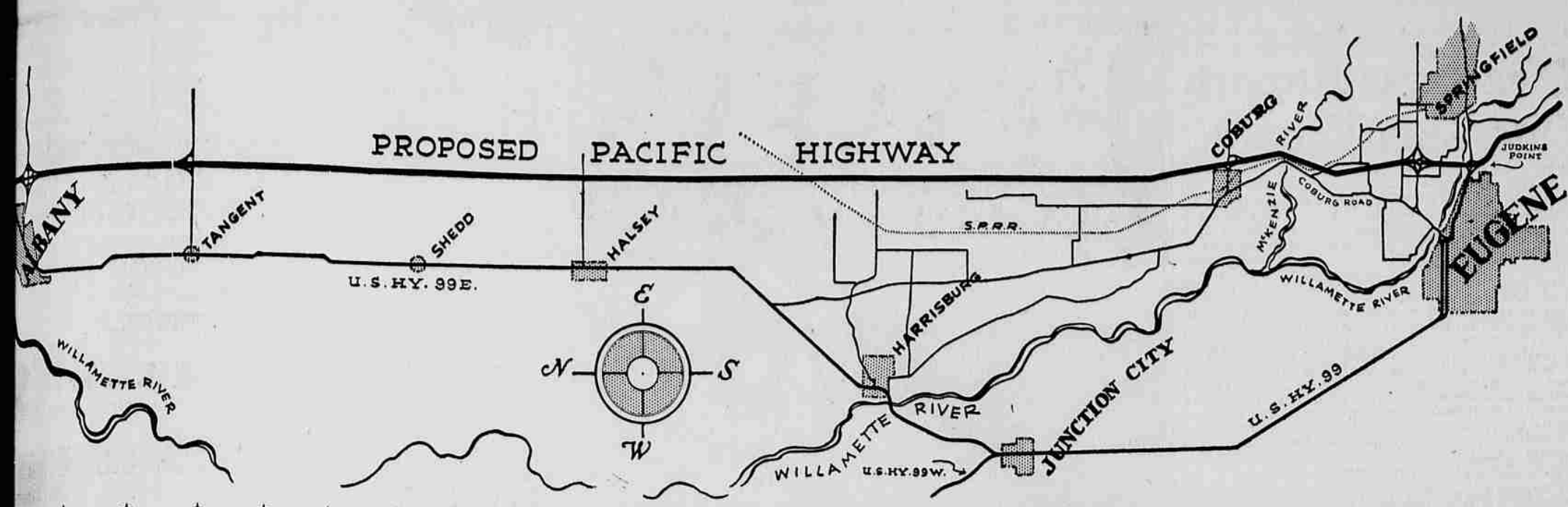




Tentative Albany-Eugene Route of U.S. 99 'Straight as a String'

County's new highway 99... Baldock will come immediately after the commission takes some action on the "Q St." proposal now undergoing survey.

That calls for the state to take over the proposed route from Coburg Rd. to the McKenzie Highway along the route of Q St. in Springfield. If the state does this, according to Baldock, he will immediately move to acquire some of the right-of-way for the new 99 from a planned overpass on Q St. to the Willamette River.

From there north, however, nothing has been planned for acquisition of land. But the route on the tentative layout of the new highway shows that the road will curve to the east of the present Coburg Road as far as Armitage Park, then cross the McKenzie River just to the east of the present bridge. The new highway will by-pass Coburg on the east side and, on a straight line, proceed to the junction with the present Highway 99 north of Albany.

EAST OF PRESENT ROAD

Most of the new route will be about two or three miles east of the present Highway 99. South of Junction City, however, it will be as much as five or six miles east of the old highway.

Reason for the by-pass of all of the old route from Albany to Eugene, according to Baldock, is to give the motorist a safer and better highway for the entire length of the development. Most of the time, he said, the two can't be tied together to give the features desired in modern day travel.

The new 45-mile route will be preceded by improvements on most of the remainder of Highway 99 in Oregon.

Underway now is reconstruction of the highway from Goshen to Canyonville in Southern Oregon and from Salem to Portland. Included in the latter project is the by-pass of the capital city and a four-lane expressway to Portland.

WORK COMPLETED

Most of the work in the Siskiyou mountains of Southern Oregon has been completed. That includes straightening of some sharp curves and removal of some slide hazards.

Baldock had no estimate of how long it will take to complete the reconstruction of the Eugene-Albany section of the new highway. Neither could he estimate the cost of the project.

