

The MILL CITY ENTERPRISE

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"THE PAPER THAT HAS NO ENEMIES HAS NO FRIENDS."
—George Putnam

Future Unfolds

Once upon a time the jaunt to Mill City and points beyond was a bruising experience. No longer is this true. A very fine stretch of highway, linking Mill City and a point a mile or so past Mehama, is now open. This project is another concrete move towards an excellent scenic route to a beautiful recreation area.

The new North Santiam canyon highway is succeeding where the canyon's railroad failed. The railroad now reaches only to the construction work on Big Cliff dam. Highway 222 gently stretches past Big Cliff and Detroit dams and on to Bend, California and points east. Motor transport can and is doing what the captive locomotive did not do. Gone and largely forgot are the federal land grants of section after section of this canyon to railroad interests, and their abuse of this gift.

History will record the use made of federal assistance on highway 222. We earnestly hope the fate of this road will not be that of the railroad which it succeeds.

Logging trains once snaked out of the North Santiam canyon laden with huge logs in the railroad's hey-day. Today log trucks wind and twist in and out and finally reach a log dump or saw mill. The new and straightened highway can be an avenue down which the canyon's raw resources can leave as of old. This same highway can bring new industry, people and hope. These then can knit into a unit promoting growth and prosperity heretofore undreamed. It must be remembered, however, that progress of a community is neither bought nor sold by a good highway. Only people can bring that about.

Mill City gradually moves towards better streets, schools and civic well-being. This is a finishing process and not expansion. Mill City did not boom because of the construction work of Detroit and Big Cliff dams. It is not likely that it will boom because of the vastly improved North Santiam highway. Mill City and the whole canyon community did gain, however, by the huge amount of construction work and, no doubt, will gain because of the new highway. Steady and lasting gain is heartening even though it comes about so slowly that hairlines slip and temples grey.

Residents of the North Santiam can look upon their new highway in the same manner those do who travel it for the first time. This view, of course, is that it has been there all the time. We urge the thought that this ever-improving route be regarded as a way of a better life, a thing of usefulness and as a trust of great value.

No matter how we look upon this highway, it shall remain the handiwork of free men, who enjoyed liberty and freedom while building it. How their work shall be used is the next drama that will unfold.

Editorial Comments

ONLY A CAPTAIN?

It doesn't take much inquiry around the Pentagon to find out that a critical need in the armed forces today is for more company commanders, battery commanders, tank company commanders—captains all. Yet those who wear the paired bars still lament at length over the time it takes to earn major's leaves. They don't appreciate how important they are to the Army, to the whole defense effort!

In military stature they rank on a par in responsibility with the president of a sizeable corporate subsidiary. They have a dollar responsibility that in many cases exceeds that borne by the head of a large commercial organization. Counting up the total cost of chemical, engineer, ordnance, quartermaster, signal and other equipment issued to an infantry company, its director is accountable for more than \$165,000 worth of weapons and gear. The capital investment of the American people in a field artillery battery of six 155 mm howitzers and 144 officers and enlisted men is practically \$367,000. The commander of a heavy tank company has an even greater inventory under his care. The 20 "Gen. Patton" tanks and armament he directs cost more than \$5,000,000.

Considering further the responsibility of these young "military magnates" for the safety of some 143 other defenders like themselves—in whose upbringing additional tens of thousands of dollars and unmeasurable love has been bestowed, it is easy to see what a heavy investment the taxpayers have in commanders who wear "railroad tracks" on their shoulders. These bars need strong shoulders to support them. Owners may always hold their heads high.—From Christian Science Monitor.

OF SEGREGATION PER SE

The momentous decision as to whether racial segregation per se is unconstitutional, or whether separate facilities, if realistically equal, do not afford equal treatment and opportunity under the law and hence are constitutional, still waits on the docket of the supreme court—though it may not wait long.

The tribunal's refusal to review the Richmond, Va., Court of Appeals ruling against employment of "Jim Crow" cars on the Atlantic Coast Line for interstate travel does afford a clue to the justices' direction of thinking. But it does not come to grips with the fundamental issue. In fact, although the high court appended no opinion to its ruling, the wording of the appeals court decision suggests the lower body may have endeavored to find other rational grounds for its findings.

