due

Mayor Harold Kliever reported today that legal work on the city charter was nearly completed and that a city election on it would be held as soon as possible after it is ready.

Mayor Kliever said the charter is being amended to contain the necessary provisions of the Bancroft Act, a state provision setting up procedure on special assessments and city bond issues.

The mayor said he had been advised by officials of other cities to place the Bancroft provisions in the charter; and by so doing save considerable legal expense in the future.

STREET GRADE FINISHED

Basic grading and graveling has been completed on First Ave. up the steep hill to Ivy St.

Final surfacing and grading will be undertaken after the fill packs.

Dam Worker Recovering

Homer Bauer, scaler for Consolidated Builders, Inc., was reporter by a Salem hospital to be out of danger, following treatment for injuries he received this week when he fell about 50 feet from a cliff.

According to witnesses, Bauer grabbed a loose rope, which he apparently believed was tied down, and tumbled backwards below. His skull was fractured, and his wrist injured.

Detroit Dam Work Shows Progress

Continuing progress on the Detroit Dam was reported today by Consolidated Builders, Inc., today.

No major unit at the damsite was completed, according to Jack Murray public relations representative for the company, but work was continuing on the south access road, the cable way excavations, other excavation at the base of the dam, and the coffer dam at Cumley Creek.

The south access road leads to excavation locations on the south face of the dam base and to the Cumley Creek quarry.

The cable way towers will be high above the crest of the dam and will support cables upon which giant buckets will be carried, transporting concrete to the dam forms.

As soon as the coffer dam is completed, the North Santiam River will be diverted into a 1400 foot tunnel. Three-shift employment at the dam stands at about 500 at present.

AUTO REPAIR SHOP OPENS

L. A. Knowles has opened a new garage and body repair shop on First Av., near Broadway.

The firm has been in business for 14 years in Lebanon, and specializes in repairing wrecked vehicles.

Mr. Knowles and family have rented a home in the Swift addition.

CHURCH RALLY SUNDAY

The Presbyterian Church Rally Day will be observed next Sunday morning at the Sunday School.

LOUIE KANOFF GRAVELY ILL

Louie Kanoff, Mill City business man and farmer, suffered a heart attack while driving home Monday from Dayton and is in serious condition in Salem Memorial Hospital.

Mr. Kanoff was driving when he was stricken. He drove his car into a farmyard and collapsed. Residents there identified him and notified relatives.

Task Force Moors to Polar Ice



Two ships of a Naval expedition to the Antarctic, the USS Edisto and the USS Burton Island, tie up to bay ice in the course of exploration work in the South Polar regions. The above photo was taken in the Bay of Whales. Sled and skis used in surface exploration are in the left foreground. The Navy's role in carrying the flag of the United States to the ends of the earth is exemplified in its frequent sallies into the south and north polar fastnesses. (Official U.S. Navy Photograph)