

## State Group Plans Capitol Zone's Future

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**2. Development of East Summer street. Paving and sidewalks at new highway building.**  
 "In the capitol area across Court street from the capitol building, on the half block bounded by Court, Capitol, Chemeketa and East Summer streets, a new state office building now nears completion. Across Chemeketa from it, construction will be started soon by the state highway commission on an office building.  
 Across the mall from the highway building, on the west side of Summer street and between Chemeketa and Center streets, the board of control is buying land.

"When the purchase is completed it is planned to relocate Summer street by closing it between Center and Chemeketa and extending East and West Summer streets through to Center. At the same time the capitol mall should be enlarged to cover the full area between Court and Center streets with the same essential design carried out as now exists. This is a portion of the capitol development plan recommended to the legislature and to the Salem common council.  
 The responsibility of the city of Salem will be limited to action closing Summer street for the length of one block and approving the dedication of East and West Summer streets in its place.

"Chemeketa street crosses the area that would be included in the capitol mall. It also passes between the new office building and the coming highway building. In crossing the mall the street detracts from the dignity of the setting of the state buildings. If retained it makes impossible the extension of the mall to the north in the most desirable and satisfactory manner.

"The recommendation of the commission is that Chemeketa street be closed between Capitol and Winter. This recommendation... the commission regards as one of the most important. Probably no other will arouse more discussion and unfavorable comment. Nevertheless the commission feels that no other item (except the overall extension of the capitol area itself) has more bearing on the future of the capitol group.  
 Most of the expected adverse comment will come from only two sources, the uninformed... and, secondly, from that group of citizens who are unwilling to accept any change in the existing street grid which might cause re-routing of a bus schedule or the questionable inconvenience of personal travel east and west.

"It should be noted immediately that the Baldock plan as adopted by the Salem city council... provides a traffic pattern on Chemeketa street which, in effect, reduces the use of Chemeketa street in this two-block section by 50 per cent. The suggested change in the southbound traffic artery from Summer street to Winter street (as recommended by the capitol planning commission) would provide an equally suitable westerly turn-off on Chemeketa and thus prevent the use of the capitol mall as a major traffic artery. This suggested change in the Baldock plan adequately opens Chemeketa street for

westbound traffic from Winter street and still provides access for eastbound traffic on Chemeketa beyond Capitol street from the Court street artery.

"From the viewpoint of traffic alone, the closure of Chemeketa between Winter and Capitol presents no problem, and with consideration of Winter street as the southbound artery would, in fact, materially assist the general traffic pattern.

"Completely apart from the practical phase of traffic flow, five cross streets east and west—no matter what the traffic grid develops—divide the extended mall into too many equal rectangular areas for any suitable development as an approach to the capitol.

"Long prior to publication of the Baldock plan or one-way street traffic control the Oregon architects and planners were agreed that east-west traffic across the mall should be concentrated at only two crossings—Marion street and Center street. Whether these are one-way or two-way streets is not actually of much concern from a basic planning viewpoint.

"When and if the Southern Pacific railroad is rerouted, Union street should also be closed to provide suitable transition from the formal mall treatment into the park at the north end of the capitol grounds. At this time Chemeketa street would have to be closed since the depression of tracks along 12th street would certainly make it a dead-end.

**3. When purchase of property in Block 82 has been completed by the board of control, arrangements for development of West Summer street and extension of capitol mall.**

"The commission recommends that the second block of the mall follow existing precedent so as to effect as nearly as possible a continuous unified treatment. The entire two-block length would provide a suitably scaled ground design in keeping with the monumentality of the capitol building.

"Whatever traffic uses East or West Summer street should be the casual and slower traffic of visitors and tourists, interested in the capitol group, rather than the blind, mad rush of arterial traffic bent on the quickest route to the city center.  
 "How long it may be before still another new building will not attempt to prophesy. It wishes, however, to record its recommendation that the next building should be placed on the block bounded by Center, Capitol, Marion and Summer streets. This carries the further recommendation that the property in this block be acquired.

**4. Development of parking area in connection with highway and new office building. This to include Chemeketa street in vicinity if street is closed by the city.**

"Another point in the series of recommendations... involves the joint service-parking area between the new state office building and the projected highway commission building with entrance only from Capitol street, and not to extend in plan beyond the East Summer street profile of either building.  
 "... Such a joint area will provide better service alleys to both buildings... It would prevent repetition of service drives along the major traffic artery; will retain both East and West Summer streets as vista streets and further protect the mall from excessive traffic.

**5. Closing of Summer street between Marion and Center, extension of mall to Marion, and also of East and West Summer streets.**

"... On August 22 the Salem common council approved the Baldock plan... limiting the use of Summer street from Fairgrounds road to Chemeketa street to southbound traffic.  
 "Summer street bisects the section which... should be dedicated to state capitol area development. Step by step, as the development proceeds, less and less of Summer street will exist as it now stands. Extension of the capitol mall northward with the attendant closing of the portion of Summer street that would be involved, and the opening of new sections of East and West Summer street, will shorten Summer street. Already indeed, there is in prospect in the near future... the closing (relocation) of Summer street between Chemeketa and Center. When this is done the execution of the Baldock plan with respect to one-way traffic on Summer and Chemeketa will involve two corner turns not contemplated by the plan (one of which will be a left turn) and, for a short section of Center street, traffic against that to which Center street will be dedicated. Accordingly, the commission recommends, both to avoid this traffic obstruction, and in recognition of the ultimate use of the area now traversed by Summer street, that the contract between the city and the state be amended (Amendments stated).