It declared that providing cars set aside for negroes on trains running between or across states that do and do not impose segregation by law constitutes "an intolerable burden upon interstate commerce." Which raises another issue: Whether segregating states may still require railroads to provide "Jim Crow" coaches for trains which cross state lines only within segregating areas. But that is only a passing question which will be washed out whenever the supreme court comes to a conclusion on the constitutionality of segregation itself, however applied.

That decision promises to come on two school cases: One hinges on a Kansas law which permits school boards to segregate in the elementary grades only; one on a South Carolina law which says they must segregate in all grades in any schools.

The effect of this decision is potentially explosive. And it has not been rendered less so by the recent campaign. Some five months ago we

observed of the impending adjudication:

The price of too far, as well as the price of too little, could be high. Here is another instance where the eminent justices must think as statesmen as well as jurists.

We would repeat that admonition with confidence that the supreme court will again, as it has in the past, rise to this dual challenge.—From Christian Science Monitor.

Letters To Santa



(Continued from Page 1)

Dear Santa:
Please bring me a little doll.
Please bring me a little rocking-horse. I want a toy telephone. I want a black board.
JANET VENESS, 22 months
Mill City

Dear Santa,
Please bring me a doll. Please bring me a Teddy bear.
LINDA MINTON,
Mill City

Dear Santa,
Please bring me Judy wants an ironing board.
JACK and RAY STEVENSON
Mill City

Dear Santa,
My name is Susan Rynearson. I'm not going to ask for very much this year but I'd like to ask you to help a family I know who have five children and they aren't going to have any Christmas because their Daddy is sick and hasn't been able to work for a long time. I'm going to use some money that I have in my piggy bank and get them what I can but I'd sure like some help.
My brother and I want a wagon and a Nurse set and I'd like to have a Tony Doll.
I'm 4½ years old and my brother is 2 years old. Thank you,
SUSAN
Gates, Ore.

P.S.: My brother's name is Dickie.

Dear Santa,
Please could I have a Logging truck? Or if you don't have a Logging truck could I please have a dump truck?
If you don't have these things please bring anything a good boy would like. Thank you,
BILLY PENNICK,
Route 1, Lyons.

Dear Santa:
Please bring me a big rocking horse.
SANDY WESTGAARD,
2 years old.
Mill City

Dear Santa:
Please bring Johnny a truck.
Johnny is 4.
JANET SCOTT,
Mill City

Dear Santa:
Please bring me a doll.
BONNIE BOROUGHS,
Grade 2, Mill City.

Dear Santa,
I would like a walking doll, please. Or a high chair, please. Or some doll clothes please. Or anything you

ODDLY ENUF!

by Williams



think I would like. Thank you,
PATSY PENNICK,
Route 1, Lyons.

Dear Santa:
I want a doll and a ball—and I want some jacks with a little ball, and Santy I want a book also.
SHIRLEY ANN VENESS,
Grade 2, Mill City.

Dear Santa:
Please bring me a teddy bear.
(Baby) HELEN RAY,
Mill City

Milk Administration Hold Public Hearing

A proposal to enlarge the scope of the Portland Milk Pool will be discussed at a public hearing scheduled by the Oregon Milk Marketing Administration at Room 36 State Office Building in Portland at 9:30 a.m., December 15. The proposal will affect dairies in Multnomah, Clackamas, Washington and Columbia counties, and any other dairies having milk processed in the Portland Marketing area for distribution elsewhere.

Originally established to assure the Portland metropolitan area with a steady supply of fluid milk, demands for milk for dairies supplying markets in Wasco, Hood River, Clackamas, Washington and Yamhill counties in Oregon, besides a number of markets in the state of Washington, have caused a temporary shortage of milk in the Portland pool, according to officials of the Milk Marketing Administration. If the scope of the pool is extended, producers now supplying the adjacent markets will receive Portland quotas and a broader



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R. REYNOLDS, N.D.
Rectal Specialist
2073 Fairgrounds Rd., Salem, Oregon

basis established for the addition of more producers on the Portland Market, it is said.

No other matters except pooling will be considered at the December 15 hearing, according to Thomas L. Ohlsen, administrator. Another hearing will be scheduled later, to review other matters relating to marketing of fluid milk, including consideration of prices paid and charged in the Portland market.

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OUR DEMOCRACY by Mat

LABOR DAY

A day when Americans, whose brains and hands produce our wealth and make us strong, can proudly "look upon their work and find it good."

