

# 'Pay-For-Itself' Parking Program Proposed

## Off-Street Facilities Will Be on Ballot at November 6 Election

(Editor's note: This is another in a series of articles describing the four segments of the capital improvement program on which voters of Medford will pass at the Nov. 6 election. Today's article discusses the off-street parking program. Subsequent articles will discuss the storm sewer and sanitary sewer proposals, and the methods of financing the separate parts of the improvement program.)

By EARL H. ADAMS  
Mail Tribune City Editor

The four-part \$2,871,000 capital improvement program, on which Medford voters will decide Nov. 6, includes a \$721,000 "pay-for-itself" program to buy and develop off-street parking in the downtown area.

It is proposed to tie in with the \$1,656,000 arterial street program because the latter, over the proposed 10-year period, would reduce the number of available on-street parking spaces. There also is an annual decrease in the number of spaces available due to other factors.

Downtown businessmen and professional people, and the Retail Merchants committee of the Jackson County Chamber of Commerce have urged development of off-street parking for several years, and a number of surveys of parking problems have been made in Medford by private traffic authorities.

The proposal, like other items in the overall program, is a separate ballot measure.

### Financing Proposed Through Bond Issues

Financing the proposed 10-year program for off-street parking would be started by general obligation and revenue bonds. Both would be self-liquidating. The city would issue not more than \$300,000 in general obligation bonds, to be repaid over a 10-year period by three methods. They are:

1. Assessments against downtown property benefited would pay one-third of the cost of each improvement. Assessments would be paid over a 10-year period in semi-annual payments.
2. Additional revenue from a proposed increase in parking meter rates.
3. The revenue from the new off-street parking lots.

### Meter Increases

City officials estimated that the increased rate on existing parking meters in the "core area," which includes 254 spaces, would bring in an additional \$18,114 annually. The proposed increase is from 5 cents per hour to 3 cents per 30 minutes.

Another estimated \$8,210 would come from an additional hour of parking meter operation, from 9 a. m. to 6 p. m., rather than until 5 p. m. The total additional revenue from meters is estimated at \$26,324, annually, or about 25 per cent of the total revenues from on-street parking after adjustments in meter rates and operation.

To purchase and develop the first two off-street parking lots, totaling 160 spaces, the city estimates it would cost about \$300,000 next year.

As the need for additional facilities arises, the city could issue revenue bonds up to \$200,000 to buy and develop more parking lots.

The general obligation bonds would mature over a period of up to 20 years, with an interest rate of not more than 4 per cent. The revenue bonds would mature and bear interest as the city council would determine, subject to legal limitations.

The ballot title for off-street parking proposal reads:

"Purpose: Amend Medford city charter to authorize city to provide motor vehicle off-street parking facilities; assess one-third cost thereof to property benefited; issue not exceeding \$300,000.00 general obligation bonds and not exceeding \$200,000.00 revenue bonds for said purposes; pledge certain revenues for bond payment and other purposes hereof; creating city parking commission."



**TRAFFIC CONGESTION** — One cause for traffic congestion in the downtown Medford area is lack of sufficient parking spaces. Motorists, who wish to park in the city's "core area," circle the block waiting for a vacant parking space, or stop while another vehicle is preparing to leave a space, and delay through traffic. City officials have proposed an off-street parking program, which would finance itself, to help cope with the situation. The parking lots would be located in the central business district.

## Neuberger Explains Reasons for Urging Committee Hearing

Portland—Senator Richard L. Neuberger has issued a statement explaining his reasons for urging a senate interior committee hearing at Klamath Falls, which resulted in protests from two Republican senators.

The Klamath Falls hearing, pertaining to problems in ending federal control over the Klamath Indians, is scheduled for Oct. 18. A hearing in Medford, on Rogue river flood control, is scheduled for Oct. 19.

Neuberger said he urged the Klamath Falls hearing "because I am genuinely concerned over the future of the Klamath tribe members and over disposal of natural resources which rightfully belong to them. Termination proceedings now hang over the head of the Klamath tribe, as a result of hasty legislation passed by the Republican 83rd Congress," said Neuberger.

"Many Oregon people, including numerous prominent church leaders, have expressed fear that the vast stand of ponderosa pine timber owned by the Indians will be put on the auction block with the result that the Klamath watershed may become a stump farm. Many conservationists and newspaper editors have agreed that the present termination act must be revised.

"Thus, it is obvious that new legislation is needed so that the termination can be slowed while improved procedures can be developed — otherwise calamity could overtake both the Indians and the economy of Klamath county."

Neuberger added the statement that "even the so-called bill of real estate speculation."