**6. Amendment of contract between city and state to eliminate Summer street from traffic grid and substitution of Winter street.**

"This change in the Baldock plan... will take southbound traffic off Summer street and eliminate the confusion that will be created if that traffic is forced to take the turns now in prospect to get from Summer to Chemeketa via Center and West Summer.  
 "Marion street... is set up in the Baldock plan as one-way for westbound traffic, and it may be urged that Summer could be

made a one-way street to Marion until further development carried the state's ownership north of Marion. Such development... is probably some years away, but such use of Marion, with Chemeketa eliminated from the grid, would break down one phase of the plan, while the use of Marion with Chemeketa retained in the grid would develop the problem of how to route traffic from Marion to Chemeketa and also involve undesirable left turns.

"All difficulties could be resolved from the point of view of the capitol planning commission if Winter were substituted for Summer as the street to carry southbound traffic from Fairgrounds road to Chemeketa street.

**7. Development of Waverly street for parking purposes if**

closed by city as recommended. The commission next calls attention to Waverly street, running from Court to State, with the original state office building and the supreme court building on one side, and the easterly portion of the grounds adjacent to the capitol building on the other. The street is but little used as a thoroughfare. Its chief use is for parking, and adjacent to it and between the office building and the supreme court building, is a parking area now being enlarged. To enable the use of the street in the highest degree for parking purposes

the commission recommends that it be vacated...  
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Roof for Senate—Joseph Duke, sergeant-at-arms; David Lynn, capitol architect; and Sen. Dennis Chavez of New Mexico (left to right) inspect new senate roof in Washington.

## Post Office Joins Protest Against Salem Losing UAL

Pre-hearing conference material on the West Coast Airlines—United Air Lines schedule in this area has been compiled by the CAB and a copy sent the Capital Journal by the office of Rep. Walter Norblad.

In mimeographed form, the data includes the information collected at the conference and notes that previously filed in written form by those persons and groups opposing removal of United Air Lines service from Salem.

Among those opposing suspension of United service in Salem at the conference was the counsel for the post office. The counsel in his protest stated that "the department does not oppose the proposals in the Pacific Northwest under the board's show-cause order with certain qualifications.  
 One of those qualifications stated "United's service should continue at Salem but the post office has no objection to adding this city to West Coast's route if no additional mileage is involved."

Listed as being in attendance at the hearing were G. Robert Henry and Victor S. Netterville for West Coast Airlines, Inc.; James Francis Reilly and John T. Lorch for United Air Lines; Theodore I. Seaman for Empire Air Lines; Frank J. Delaney and Julian T. Cromelin for the postmaster general; Helen H. Klefer, administrative assistant to Senator Wayne Morse; and Ronald H. Cohen and Allen E. Lande, public counsel.  
 Previously, Chris J. Kowitz, attorney for the city of Salem; Clay Cochran of the Chamber of Commerce; Sen. Guy Cordon; Sen. Wayne Morse, and Rep. Walter Norblad had filed written protests with the board.

**Newlyweds Start East**  
 Monmouth—Mr. and Mrs. Joe Beirl and Mr. and Mrs. James Beirl of Ashland, Wis., left this week after visiting with Mrs. Charles Baker and family and Mr. and Mrs. Robert Baker and family. Mrs. Joe Beirl and Mrs. Baker are sisters. This was Mr. and Mrs. James Beirl's honeymoon as they were married just previous to making this trip.

## CIO Leaders Oppose Bridges

Bend, Ore., Oct. 7 (AP)—The Hawaiian pineapple barge at The Dalles and Harry Bridges were the key topics today at the annual Oregon CIO convention opened here.

Bridges drew a rebuff from state CIO leaders yesterday. Delegates now will be asked to support their leaders' action. Leading the fight against the state leaders will be Bridges' longshoremen from Astoria and Portland.  
 The Portland longshoremen submitted to the executive board a resolution calling on the government to drop a perjury charge against Bridges. The resolution said the charge was a "move to destroy" the Longshore union, headed by Bridges.  
 The executive board, however, recommended that the convention reject the resolution.

The fight over this resolution is expected to bring up the "hot cargo" pineapple at The Dalles. The pineapple was barged over before end of a Hawaiian longshore strike. It was picketed, and owners were unable to unload. The discussion may indicate whether longshoremen now are willing to let the barge be unloaded.

**Safety Drive Planned**  
 Woodburn — At the regular meeting of the Junior Chamber of Commerce this week plans were outlined to conduct a safe-week of October 24 to 28. Plans were also made for a party for members and their wives on the evening of October 29. Lapel pins and membership cards were distributed.

The index finger of the Statue of Liberty is eight feet long.

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