

Highway 14 Dedication Opens Avenue To Scenic Development

Ribbon cutting ceremonies at Midway on Utah Highway No. 14, the Cedar-Long Valley highway connecting Highways 91 and 89 over Cedar Mountain, marked the completion of this highly scenic route after 17 years of effort by local civic groups, and national agencies including the forest and park service, and bureau of public roads.

The ceremony was staged upon the completion of the final phases of the road construction project, the oil surfacing of the park approach road at the contract price of

\$459,999. The completion of this final project brings the highway to a standard that has won it the acclaim of being "one of the finest and best constructed mountain roads in Utah."

Million Dollar Highway

The highway was started 17 years ago as a "million dollar highway," and after 17 years of effort with repeated interruptions and 19 different contracts the project has been completed at a total cost of approximately \$3,750,000. It has long been recognized as a most unusual scenic route, which now that it has been brought up to an oil surface standard is certain to attract a tremendous increase in traffic.

The actual ribbon cutting was done by Mrs. John Beal, wife of the president of the Cedar City Chamber of Commerce, and Mrs. Paul Franke, wife of the superintendent of Zion and Bryce National Parks and Cedar Breaks National Monument.

This ceremony was preceded by a program during which the history of the highway was traced from its beginning to the time of its completion Thursday evening, Sept. 30. Much of the credit for instigating the ambitious road building program, which was considered a wild dream at first, was given the late Randall L. Jones, who visualized the thrilling highway through the beauties of Coal Creek canyon and fought determinedly against almost insurmountable odds to bring his dream to realization.

Others Aid Project

Credit was also given to a long list of individuals for the efforts through the years to bring the project to completion, starting with Mr. Jones and ending with Congressman Douglas R. Stringfellow whose determined efforts did much to bring about the final contract completed this year.

Dr. John Beal, president of the Cedar City Chamber of Commerce, welcomed the large crowd that had gathered for the occasion from wide areas of Utah, and Park Superintendent Paul Franke acted as master of ceremonies for the program that hailed the successful conclusion of the road building effort.

Kumen S. Jones, former president of the Associated Civic Clubs of Southern and Eastern Utah, gave a most interesting history of road development through Cedar Canyon during the pioneer phases of southern Utah's history.

Other Speakers

Other speakers who followed Mr. Jones included government officials who traced the various phases of the project and the part various agencies played in the development of the scenic route. Among them were Albert Albertson, supervisor of Dixie National Forest; P. P. Patraw, superintendent of Grand Canyon National

(Continued on Back Page)

HIGHWAY 14

(Continued from Page One)

Park, and former assistant regional director of the National Parks Service; F. S. Smith, district engineer, Bureau of Public Roads; A. G. Nord, assistant intermountain regional forester in charge of the division of lands and recreation, and Charles "White Mountain" Smith, former superintendent of Zion and Bryce Canyon National Parks, who came from Long Beach, Calif., for the services.

Stress Importance of Highway

All of these, in addition to pointing out the problems encountered in the highway development undertaking, emphasized the importance of the highway in the development and increase in the use of facilities of the area by people from all parts of the nation. The possibility of year around use of the area and a more staple tourist travel economy through the development of winter as well as summer resorts was also emphasized.

The final speaker, who was D. H. Whittenberg, chairman of the Utah State Road Commission, pointed out that the state has had no hand in the development of the highway, but gave assurance that state facilities would be put to use to maintain it, officially accepted the road for the state in behalf of Governor J. Bracken Lee, who was unable to be present.

Music for the occasion was furnished by the Cedar City High School band.

Following the ceremonies visitors were conducted on a tour of the new highway to near the junction of Highway 89, after which they returned to Cedar City for a beef barbecue at El Escalante Hotel as the climax of a historic day in the history of Cedar City and southern Utah.