

\$12,150 APPROVED FOR IMPROVEMENT ASHLAND AIRPORT

WASHINGTON, Nov. 12.—(AP)—The commerce department added 34 airport projects today to a list of those which it deems economically sound and suitable for inclusion in the federal works program.

Oregon projects approved included: Ashland, clearing and grading runway, \$12,150; Bend, grading, marking and fencing, \$4,075; Burns, grading, marking, graveling and fencing, \$4,450.50; Burns, grading, marking and fencing, \$4,075; Clifton, municipal airport, clearing, grading and surfacing one major runway, \$3,100; Cow Creek, department of commerce site, extension of emergency field, \$3,825; Hillboro, final leveling and grading, and improvements, \$1,184; John Day, graveling and marking, \$12,150; LaGrande, department of commerce site, grading and graveling runway, \$12,150; Madras, final grading and marking, \$1,037; Marshfield, clearing, grading and marking, \$11,100; Ontario, graveling runways, and marking boundaries, \$4,331.75; Port Orford airport, clearing, grading, surfacing and marking, \$6,345; Redmond, clearing and filling 2,800 feet of runway, \$6,312; Roseburg, municipal airport, concrete culvert to permit extension of major runway, \$7,840; The Dalles, grading, surfacing and marking, \$12,150; Ukiah, grading, marking and improvements, \$3,621.

Listing of the airport projects on the approved list of the commerce department's bureau of air commerce does not mean that works money will be allotted to them. That is for other agencies to decide.

ASHLAND, Nov. 13.—(Sp.)—News of the approval of the Ashland airport improvement project, was received enthusiastically by local officials, who have hoped for years to promote development of the local landing field.

The project will make possible the use of the Ashland field as an auxiliary airport. Studies of weather conditions here have definitely established the fact that fog forms a lesser hazard than at other fields in this vicinity, and transport planes will be able to land here when thick fog hovering over the other fields makes it necessary.

The runway will be approximately 2,000 feet long and adequately wide. No provision is made for the construction of permanent hangars.

At present, the private craft of John Henry and Floyd Dickey are kept at the airport, which is used by them almost exclusively.

The project will provide work for 40 men over a period of about four months, according to relief officials.

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Trees In Highway State's By Right

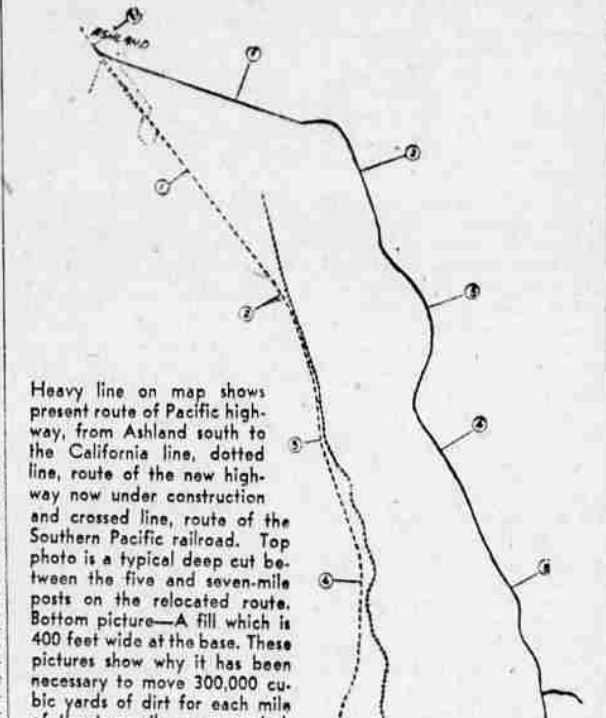
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Modern Highway Through Siskiyou Will Speed Traffic Across High Barrier



Heavy line on map shows present route of Pacific highway, from Ashland south to the California line, dotted line, route of the new highway now under construction and crossed line, route of the Southern Pacific railroad. Top photo is a typical deep cut between the five and seven-mile posts on the relocated route. Bottom picture—A fill which is 400 feet wide at the base. These pictures show why it has been necessary to move 300,000 cubic yards of dirt for each mile of the two miles now graded.

The Siskiyou lie in the path of the routes of trade between Oregon and California. Even in the early gold mining days there was considerable horse-drawn traffic between the valleys of the Willamette, the Rogue and the Sacramento. Passengers and commodities were carried by horse-drawn stage until the advent of the Oregon and California railroad, completed in 1867.

Through the vision, courage and foresight of the people of Jackson county, the county floated a \$50,000 bond issue and built the first paved section of the Pacific highway from Central Point to Ashland and the present grade over the Siskiyou mountains.

The route was surveyed, graded and partially paved by Jackson county and finally completed by the state highway commission of Oregon. For many years it was one of the best mountain grades in the west, and Oregonians pointed with pride to this achievement in contrast to the narrow, winding, mountain grade on the California side of the Siskiyou.

California Surpasses Oregon. Finally, in the course of time, the California highway commission improved the grade on the Siskiyou and down the Sacramento canyon and then, in contrast, the Oregon highway became a narrow, winding, mountain road when compared to the wider grade and straighter alignment that was built in California. However, the standards used in the California construction appear to be inadequate for handling high-speed modern traffic.

