

Accident Victim's Estate Files \$20,000 Damage Suit

The estate of Gordon Ritchey Byerly, who was killed last November in a truck accident, Friday filed a \$20,000 damage suit against the Cone Logging Co. Stewart Gum, administrator of the estate, named E. T. Cone Sr., E. T. Cone Jr. and John Doe, company partners, and Grandville Walrath Wooge, company employee, as defendants. Byerly, who is survived by 6 children, was killed when a log truck he was operating collided with a log truck driven by Wooge, the suit said. The accident occurred on the Lowell road about 1 mile east of Fall Creek. The complaint alleged Wooge, who was operating a Cone Lumber Co. truck, drove at a "high and reckless" rate of speed "on the wrong side of the highway."

EUGENE'S Hi Fi HEADQUARTERS

SWAMPED We held a meeting last Monday night for High Fidelity fans and we had such a good turnout that we just were not able to handle the crowd. We hope that interest continues and we are planning on another meeting tomorrow night at 7 p.m. We will have a larger staff in attendance and will be better prepared to demonstrate HiFi equipment and answer your questions. Won't you join us and listen to music at its finest? The meeting will again be informal and you're invited to drop in for as long as you like.

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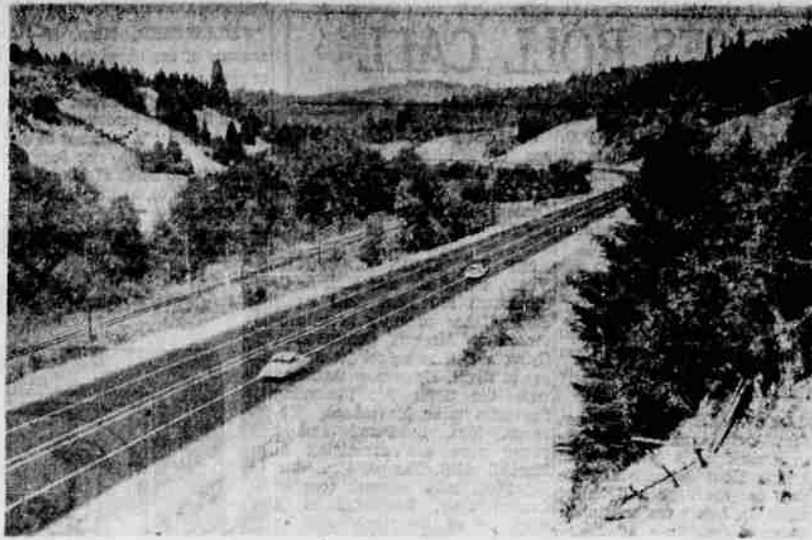
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FROM BORDER TO BORDER—Four-lane paved highways like this are to span Oregon from the Washington to California borders if President Eisenhower's road bill is approved by Congress. State Highway Engineer R. H. Baldock has the plans on the drawing board.

Highway Bill Would Give State Super '99'

By TOM JAKUES
Of The Register-Guard

Oregon's Highway 99, roadway to the major cities of the state, will be a 4-lane paved freeway from border to border by 1966 or 1967 if President Eisenhower's administration road bill is approved by Congress this session. That's the opinion of R. H. Baldock, state highway engineer, given this week in an interview at Salem.

Baldock's optimism centers around Senate Bill 1160, which would allocate \$25 billion in federal money to the 48 states over a 10-year period. The proposal requires a total of \$2 billion in matching funds from the states. Oregon, according to figures prepared by the state engineer, stands to get \$32 million a year as its part of the program. This money will go into improvements on interstate roads, like U. S. 99 and U. S. 30. In addition, the state would put up another \$2,550,000 as matching funds.

OTHER GAINS

That isn't all the state would gain from the bill, according to Baldock. Tagged onto the major allocation would be a proposal to carry on highway "connector" work and other road improvements after the first year. Such legislation means that Oregon would get another \$12 million in federal money, to be matched by \$6 million in state funds. Even more money—another \$50 million—would come back to the state through the administration proposal. This would be reimbursement for Highway 99 and U. S. 30 financing already undertaken by Oregon.

Added together, along with a lot of "ifs," Congressional approval of the proposals could mean Highway 99 improvements could come jumping up at Oregon highway department officials at immediate projects.

Baldock said he and other officials in Oregon are anticipating "some sort" of road bill to come out of the administration proposal.

On that basis, crews are busy surveying all sections of Highway 99 that are not already paved to 4-lane widths. All up and down the state, according to Baldock, men are working and staking out lines for new, wider roadways.

"We're trying to get ready," Baldock commented. "We'll be Johnny on the spot."