All of the route will have limited access, he said, which means cities won't suffer too much when they are by-passed by the construction. Instead, the highway department plans to aid them with publicity and directional signs telling of tourist facilities and other features.

Baldock also feels that motels and other business along present routes won't suffer much. People will have to leave the new highway anyhow for such facilities, he said, and will naturally take the old routes in entering populated areas.

Spanish War Vets Gathering in City

United Spanish War Veterans from all over Oregon were gathering in Eugene Sunday for their 38th annual state encampment, scheduled to open here Monday morning with an address by U.S.W.V.'s national commander-in-chief, John U. Shroyer, of Shamokin, Pa.

The convention, expected to attract some 300 delegates and their wives, will last through Wednesday.

Dr. W. E. Buchanan, of Eugene, department of Oregon commander, expressed hope Saturday that businessmen and residents will take note of the convention by displaying American flags during the three days.

Election of new officers and action on resolutions will take place Wednesday morning. The local General Lawton Camp will offer a resolution urging that the state department of education adopt an abridged edition of the Flag Code, "So Proudly We Hail" as part of Oregon grade schools' course of study.

Both the United Spanish War Veterans and its auxiliary will follow an agenda of meetings during the three days. In addition there will be meetings of the men's fun group, "The Military Order of the Serpent," and the women's group, "The Military Order of the Lizard."

Registration for the U.S.W.V. will start Sunday at the Eugene Hotel while auxiliary members will register at the Osburn Hotel. Most of the meetings and banquets will be at the Veterans Memorial Bldg.

The joint opening session, Monday at 10 a.m., will see the introduction of distinguished guests including representatives of patriotic and veterans organizations and city, county and state officials. National Commander Shroyer will address this meeting.

Vital Statistics

- BIRTHS**
- AT SACS HEART HOSPITAL (July 15, 1954)
- CARPENTER—Mr. and Mrs. Wayne H. Carpenter, 1521 S. St., Springfield, a son.
- CHRISTENSEN—Mr. and Mrs. Calvin Christensen, 289 South 46th St., Springfield, a son.
- DOYLE—Mr. and Mrs. Robert E. Doyle, 420 Broadway, Springfield, a daughter.
- DUNN—Mr. and Mrs. Kenneth W. Dunn, Rt. 2, Box 781, Junction City, a son.
- LAMBERT—Mr. and Mrs. Franklin M. Lambert, 3590 Elmira Rd., a son.
- WOLFE—Mr. and Mrs. Emil A. Solberg, 2746 LADarragh, Eugene, a son.
- TURRELL—Mr. and Mrs. Donald M. Turrell, 620 9th St., Junction City, a son.
- WALTERS—Mr. and Mrs. Edward W. Walters, 1195 W. 15th Ave., Eugene, a son.
- WOODCOCK—Mr. and Mrs. Victor M. Woodcock, Marcola, a son.
- KIES—Mr. and Mrs. Lee D. Kies, 1845 Evergreen Dr., Eugene, a daughter.
- KILWIEN—Mr. and Mrs. Vincent G. Kilwien, 2105 Dakota St., Eugene, a daughter.
- MCDOWALL—Mr. and Mrs. Malcolm R. McDowall, 328 W. 10th Ave., Eugene, a daughter.
- OLDROYD—Mr. and Mrs. Ralph W. Oldroyd, 82 South 17th Place, Springfield, a daughter.
- (June 17, 1954)
- CARTER—Mr. and Mrs. John D. Carter, Box 351, Westfir, a son.
- DICKSON—Mr. and Mrs. Adrain J. Dickson, 1570 W. 6th St., Junction City, a son.
- DOTT—Mr. and Mrs. Robert H. Dott, 7815 E. 16th Ave., Eugene, a son.
- JONES—Mr. and Mrs. Vernon W. Jones, 325 W. 12th Ave., Eugene, a son.
- MARTIN—Mr. and Mrs. Edward L. Martin, Fall Creek, a son.
- METCALF—Mr. and Mrs. Hesden W. Metcalf, 2561 Alder St., Eugene, a daughter.
- ROSSMAN—Mr. and Mrs. Wilbur P. Rossman, 249 South 43rd St., Springfield, a son.
- TUZON—Mr. and Mrs. LeRoy A. Tuzon, Rt. 1, Box 990, Eugene, a daughter.
- WASHBURN—Mr. and Mrs. Gary R. Washburn, 479 North 33rd St., Springfield, a son.

