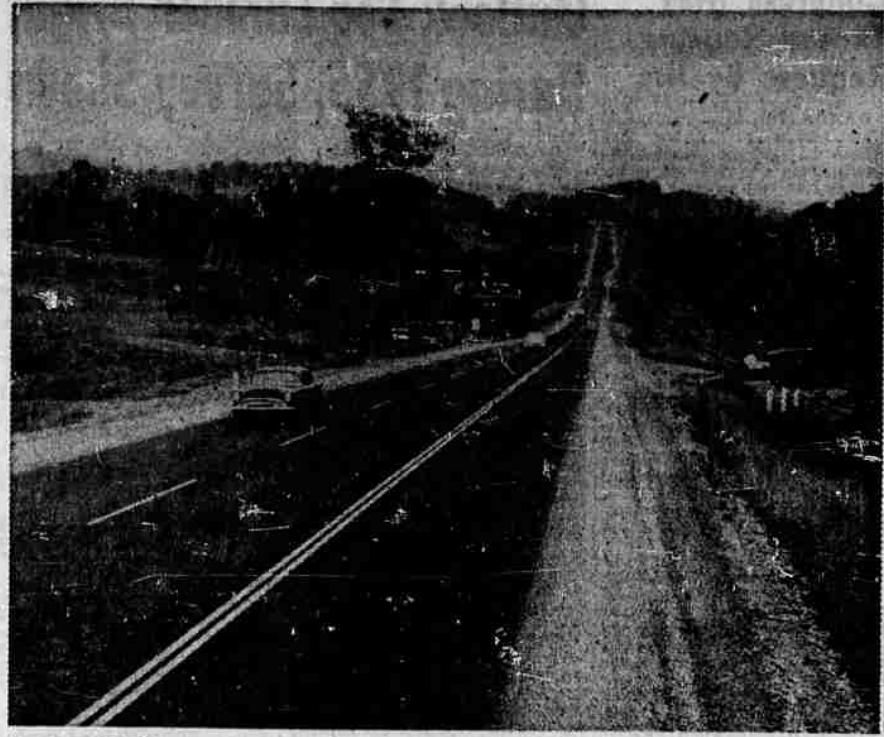




**HIGHWAY 99** is receiving a complete modernization from border to border under the Oregon State Highway Department's present program. This scene shows a new portion on the Oakland-Deady section in Douglas County. A feature is three lanes on ascending grades, as shown. (Highway Dept. photo).

## Extensive State Highway Construction During '54 Greater Than Other Years

As the year 1954 draws to a close, the State Highway Commission reports the year has been one of substantial progress in the improvement and modernization of Oregon's highway system. With the state's bond-financed program at its height and its federal-aid program in full swing, the accomplishment of the year in highway betterment has exceeded that of any previous year.

Construction work performed and paid for during 1954 will amount to 44 million dollars. Contracts awarded during 1954 will total 31 million dollars. Construction work under contract, but unperformed at the end of 1954, approximates 27 million dollars, and at that time plans will be complete for an additional 6 million dollars of work to be contracted during January and February.

Construction work contracted during the year involved 161 separate contracts varying in amount from \$3,100 to \$1,630,300 and averaging \$192,500. It consisted of 208 miles of grading, 328 miles of rock base construction, 155 miles of oil wearing surface, 261 miles of asphalt concrete pavement and 117 bridge and grade separation structures. Excavations to be made under these contracts total 12,600,000 cubic yards. Materials to be furnished and used include 3,606,000 cubic yards of gravel and crushed rock, 57,000 cubic yards of concrete in structures, 14,613,000 pounds of steel, 878,000 tons of asphalt concrete and 19,000 tons of road oil.

Of the 34 million expended on construction work during the year, 21 million dollars was bond money, \$9,800,000 was federal-aid and \$3,200,000 was money from current road-user revenues.

Indicative of the progress made to date on the 12 million dollar bond program authorized by the Legislature of 1951 and 1953 is the fact that, as of the end of 1954, \$67,300,000 has been put under contract and 53 million dollars has been paid out on work performed. The \$4,300,000 remaining to be contracted will be let early in 1955.

