

State Engineer Shows Costs Of Plans For Junction Here

Detailed report of costs connected with the two alternate routes submitted for the High street junction with U. S. 99 in Eugene were contained in a letter from R. H. Baldock, engineer for the state highway commission, to the Eugene city council and plan commission, stating preference for the mill race route, though both the mill race and High street routes from the Coburg bridge were termed satisfactory.

Baldock's letter follows:

Gentlemen: Pursuant to the request made by the highway commission, I am rendering you a report of the cost of the alternate routes through the city of Eugene from a point on the Coburg county road just north of the proposed Willamette bridge to a connection with U. S. 99 in the city of Eugene.

"Two routes were examined: the mill race route and the High street route. The complete estimates of each, including the proposed Willamette river bridge, grading, surfacing, structures and right of way are attached hereto and made a part of this report. You will note that the total cost of the mill race route is \$914,000, whereas the total cost of the High street route is \$947,000, a difference of approximately \$33,000. Inasmuch as the High street route includes the estimated cost of the entire block bounded by Pearl, Sixth, High and Seventh, all of which is not required for the highway facilities, the estimated cost of each route is to all intents and purposes approximately the same. Attached to this report are maps of both layouts.

"The mill race route offers, in my opinion, some advantage in the highway route through Eugene in that it takes one-way traffic off of Pearl and shortens the one-way traffic on High and removes the main traffic streams from the immediate vicinity of the two hotels. I understand they object to the noise of the trucks. You, of course, will understand that the final determination of any route involving the location of the highway must rest with the highway commission itself.

"There is a great deal to be done to complete the work started between the intersection of High and Broadway and Judkins Point. The anticipated funds for the postwar projects have been cut in half and it is quite probable that the highway commission would not favor increasing the present obligation at this time; in fact, the commission has not as yet indicated its definite selection of any projects and I do not know at the present writing what the final program in Eugene will be.

"After all, we should bear in mind that this investigation that we have made with reference to the location of a bridge over the Willamette river on the Coburg road and its connection with

the state highway was made pursuant to the request of the officials of the county of Lane and city of Eugene, based upon the assumption that Lane county proposed to build a bridge spanning the Willamette river on the Coburg road in the postwar period and wanted to locate this bridge on a line that would make the best possible connection with the state highway and to provide a traffic interchange which would eliminate the cross movement between the cannery traffic and the highway traffic in the city. There was no commitment by the highway commission in any manner that would obligate the state to do any part of the work. This was simply a factual determination leading to the solution of this problem.

"In conclusion, advise that, while either of the two routes will give satisfactory service and the cost of improvement is approximately the same, it appears to me that the mill race route offers the greatest advantages."

CITY OF EUGENE Connection between U. S. 99 and County Road North of River HIGH STREET VIADUCT ROUTE

Includes: 4 lane bridge over Willamette river, 4 lane viaduct above High street and overcrossing of railroad. Ramp to Seventh avenue. Ramp to Sixth Avenue and Pearl street. Connection to Eugene and Fruit Growers.

Estimated costs:
Grading ----- \$16,000
Surfacing ----- 85,000
Structures (Except Willamette River) ----- 299,000
10% Engineering and Contingencies ----- 40,000
TOTAL ----- \$440,000
Right of Way (All) ----- 232,000

TOTAL ----- \$672,000
4-lane bridge over Willamette river ----- 275,000

GRAND TOTAL ----- \$947,000
Estimated cost of right of way required in block bounded by Pearl, 6th Ave., High St. and 7th Ave. ----- \$122,000

CITY OF EUGENE Connection between U. S. 99 and County Road North of River MILL RACE ROUTE

Includes: 4-lane bridge over Willamette river, 4-lane structure over railroad and mill race, ramp to Sixth Ave. and Eugene Fruit Growers, ramp to U. S. 99 (northbound) on west side of mill race, route U. S. 99 (southbound) on Seventh Avenue and on High street, route U. S. 99 (northbound) on west bank of race and on Sixth Avenue.

Estimated Costs:
Grading ----- \$20,000
Surfacing ----- 84,300
Structure (except Willamette river) ----- 331,200
10% Engineering and Contingencies ----- 43,500
Right of Way (Including railroad damage and 1/2 of mill race) ----- 160,000
4-lane bridge over Willamette river ----- 275,000
GRAND TOTAL ----- \$914,000

Two More Leave For Nurses Work

Two more young women left Monday from Lane county to report for training with the army nurse corps. Miss Marjorie Wilkinson and Miss Mary Kern, both of Eugene, reported the Lane county chapter, American Red Cross.

The two left for Barnes hospital to report. They bring to three the number leaving here under the accelerated recruiting program under way to get more nurses for army and navy service, also for veterans hospital work, and home front duty.

Celery leaves as well as stalks give fine flavor when chopped and heated in fat. Use only about a fourth as much chopped onion as celery. Celery salt is a good seasoning too.