Deaths

- DREW—Jean Rose Drew, 49, who lived north of Saginaw, died Friday. Funeral services will be held Monday, July 19, at 10 a.m. in the Smith Funeral Chapel, Cottage Grove.
- GORE—Bryan Jennings Gore, 57, who lived for many years in Cottage Grove before moving to San Francisco, died Friday. Private chapel services will be held Wednesday, July 21, at 2 p.m. in the Veatch Hollingsworth England Funeral Home. Public committal will be at Rest Haven Memorial Park.
- SHIPMAN—Margaret V. Shipman, 61, 1258 Washington, died Friday. Requiem High Mass will be held at St. Mary's Catholic church Tuesday, July 20, at 9 a.m. Concluding services will be the Mt. Calvary Cemetery. Recitation of the Rosary will be Monday, July 19, at 8 p.m. in the Poole-Larson Funeral Home.

Eugene Register-Guard

LANE COUNTY'S HOME NEWSPAPER
SECTION B
EUGENE, OREGON, JULY 18, 1954

Willard Fire Gets Notice In Magazine

The Frances Willard School fire last February is receiving nationwide attention in the current issue of "Firemen," an excellent example of what can be achieved through disciplined fire exit drills.

During the Willard fire nearly 500 teachers and pupils escaped a serious blaze which involved the entire school in a matter of minutes.

"Had any pupil disregarded the well-disciplined fire drill and re-entered the school for clothing or a prized possession," says the article, "a fire death almost certainly would have resulted."

"Firemen" is a publication of the National Fire Protection Assn., a non-profit organization with headquarters in Boston, Mass., and dedicated to better fire fighting methods and fire prevention.

The article notes also how important is the policy of the Eugene Fire Department in instructing teachers and principals to account immediately for their children during the exit procedure and once they are outside.

Tour of Parks Slated Today

A caravan tour of Eugene's municipal parks Sunday afternoon will give citizens an opportunity to see the varied recreational facilities available to them.

The tour will leave Skinner Butte Park at 3 p.m., following a one-hour concert by the Eugene Concert Band under the direction of Douglas Orme. Families have been urged by Parks Superintendent W. R. Matsler to come to the park early with picnic lunches.

For people who lack transportation, the city will provide a bus, leaving the city hall between 1:30 and 2.

The tour, sponsored annually by the Eugene Recreation Commission, will visit several of the city parks, the George Owen Park Rose Garden, and the rhododendron garden at Hendricks Park.

The tour will end at the Washington Park where refreshments will be served.

Lane Road Maintenance Is Never-Ending Struggle

For the Lane County road department, there is a battle that never ends. This is the battle of maintenance against the forces of weather and heavy traffic.

Many hundreds of miles of gravel roads must be kept passable through the wet, winter months, not only for the convenience of passenger car traffic but also for the benefit of school bus routes.

There are also many miles of gravel roads which serve heavily timbered regions of the county. There may be few passenger vehicles using these roads but continuing maintenance is essential for the economy of the region, according to Lane County Commissioners, who are direct supervisors of the county road program.

Maintenance is a general term which includes a multitude of specific processes. Maintenance relates to rock, grading, ditching, patching, cutting brush along rights-of-way, removing snow and debris, and the like.

BIG HEADACHE

And weather is one of the biggest headaches for county maintenance crews. Heavy winter downpours can saturate a road and break down its foundation or eat away its shoulders or send a bank cascading down over the arterial.

And when the thermometer dips much below 32 degrees, road sanding crews are called out—day or night—to sand strategic curves and bridge approaches.

Heavy winds will bring out other crews to clear debris and remove trees and limbs that have blocked county roads.

Perhaps, the greatest threat to county roads is the "deep freeze," a term which can cause as much consternation among road department employees as the cry "forest fire" among lumbermen.

HEAVY DAMAGE

A deep freeze occurs when continued cold weather permeates a road bed, causing the road surface to break up. One bad freeze could cause damage running into hundreds of thousands of dollars. Fortunately, there has not been a serious freeze condition in Lane County since 1949.

Road maintenance is supervised by Fred Smigley, county roadmaster. Smigley, who worked on county roads back in the "shovel and wagon" days, synchronizes the maintenance efforts within the county's five road zones. And the maintenance work in each zone is guided by the zone patrolman.