Equally gratifying progress has been made on the state's program of federally-aided construction work, the cost of which is shared 60 per cent by the federal government and 40 per cent by the state. The total of the three-year program for which federal-aid and state funds are currently available (fiscal years 1954, 1955 and 1956) amounts to \$36,600,000. Of this amount, \$27,400,000 or 69 per cent is completed or under contract, and \$15,600,000 has been expended for work performed. Expenditures on federal-aid work during 1954 amount to 11 million dollars. Collections of federal-aid during the year amount to \$3,800,000, of which \$7,150,000 represents federal-aid in highway construction and \$2,650,000 represents federal-aid in the payment of principal on bonds, the proceeds of which were used in highway construction.

Maintenance of the highways, an activity quite as important as construction and betterment, consists of the repair of surfacing, the repair and painting of bridges, the correction of slide conditions, the removal of snow, and the many other kinds of work involved in keeping the highways and bridges in good condition for travel. Maintenance work is performed in major part by state crews, as only a relatively small part of the work is susceptible to contracting. The payroll for the year 1954 will total \$5,500,000, and the number of employees will average 1,700. The total amount to be expended in the maintaining of the 7,400 miles of highway in the state highway system during 1954 will be \$10,830,000.

Income for highway purposes for the year 1954, as estimated shortly before the end of the year, is 46 million dollars.

Expenditures made by the Highway Commission for highway purposes during 1954 are expected to total \$65,900,000.

The excess of expenditures over income is accounted for by the

fact that 21 million dollars of the expenditure was financed from the proceeds of bonds sold in 1953.

Among the larger and more noteworthy of the highway improvement projects on which work has been done in 1954 are the following:

**Divide-Rice Hill Section**  
Construction is underway on a 20-mile Highway 99 relocation project extending from Divide in Lane County to Rice Hill in Douglas County. The project affects a saving of three miles in travel distance and will eliminate the hazard of many miles of narrow pavement and sharp curvature. Construction is on a fully controlled access basis, completely free of crossings at grade. The pavement is of two-lane width with a third lane for trucks on grades steeper than 3 per cent. The construction cost of the 20 miles is estimated at \$5,380,000. Construction is already completed on the six-mile unit between Divide and Anlauf and grading work is well advanced on the remaining 14 miles. Completion is scheduled for August 1955.

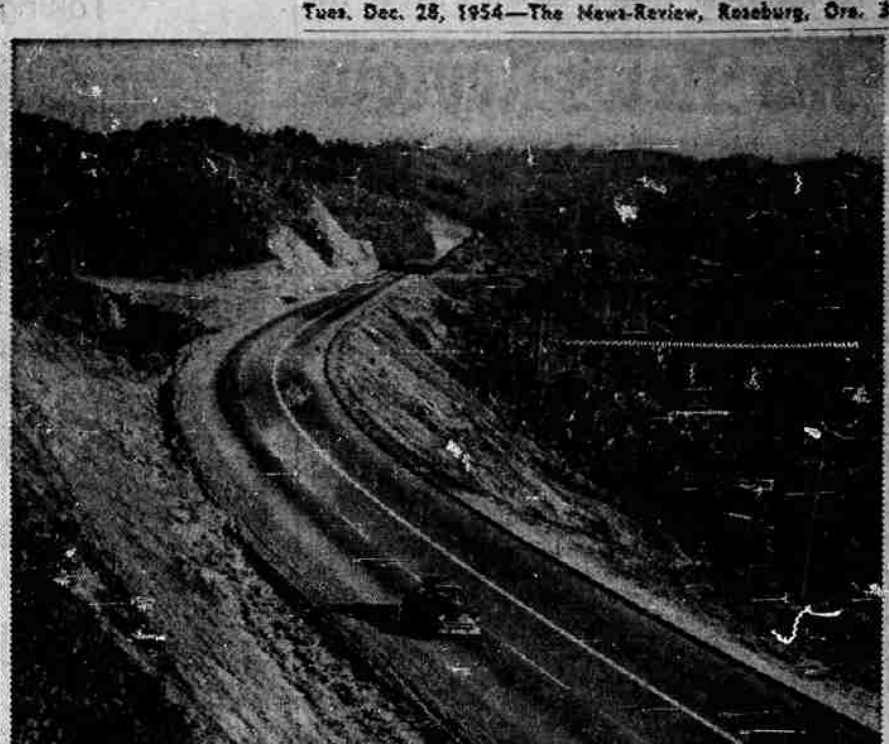
**Chenoweth Park-Deady Section**  
Another of the improvements on U. S. Highway 99 recently completed and opened to traffic is one extending from Chenoweth Park, 2.5 miles north of Oakland, south to Deady, a distance of 7.9 miles. This project involved the construction of one bridge, seven highway grade separations and 8.3 miles of new pavement. Construction is on a controlled access basis, free of all crossings of traffic at grade. The cost is \$2,100,000.