The state engineer was careful to explain that his department plans to move ahead with highway improvements even though no increase comes in federal aid. But normal improvement would take years to complete, and would require a complicated and costly financial program.

"We're better off than some states, though," Baldock declared. "We have the jump on them with our 5-year, \$72 million bond program nearly completed."

Realizing the importance of good highways to modern transportation has helped Oregon prepare for the federal proposals, Baldock declared. He said the state is purchasing right-of-way for eventual paving of Highway 99 to the full 4-lane width as part of its normal program.

With wide right-of-ways secured, Oregon could move ahead immediately with actual construction by spending the increased federal appropriation. Only parts of the highway from Washington to California are now paved to 4 lanes, and some relocation work—such as on the section from Eugene to Albany—still has to be done.

But other sections, between Anlauf and Yoncalla, and around the city of Roseburg, will be open this summer and fall as 2-lane roads. The first will open in August, Baldock said, and the second will be open a month later.

Baldock spent a few minutes discussing an alternate road bill now being considered along with the administration proposal. It was introduced by Sen. Gore (D-Tenn.), and is labelled S. 1048. The state highway chief called this bill "woefully inadequate" for Oregon. The proposal would require 30 years to complete planned road improvements and would not meet the state's needs, Baldock said.

2-FOR-1 BASIS
The bill, according to Baldock, would provide a total of \$1,600,000,000 in federal funds to the states. The money would be distributed on a two-thirds, one-third matching basis.

Under that proposal, Oregon would receive \$20,830,000 a year, and would have to match that with almost \$12 million of its own funds.

The Gore bill and the administration proposal are involved in a controversy over deficit financing. Baldock refused to predict what the outcome of either will be, or exactly what will be boiled out of the bills.

Baldock did say, however, that he is going to Chicago this week-end to meet the chiefs of other state highway departments to discuss the situation. He said the group expects to draft a policy statement that will be submitted over the name of the Assn. of State Highway Officials.

UO Professor Gets Research Appointment

Ivan Niven, professor of mathematics at the University of Oregon, has been appointed to a 2-year term on the National Research Council, 10-man committee on mathematics advisory to the Office of Naval Research.

The appointment, made by the president of the National Academy of Sciences, is effective April 1.

The Office of Naval Research is proposing to develop a representative program of contract research in the basic phases of mathematics. To this end an annual allocation of \$200,000 is tentatively planned.

The advisory committee, of which Niven will be a member, has been established for the purpose of keeping ONR in close contact with a selected group of representative mathematicians whose interests reflect major scientific trends. The plan of the ONR is to keep this committee fully informed as to the aims of the proposed program in support of basic mathematics so that the committee may advise on a policy and planning level in the light of their knowledge of the needs of the mathematical profession. The committee will also be concerned, in a minor way, with evaluation of individual proposals.

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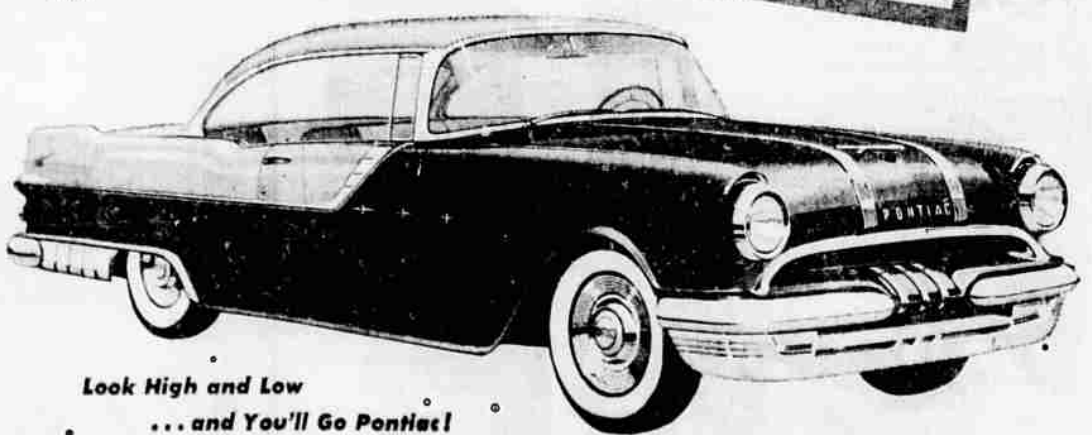
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Contract Awarded

PORTLAND (U.S. Army Engineers have announced award of a \$752,000 contract to Pacific Bridge Co., San Francisco. The contract is for repair of the north jetty at the entrance to Yaquina Bay.



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