ALTERNATE JUNCTION ROUTES—Above are shown the two alternate routes for the junction of the road from Coburg bridge with U. S. 99 in Eugene. Top shows the High street route, with the mill race route below. Engineer R. H. Baldock of the state highway commission reports that either route would be satisfactory, but the mill race route would be preferable, also being somewhat lower in cost. (Wiltshire engraving.)

U. S. Loses 40,000 In German Thrust

WASHINGTON, Jan. 15.—(U.P.)—American losses in the zone of the German breakthrough in the Ardennes totaled nearly 40,000, Secretary of War Henry L. Stimson announced today.

Of the total, 18,000 are listed as missing and the majority of these presumably were captured. In the same period in that sector approximately 40,000 Germans were captured and the German killed and wounded were estimated at 50,000, making a total of 90,000 enemy casualties.

Stimson's announcement stressed that the figures were based on preliminary reports, and that it would be some time before an accurate accounting could be made.

American casualties for the period on the entire western front, embracing the 1st, 3rd, 7th and 9th armies, totaled 52,394. These included 4083 killed, 27,643 wounded and 20,866 missing.

Estimates of German losses on the 7th and 9th army fronts were not available.

ENVOY NOMINATED
WASHINGTON, Jan. 15.—(U.P.)—President Roosevelt today nominated Edwin C. Wilson, veteran American diplomat, to be ambassador to Turkey.

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Consumers Of—

(CONTINUED FROM PAGE 1)

ing organisms are killed, Dr. Furrer said, making stress on the term "disease-producing" organisms. Many other organisms are not killed, but there is no concern for them because they are not disease-producing ones, he said. Pasteurization means making good milk safe, he pointed out, and it does not mean making dirty milk clean, because, through our ordinances, milk to be pasteurized is good milk to start with, he said.

Another point stressed by Dr. Furrer was to say that it is not enough to drink pasteurized milk to be safe—but the pasteurization should extend to cream, butter, and ice cream. People may think they are safe in drinking pasteurized milk, then get some thick cream from some farmer friend

and find the source of their disease in that cream, he said as example.

Death Of Shaw News To Bearded Writer

LONDON (U.P.)—Rumors circulated in London recently that George Bernard Shaw was dead. A call was made to check on the reports.

"It's the first I've heard about it," said Shaw.

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Mapleton Pioneer Dies Saturday

MAPLETON — Wesley Whittaker, 65, prominent businessman and sportsman of Mapleton, and Spanish-American war veteran, died Saturday at his home. He had lived in Lane county for nearly 50 years, coming here first in 1897. He was a native of Minnesota, born Dec. 19, 1879, at Wyeoff, the son of John and Marceline Whittaker.

A short while after coming to Eugene, he enlisted in Co. C, 2nd Oregon infantry, for the Spanish-American war, and served in the Philippine islands. After being discharged, in 1900 he returned to the area, and established himself as proprietor of a livery stable and blacksmith shop at Mapleton.

Later, the livery business grew into the Mapleton garage, which he continued to operate until his death. He was well known over the state as an ardent sportsman, interested in hunting and fishing.

In 1906, he was married to Nettie Knowles at Mapleton. Mrs. Whittaker and their two sons survive him, the latter being M. Earl Whittaker of Mapleton and Capt. Verne W. Whittaker, of Minter Field, Bakersfield, Calif. Other survivors are a grandson, Verne Whittaker, Jr.; a brother, William Whittaker of Seattle, and two sisters, Mrs. Blanche Muthersbaugh of Spokane, Wash., and Mrs. Nell Talbot of San Diego, Calif.

Mr. Whittaker was a member of the IOOF lodge at Mapleton, since 1903.

Funeral services will be held at the Mapleton grange hall Wednesday at 2 p. m., Rev. F. M. Knoll officiating. Interment will be in the IOOF cemetery at Mapleton, the IOOF lodge taking charge at the grave. Services will be under the direction of the Poole - Larsen mortuary of Eugene.

Yank Forces—

(CONTINUED FROM PAGE 1)

der of the salient by Hodges' left wing.

Nazis Retake Town

While the 1st army columns were slugging down through Wilbrin and Dinex to the northern approaches of Houffalize, desperate German counterblows below the town drove the vanguard of the 3rd army out of Noville, five miles south of Houffalize, only a few hours after the town was captured.

A few miles to the northwest of Houffalize, outriders of the 1st and 3rd armies met for the first

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WESLEY WHITTAKER

junction of Hodges' and Lt. Gen. George S. Patton's troops since the first phase of the German offensive which split the 12th army group wide open.

(Front and SHEAF reports did not make clear the situation west of Houffalize or whether the new junctions of the armies had cut off any German troops. The best information indicated, however, that the pressure on the side of the salient had squeezed the Germans eastward and most if not all of them had withdrawn to or beyond the lateral line through Houffalize.)

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