

Moving Mountains and Approachless Bridges Tell Bypass Progress

By WINSTON H. TAYLOR
Staff Writer, The Statesman

Powerful machines moving mountains of earth, high bridges with no way now to cross them—these are the outstanding symbols of progress on the new East Salem highway bypass.

Work is on schedule, meaning it will be about two years before the freeway will carry the first of the 20 per cent of north-south traffic it is expected to divert from Salem. (Pictures on page one.)

The work begun last spring already shows 50 per cent of completion for grade separation structures between Hayesville and the Southern Pacific mainline south of Salem; 30 per cent of completion for the north third of grading.

Contracts have been awarded for just over one-third of the \$2,015,700 project, according to R. H. Baldock, state highway engineer. The rest, including paving and landscaping, will be contracted early in 1953.

Bridges Finished
Already largely finished are overpasses crossing Silverton Road, Sunnyview Avenue, Garden Road, Silverton branch of the SP Railroad and a non-existent section of Turner Road, along with an underpass at D Street. These "bridges" stand high in the air, without road access until large fills are made.

In general this work has disturbed traffic only slightly. D Street has been blocked, but is due to receive traffic in another month; Sunnyview is closed for a few weeks for grading operations; Center Street has just been given a short detour adjacent to the site of its "bridge." Several short residential streets were dead-ended by the new highway.

Right now, operations along the 10-mile route, one-half mile east of the city, include high-powered moving of earth from underpasses and other points to areas to be raised, diverting the waters of Mill Creek to allow building a span across it, erection of many more grade separation structures.

Work Into Night
The earth moving goes on from 6 a.m. to 1 a.m. the next day, with roaring LeTourneau equipment, helped through the clay by big bulldozers, to move 13 cubic yards of dirt each trip. Their headlights enable them to work far into the night, to the discomfort of many residents of the area.

Total excavation in the project is some 584,000 cubic yards. They and other equipment are building up a roadbed capable of handling four lanes of traffic. After grading, will come a 16-inch layer of gravel, then paving 24 feet wide to carry two lanes of traffic. When the volume of cars and trucks dictates, two more lanes of paving will be added, but not a complete new road system. Right-of-way was secured. This will require new overpasses to allow such expansion.

Where Mill Creek flowed southeast of the airport, workmen are placing piers for a new bridge. North of there, near Paradise Island resort, contractors will have a borrow pit to secure the gravel for the roadbed. In the pit area, a creek will be removed from the creek to keep it along the bypass' south side, changing the stream's course for 3,500 feet. The pit itself will be about 1,000 feet long beside the creek, with the possibility of development as a lake.

Other crossings, at best just begun, are over State Street, Market Road 56 southeast of Hillcrest School, and the SP mainline southeast of the airport. The latter will carry cars off the Turner

British Cruiser Due in Portland

PORTLAND (AP) — The British Cruiser HMS Sheffield will arrive here Friday and the crew has a trip to the state fair on schedule during its week's visit.

The Royal Naval Tattoo, retreat ceremony, will be presented at the fair at 4 p.m. Sunday. The ceremony will be presented again, this time at Portland, Wednesday evening after a soccer match on Lincoln High School field between the crew and Cian Macleay.

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Ralph Moody Celebrates 85th Birthday by Attending To Regular Law Practice

Ralph E. Moody, one of Salem's oldest practicing attorneys, observed his 85th birthday recently—by attending to his law practice.

Moody, still an active and familiar figure in local courts, has been a practicing attorney for 63 years, the last 18 of which have been in Salem. He was elected president of the Marion County Bar Association last January.

To an older generation of attorneys Moody is well known for his keen knowledge of law and his enormous capacity for work on a case. And there are a few legal legends surrounding the venerable lawyer.

He began his practice of law in the rough and ready days of Territorial Washington, before that area achieved statehood. His long and full career has included being an attorney for railroads, prosecuting attorney in Washington, chief clerk of the Oregon House of Representatives, assistant U. S. and Oregon attorney general, and legal advisor to the State Legislature.

Moody was appointed by Gov. Charles H. Martin as a special coordinator to "investigate and prosecute" illegal labor activities in 1937 — which included bringing to the bar of justice those responsible for the West Salem box factory fire and similar "goon trials" throughout the state.

Even recently, resplendent in flowing black tie, Moody has been a central figure in legal battles concerning price stabilization, rent control and other federal agencies. Several years ago he defended a group of Salem High School students in a headline-making court entanglement with school authorities over the "secret society" issue.

Born in The Dalles, where he spent his early boyhood, Moody attended Willamette University and Albany Law School in New York. He is the son of Z. F. Moody, former governor of Oregon.

2 Candidates Quit Contests
Notice of withdrawals of two candidates from the November election were received at the state elections bureau Wednesday.

One involves Thomas O. Gorman, Democrat, for state representative, 7th district, Clackamas County, and the other Ray A. Johnson, Democrat, for state representative, 14th district, Lane County.

George W. O'Dea, Eugene, was nominated by the Lane County Democratic central committee to succeed Johnson on the ballot.

GOP Rebukes Appointment of Tighe Woods

WASHINGTON (AP) — President Truman's appointment of Tighe E. Woods as the new chief of federal price control drew quick Republican fire Wednesday.

Sen. Homer Ferguson (R-Mich.) issued a statement through the Republican National Committee declaring:

"The barrel is getting pretty low and the President certainly went all the way to the bottom in this case."

Ferguson attacked the appointment on the grounds that Woods' record in past government jobs has been marked by "bungling and fumbling," and the senator added:

"There is nothing in the record to show that Woods has any qualifications to administer a price control program."

Woods had no immediate comment. He succeeds Ellis G. Arnall, former governor of Georgia, who has resigned.

Economic Stabilizer Roger L. Putnam announced that James McInness Henderson, 40-year-old veteran of nearly 20 years in gov-

ernment service, will succeed Woods as rent control chief.

Henderson, a native of Daingerfield, Tex., is now general counsel of the Economic Stabilization Agency at \$14,500 a year. His new post carries a salary of \$16,000.

Both the Woods and Henderson appointments are effective Monday.

Expansion of Plane Service Proposed

WASHINGTON (AP) — Expansion of air coach service—the cheapest form of air travel—was proposed in four tariff plans filed with the Civil Aeronautics Board Wednesday.

They included: United Air Lines—A New York-Chicago-Portland-Seattle service starting Sept. 28. The fare from Portland to Seattle to Chicago would be \$89, and to New York or Newark, \$118.

FINGER BLASTED OFF
EUGENE (AP)—Robert Brown, 8, lost a finger while playing with blasting caps. He said he found several of them near his home. Police confiscated the others and exploded them.

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