**Deady Section**  
This 15.4 mile highway relocation project extends from Deady, four miles south of Oakland, to Shady, two miles south of Roseburg and is another expressway improvement with fully controlled access and no crossing at grade. Construction is to be of two-lane pavement except for a short length of four-lane width at Roseburg. It involves construction of two railway grade separation structures, 13 highway grade separation structures and three bridges. Six traffic interchange points are to be constructed and major improvement of line and grade over the old route provided. The cost of the new route from Deady to Winchester has now been completed and opened to traffic.

The grading is completed as far as Shady. The completion of bridges, structures, and pavement from Winchester to Shady is scheduled for about October 1955. The estimated construction cost of this improvement is \$5,800,000.

**Shady-Meyette Creek Section**  
Work has begun on another major relocation and improvement of the Pacific Highway extending from Shady, two miles south of Roseburg, to Meyette Creek. This relocation, 11 miles in length, bypasses Winston and Dillard, two to three miles to the east over Roberts Mountain, and comes back close to and follows the present route for the southern four miles. This relocation will affect a saving in travel distance of five miles. The construction is being undertaken on a full controlled access basis with interchange points provided with the present highway at its northern terminus at Booth Ranch and at Meyette Creek. Four road separation structures and one combined railroad and river crossing structure are required. Paving is to be of two, three and four-lane widths as necessary to provide two-lane through traffic service at all points. Grading is now underway and it is expected that the project will be completed and opened to traffic by the summer of 1956. The estimated cost is \$3,920,000.

**Elbow Lake-Gardiner Section**  
As a part of the program to straighten, widen, and strengthen those portions of U. S. 101 which are no longer adequate for present day traffic, the Elbow Lake-Gardiner Section of U. S. 101 has been relocated and is now in process of construction. The length of the



**HIGHWAY 101** is also undergoing extensive relocation along Oregon's coast. This photo shows a portion of the highway south of Winchester Bay on the Reedsport-North Bend section. (Highway Dept. photo).

### GI's Blood Gift Saves 15th Child Of Japanese Pair

**TOKYO (AP)**—A two-day-old Japanese girl whose 14 brothers and sisters died at birth in good condition Monday following a transfusion that gave her a completely new supply of blood—donated by an American GI.

Doctors at the Japanese Red Cross Center said the 5 pound 4 ounce girl would "surely have died" except for the blood donation by Army Pfc. Johann (John) Silva, 25, Little Rock, Ark.

Doctors said the baby's 40-year-old mother, Mrs. Yohiko Tataka, lost 14 previous children at birth because she has a negative RH factor in her blood. The blood clashed with positive RH blood from the father.

Immediately after the baby's birth Sunday, doctors drained all the child's blood and replaced it with a pint of blood donated by Silva.

Silva, a German-born technician in the Army's Tokyo laboratories, was decorated by the Japanese government earlier this year for volunteering blood in a similar case.

### Vital Statistics

#### Marriage Licenses

**BREWINGTON-TREICHLER**—Elmer Glen Brewington and Ellen Louise Treichler, both of Roseburg.

**BARNES-OSBORNE**—Donald Willis Barnes and Henriette Pearl Osborne, both of Myrtle Creek.

**SNYDER-AMOS**—Clifford Eugene Snyder and Elenore Phoebe Amos, both of Roseburg.

**BARRON-DEAGINS**—Ervin L. Barron, Days Creek, and Donna Marie Deagins, Tillamook.

**Divorce Granted**  
**DAVIS**—Charles Conner from Doris Davis.

**Twins On Yule Follow**  
**Twins On Thanksgiving**

**LOS ANGELES (AP)**—Old Santa being no piker perhaps figured he could do on Christmas what the stork had done on Thanksgiving 13 years ago.