No Half-Way Measures. About four years ago, the Oregon State highway commission, responding to the request of the Pacific Highway association, and in particular to the insistent demand of the people of Southern Oregon, made a survey for a modern highway over the Siskiyou mountains. A great deal of thought was given to the plans for this road for the reason that this over the Siskiyou that the state of Oregon can afford to build. In consequence, it was decided to abandon any plans for half-way measures and to locate a road that would be permanent in character. A 10-degree maximum curve was adopted in contrast to the 20-degree curve used on the relocation of the California side.

Reduce Distance by 4 1/2 Miles. Plans include a wide grade, the reduction of gradient and the elimination of all possible curvature. The survey discloses that 4 1/2 miles of distance can be eliminated, the grade can be reduced from 6 to 8 1/2 per cent and 10691 degrees, 40 minutes of curvature can be eliminated. Expressed in another way, curves total-

ing 29.7 complete circles will be eliminated by this plan. The total cost of this improvement, 16 miles in length, is estimated to be \$1,700,000. Such construction will permit safe speeds up to 50 or 60 miles per hour. No higher speed will probably be found advisable on mountain roads, on account of the inherent danger due to the slowness of reaction time of the ordinary driver, regardless of the condition of the road or the improvement in automotive equipment.

First Unit Is 10 Miles. After due deliberation, the highway commission decided to build as the first unit the section between Ashland and Siskiyou station, a distance of about 10 miles. This 10-mile section, when completed, will save about three miles over the present road and take out 14.4 complete turns around a circle 50,000 feet in diameter. The estimated cost of grading work will complete this section. The estimated cost of the Wall Creek underpass, now authorized, including grading and approaches, is \$200,000. The estimated cost of paving the 10-mile section is \$200,000.

After the 10-mile section is completed, there will remain 6 more miles to complete to the California state line, the cost of which is estimated to be \$815,000. This includes a 700-foot tunnel at the summit of the mountain.

When this is completed, it will be a great advertisement for Oregon initiative and enterprise. The travelers from the south can not help being struck by the ease of driving over the wide pavement and by the decrease in centrifugal acceleration due to the use of spiral or transition curves. It will be a sample of the improvement which will bring to southern Oregon a modernized Pacific highway. It is unquestionably a sound investment and will be a material addition to the capital wealth of this state. The annual savings resulting from the reduction in the expense of the movement of passengers and commodities over a modernized highway will easily amortize the cost.

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Recent federal rules making the employment and use of labor more elastic would permit 22 crossing eliminations, they said.

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FIFTY SAVED FROM WAVELASHED ROCK SOUTH OF MANILA

(Continued from Page One) of the daring rescue of Mrs. George Bislinger.

"Captain E. H. Jones of the Peary deserves great credit for his indefatigable work and excellent ship handling," the commander of the fifteenth destroyer division wireless.

"G. Harding and H. A. Mathewson brought Mrs. Bislinger safely through the breakers and boatwains mate Thomas H. Ponder of the Peary went over the side and brought her aboard unconscious."

Mrs. Bislinger, the former Winifred Scott, San Francisco newspaper woman, is the wife of the director of research of the Philippine sugar association.

Cargo Furnished Rafts. Advice from the Peary said the Silverhael carried a deckload of lumber and it was assumed the marooned crew devised rafts from the cargo.

Third officer E. Young 31, of Aberdeen, Scotland, was rescued from one raft with six other survivors, while seven others were taken from another raft.

"It was a most harrowing experience," Bislinger wireless.

The Peary lost a motor whaleboat in the toiling seas.

The ship was due here early tomorrow and sent word that two survivors of the freighter's crew, R. Pickersvill and Rodney Arthur, a Hindu, were developing pneumonia and would require hospital treatment.

SPITZNER NOT IN HITTSON CLEANUP

In the report yesterday of the memorandum decision of Circuit Judge Carl Wimbury in the gold mine ac-

counting suit of George W. Roberts and others against W. E. Hittson, the name of Thomas Spitzner was inadvertently mentioned as one of the beneficiaries of a \$12,209.81 clean-up. The court's findings on the subject read:

"The evidence shows that a part of the gold was taken from the Hittson shaft by the defendant, W. E. Hittson, Nick Carter, Thomas Spitzner, George Lewis and Charles Gentry, who were operating under a joint venture.

"Carter and Spitzner left the mine about January 20, 1935, and thereafter Hittson, Lewis and Gentry took out and took to the mint, according to reports, gold to the value of \$12,209.81... no part of which was paid to Carter and Spitzner."

The memorandum awards judgment for the amount to Roberts and co-plaintiffs.

Clear More Land For Gold Dredge

GRAVE CREEK, Nov. 13.—(Sp.)—The Skeeter brothers, with their crew of loggers, have returned to Grave Creek, where they will do some more clearing land for the dredging company. They came here from work near Ashland. Their tent houses make quite a village near their work in the vicinity of the gold dredge. Several families have moved into cabins at Grave Creek and the Grave Creek school will have a few more pupils, it is reported.

Schilling Pure Vanilla

Delicate the flavor lasts

Evans Machine Shop

will be open for business after Nov. 15 at 8TH AND FIR STS.

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