Greater maintenance efficiency is achieved because of the versatility of the road department employees. The men who operate bulldozers in the summer, for example, might drive dump trucks or graders in the winter months. Others can handle jackhammers, drive cats, or operate shovels and compressors.

DAMAGE TO SIGNS

Besides road maintenance work, the road department is also faced with the problem of damage to road signs and truck overloads.

After Halloween, many county signs are often strewn miles from their proper locations, or Douglas and Linn County signs are found sticking alongside Lane County roads.

Weighmaster Clair Williams has the thankless task of restricting the pranks of the public which are directed against road department property.

Recently Williams replaced a stop sign that had been pulled down. Two nights later the sign was down again. Williams put it back up. Soon it was down again. In desperation, the weighmaster spent long hours of night duty watching for the culprit, but he never returned. But finally the sign became "stabilized." Williams, however, never knows when the episode will repeat itself.

Williams' main duty, of course, is checking log trucks for overloads and making sure cleared tractors don't chew up county roads.

LESS FOR MAINTENANCE

In recent years the proportion of road department money spent for maintenance has steadily decreased. About six years ago, some 75 per cent of the county's road budget went for maintenance. During 1954-55, only about one-third of road funds will go toward general upkeep.

The reason for the decrease has been the advent of an increased construction and reconstruction program.

In the past two years, emphasis has been placed on the reconstruction of existing roads. Many roads that were in poor shape have received additional base rock and been widened and graded. A thicker base makes it less likely a road will suffer heavy damage from freezing weather or heavy traffic.

Lane County commissioners feel that reconstruction work is the key to the task of improving the county road system. It actually costs more to prepare a road for paving than the paving itself, but proper ditching and sufficient base will give the road longer life and lower the overall cost in the long run.

A radical change in Lane County's policy of planning road work will be discussed in a future article.

Walton League Opens 'Anti-Litterbug' Campaign

"Litterbugs," the people who leave forest camps dirty, throw trash along the highways and in general make the world a worse place to live in, are the targets of a campaign launched in the Emerald Empire last week.

The Eugene chapter of the Izaak Walton League of America is sponsor of the "anti-litterbug" drive, and will be joined by other organizations and state and federal agencies.

Gene Renard, chairman of the campaign, has pointed out that litter and vandalism in parks, ways and other public areas create an unsightly situation and cost millions of dollars annually.

\$6 MILLION DAMAGE

"It's difficult to tote up the cost to the public each year," Renard said, "but we do know that annually more than \$6 million worth of damage is done to national, state and local parks in stolen and mutilated facilities, defaced trees and monuments. And it is estimated that many more millions are involved in annual costs of highway department cleanup work throughout the country."

To draw attention to the campaign against litter, the Izaak Walton League will employ bumper signs, large signs in parks and will provide paper bags for motorists to deposit their waste materials.

"Let's Keep America Beautiful" is the slogan used by the national Izaak Walton League in seeking the cooperation of auto companies, service stations, PTAs and other groups. Free publicity has been given by sign companies and other agencies.

LITTERBUG CARTOONIZED

The litterbug himself has been cartoonized as a figure with a knife in one hand, a bucketful of trash at his feet, and a pocketful of matches spilling out. He leaves a fire burning, chops up a camp table for fuel, shoots at bottles, knocks over signs, and commits a hundred other sins as he goes on his way.

In 1948, the league says, litterbugs pushed over a rare five-ton natural monument of stone; threw rocks and knocked the chin off the natural stone face in the Shawnee National Forest, Ill.; paved the floor of a cave in Lava Beds National Monument with garbage and broken bottle glass; threw picnic tables into lakes and streams or chopped them up for firewood; tore screens from outdoor toilets; ruined fireplaces, removed shingles from shelters.

THE REST BEHAVE

"There are at least 8 1/2 million litterbugs among the visitors to parks and forests," the league estimates. "The rest—40 millions—behave themselves."

Renard hopes that the local campaign will be fruitful and will eliminate some of the unsightliness caused by litterbugs.

"The local area is one of nature's most beautiful," he said, "and we should be even more interested in keeping our lands clean. Not only are these parks, camps and highways wonderful to use; to many of us they are business."



TRASH LIKE THIS is subject of a campaign against "litterbugs" by the Eugene chapter of the Izaak Walton League of America. Gene Renard, chairman of the anti-litterbug campaign, found this pile of trash at a boat landing near Eugene.