

## LETTERS TO THE EDITOR

### TO THE EDITOR:

This is an open letter to Roger A. Rahm. I have yet to see a green flag at your station, only red or yellow. If you happen to be one of the favored few with a sticker on your car you have the privilege of getting gas at anytime. We sat in line just once and upon reaching our destination, the gas pumps, were told we were not on the list. We were not asked if it was an emergency or not.

We do not buy a great deal of gas, but have been lucky in being able to buy gas at one station where it is sold to everyone as long as the days quota lasts, no window shield stickers are needed.

I do not believe in storing gasoline because of the dangers involved and have felt if my gas tank is empty, so is everyone else's, but this is just not so. It is the privileges granted to a few by some stations that are forcing people to take these actions. In our area we must depend on our cars in case of an emergency and that five gallon can could mean the difference in life or death.

However it is a real satisfaction knowing there is in our community, a self appointed stoolie that will report these people with stored gas if you don't have the guts to do it yourself.

I have no problem large enough to "go see Roger."

I have never begged for anything—and darned if I will beg the guy with his hands on the pumps.

We are doing our part in trying to conserve gasoline, we have to.

Just remember it is the service stations in our area who are co-operating that is making it possible for citizens to get gas for work and make needed trips. With gasoline at the price it is, I doubt that much is used that is not necessary.

I commend the service stations in our community that are understanding and considerate. If they all were, there would be no problems.  
RUBY GREGORY

### TO THE EDITOR:

#### HOME OWNERS OF MILL CITY

In past letters we have tried to alert citizens in general to an awareness of need for a near-future decision on their part as to whether Mill City can, or cannot afford to construct a sewerage system as outlined in the Clark and Groff Update Proposal of November 1973.

In the almost four months since council received this report they have done little or nothing to acquaint Mill City residents with contents of same even though they still state that you shall be asked to vote on the sewer bonding issue in November, just eight months hence.

Stripped of all the "ifs" and "assumptions" and evasive an-

swers to prior questions as covered in Clark and Groff's letter of February 11 the question to be answered and voted upon is, very simply: Can Mill City, with a total current assessment (1973) of \$7,610,000 afford to mortgage itself for a total cost of \$2,839,000? (Bottom line page 1 of Clark and Groff's February 11 letter.)

Total costs have been given as \$2,839,000. (Page VIII-2 of Proposal lists Interceptor and Collector System at \$2,104,000 and Treatment Plant at \$735,000.) Hope is expressed that \$754,700 in Federal Grant will be forthcoming, but this federal grant may or may not be available when needed. If received, total to be bonded will then be approximately \$2,085,000.

Various methods of financing this \$2,085,000 have been advanced. Clark and Groff estimate that approximately 600 immediate users could prepay their connection fee (Page 4 of February 11 letter). They further state that as many as 1400 such connections may be requested to serve present and future building needs within the city proper. This assumes that all owners of vacant lots will also prepay their connection fee.

By prepayment of connection fees they propose to lower total bonding needs down to \$1,450,000, for a lowering of \$635,000. If ONLY the 600 immediate users prepay their connection fee it would cost them \$1,058.33 each to make up above difference. If ALL of the estimated 1400 connections are prepaid it would cost them \$453.57 each to make up above difference. So where does the "connection fee proposal" of "from \$330 to \$390" (Page 4 of February 11 letter) come from?

We see two very possible reasons for suggested prepayment of connection fee. First, the city would have cash money to hire additional engineering work. Second, bonding total would be reduced to a

dollar amount more palatable to voters when asked to approve same. If we err in these assumptions we will gladly stand corrected.

Now, throughout Clark and Groff's Proposal and again in their February 11 letter they lay great stress on the fact that population is bound to increase, and property values are bound to increase. (Most of us have received by now, notices of re-assessment and they have increased considerably in our case). But when they tell us that increased population and higher land values will reduce our sewerage costs we must take issue. If you build a system that costs \$2,839,000 then you must find some way to finance this amount, and to pay back this amount together with interests on loans, bonding and other costs. And it is also fallacy to promote the idea that as population grows the per-person, or tax rates come down. The reverse is normally true.

At this time we would like to ask who is pushing so hard for sewers? And why just now? Is it local pressure. Is it DEQ in Portland? Is it the local county health departments acting as agents for DEQ? We can understand that even residents with satisfactory working septic-tanks would prefer to be connected to a sewer if same were economically available. But at prices quoted is a sewer hook-up economically feasible? At prices quoted is it even desirable?

What alternates to the Clark and Groff plan are available?