So Mr. and Mrs. Clebert Bergeron now have their second set of twin boys. The eldest sons are Clebert Jr. and Gilbert born on Thanksgiving Day 1941.

### Americans Cut Down On Liquor

**NEW YORK (AP)**—Americans cut down on their drinking of legal liquor in 1954.

Industry estimates are that the final consumption figure for the year will be between 18 and 190 million gallons. That would be a decline of from 2.4 to 3.4 per cent from 1953's total of 194,663,900 gallons.

Consumption of moonshine liquor was something else again. There were estimates that 8 million gallons of illegal liquor was produced during the year, and presumably found a market.

"Federal still seizures," says vice president Thomas J. Donovan of Licensed Beverage Industries Inc., "increased more than 11 per cent in the first 10 months of the year as against the same period last year. And the daily producing capacity of the still seized amounted to 330,846 proof gallons, almost 10 per cent over 1953."

Liquor men say moonshining flourishes because legitimate liquor is highly-taxed—currently the federal tax is \$10.50 a gallon. If the tax were lowered and moonshining put down, they say, their sales would climb impressively.

### Hospital News

#### Admitted

**Surgery:** Charles Saxton, Ann Walton, Ken Irwin, Roseburg.

**Medical:** Mrs. Eugene Blosser, Johnnie Debolt, Mrs. Elmer Borrows, Mrs. Marvin Dolly, Roseburg; Max Post, Mrs. Robert Smith, Sutherlin; Mrs. Ernest Cherry, Oakland; Mrs. James Evans, Glendale.

#### Discharged

Mrs. Jerry Blalock and baby, Donna Rae; Mrs. George Stroop, Mrs. Helen Roberts, Florence Newell, Mrs. Francis Main and baby, David Lynn; Mrs. Shelby Brown, Mrs. William Pollock and baby daughter, Roseburg; Mrs. Everett Nelson and baby, Johnnie Lee, Oakland; Mrs. Marcus Smith, Sutherlin.

#### Douglas Community Hospital

##### Admitted

**Medical:** Johnnie T. Hobbs, Myrtle Creek; Esther E. Baker, Laura Goan, Eugene Melvin Mills, Harold Lloyd Sumbo, Mrs. Leonard J. Miller, Lawrence Stokes, May Michaels, J. H. Nesbitt, Roseburg; Mrs. James Talmann, Camp Valley; Mrs. Vernon C. Wolfenbarger, Glendale; Mrs. Howard Hubbs, Winchester.

##### Discharged

Melvin Henry and Harold J. Hunslett, Mrs. Ernest Addington, Gordon W. Wace, Mrs. Robert Gibbons, Mrs. Lee Marquis, J. D. Powell, Mrs. Claude W. Wesson, Mrs. Vern D. Harding, Curtis B. McCall, Clair D. Temperly, Mrs. Robert H. Brant, Mrs. Arthur Van Slyke, Dr. Dwight Boyles, Mrs. Charles Singleton, Ray Clifford Lynes, Mrs. Charles Andrews, Roseburg; Larry Scott Gault, Sutherlin; Mrs. Lyle Debus, Glendale; Mrs. Carl Arvidson, Winston; Mrs. Jimmy Spradling, Fortuna, Calif.

### FOREIGNERS LEAVE FRANCE

**PARIS (AP)**—Maybe it's the high prices, maybe it's the aftermath of World War II, but foreigners are moving out of France.

New census figures show that the country's foreign population is now only about 1,450,000, against 1,871,000 in 1946 and 2,654,000 a decade earlier.

Paris, a city so many strangers like to visit, has had 438,496 of them living here in 1951, but now has only 186,184. The French Riviera has had a similar experience. The Alpes-Maritimes district, which includes Nice, Cannes and Menton, has 47,884 foreign residents now, compared with 140,446 before World War II.

### Nehru and Madame Pandit

a revealing portrait by their sister

An intimate portrait of India's Prime Minister Nehru and Madame Pandit, by their sister, Krishna.

You'll learn: how Nehru chose his bride and the differences in marriage customs in India; why Nehru wears a dhoti in his button-hole; why Madame Pandit wears nylon socks and mink in the U.S., but only homespun fabrics in India.

Exclusive in the January Ladies' Home Journal. Out today—on all newsstands.

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Black or Blue **SANDALS** Medium Heel Reg. 8.95 **3.99**

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