Proposal suggests pre-construction advance payment of connection fees from, preferably, all owners of real estate in Mill City, 600 of whom are current users of septic tanks. Are we to presume that property owner must abandon his septic tank when sewer is available? Will owner be forced to destroy or fill up his tank to guarantee no further use of same? Will sewer ordinance, when available, rule out dumping of downspout and

## Limited YCC Applications Being Accepted

Applications will be accepted during March for a limited number of openings in the Youth Conservation Corps (YCC), operated in the Pacific Northwest by the States of Oregon and Washington, U. S. Department of the Interior,

other surface waters into sewers? Will it ask for adequate grease traps at all service stations? And at all other equipment service and washing facilities?

CONCERNED CITIZENS

and the U. S. Forest Service.

The youth program, a pilot project entering its fourth year, is designed to provide temporary employment during the summer months for young men and women of all races. Applicants must be between 15 and 18 years of age and have an interest in the natural environment.

Participants in the YCC learn by being introduced to environmental problems, contribute toward their solutions, and working with the management and development of our public lands.

This year in Oregon and Washington, the YCC program enrollment at just under 600 is more than double 1973 figures.

In past years, the YCC has

3—The Mill City Enterprise, Thursday, March 21, 1974

taken part in the completed projects involving stream improvement, timber thinning, range fencing, trail clearing, and the construction of comfort stations, among others.

Boys and girls work side by side at ten resident Washington and seven Oregon camps, seven days a week, starting about the last week in June and continuing eight weeks into mid-August. They also work daily at five non-resident camps in Oregon.

Persons interested in the program may obtain further information from high school counselors, state employment offices, or from the governor's commission on youth in Salem, Oregon 97310.

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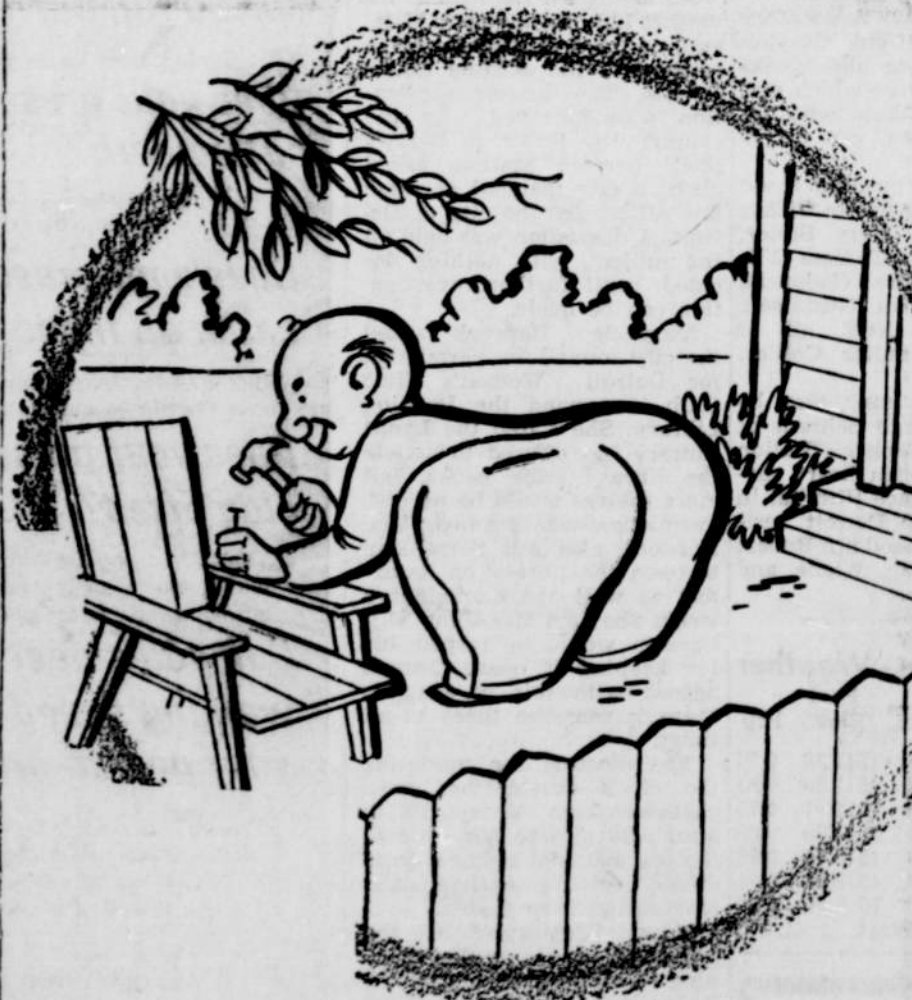
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There may be nobleness and unselfishness about using our money to help build bigger and better cities for the pleasure and profit of other people...but is it practical?

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