In a pamphlet published "in the interest of continued economic growth for the city of Medford," businessmen and professional people and the Retail Merchants committee of the Jackson County Chamber of Commerce point out that during the past three years Medford lost more than 270 off-street parking spaces for general use because the lots became more valuable as building sites.

They said, for this reason, private enterprise cannot guarantee permanency of off-street parking space. The pamphlet also reports that traffic volumes are up more than 18 per cent since 1951, and that the estimated traffic volume will almost double in the next 14 years in Medford.

The pamphlet states that in the United States, 67 per cent of the communities with populations over 10,000 have taken progressive action in the form of city owned off-street parking.

The groups noted that Medford "must have sensible arterial streets to take care of increased traffic flow and there must be space to park once that traffic reaches its destination."

## Steps to Increase Availability of Loans Are Reviewed

S. T. Brannock, officer in charge of the Medford Veterans Administration office, has called to attention of veterans steps to increase availability of veterans home loans on reasonable terms in rural areas and small communities.

The actions, which are being taken by the administrator of veterans affairs, were announced Friday by the President. They affect areas eligible for direct mortgage loans from the veterans administration as a supplement to mortgages obtainable through normal banking channels and guaranteed by the VA.

The new steps include the following:

- (1) Reopening of certain areas formerly eligible for direct loans but deactivated when private capital for guaranteed loans was generally available.
- (2) Authorization of direct loans in eligible areas where guaranteed loans are available only on restrictive credit terms.
- (3) Authorization of the VA to undertake direct loan processing in eligible areas if the veteran proposes to purchase a home located on a farm site.

The Voluntary Home Mortgage Credit program, authorized by the housing act of 1954, has placed nearly 16,000 applicants for veteran home loans since Jan. 1, 1955. Brannock said. These have been in small communities and areas where the supply of residential mortgage capital has been inadequate.

## Three Hurt in One Of Two Accidents

Three people were hospitalized, one was cited and another received minor injuries early Saturday morning in two separate accidents on Highway 99 near the Rock Point bridge, state police reported.

Injured in an accident at 1:30 a. m. were James R. Hendrix, Grants Pass, operator of one car, Dayton Murray Cooper, Talent, operator of the other car, and Mrs. Mildred Carabin, Gold Hill, a passenger in Cooper's car.

According to state police, Hendrix was traveling south on the highway. Cooper reportedly pulled from a secondary road to the main highway and the cars collided about 200 feet south of the bridge, police said.

Hendrix received an injured right leg, Cooper a cut nose, and Mrs. Carabin, cuts and possible fractures. They were taken to the Medford Osteopathic hospital by Medford Ambulance service. Cooper was cited for driving while intoxicated and having no operator's license, police said.

Calvin Lee Winbolt, Selma, Ore., received only a cut leg when his car missed a curve on Highway 99 and rolled over about four times, officers reported. The accident occurred at 2:40 a. m. north of the Rock Point bridge.

Winbolt told officers he had apparently fallen asleep at the wheel. The car was totally wrecked.

## Persuading, Luck Among Factors That Make Ideas Prove Greatness

By ROBERT SHORTAL  
United Press Correspondent

New York — (U.P.) — One idea can make a man great. But sometimes it takes a lot of persuading — and luck — to make the world pay attention to the idea.

One of the great names in the food industry was Clarence Birdseye, whose recent death called attention to the fact that he fathered the frozen food field by chance.

Birdseye got the idea of quick-freezing foods in 1915 while fur trapping in Labrador. He noticed that when meat was left out in 30-below temperatures it froze almost instantly — but tasted amazingly fresh when thawed and cooked.

He got an idea — but had to borrow on his life insurance to pyramid that idea into what is today the giant General Foods Corp.

Alexander Graham Bell developed the telephone in the attic of a Boston home. While the telephone industry now does a business of more than \$5 billion a year in America, the phone was not regarded as a sure-fire bet when Bell first offered it to the world 80 years ago.

### Telephone Rejected

The Western Union Telegraph Co., in a move they'd much rather forget, refused in 1877 to buy Bell's basic telephone patents for \$100,000, a sum W. U. termed "exorbitant."

Many inventors, including Bell and Elias Howe, inventor of the sewing machine, had to fight patent infringers who saw a good thing and tried to cash in.

Among the most famous living inventors are Charles F. "Boss" Kettering, of General Motors, and Sherman M. Fairchild. Both turned their ideas into fame and fortune.

Kettering invented, among other things, the automobile self-starter, anti-knock gasoline, the high compression engine, the electric cash register, and an improved diesel engine. His self-starter removed a big obstacle to widespread acceptance of the automobile.

Kettering and a friend mortgaged their homes and borrowed on their life insurance to raise the money to develop the self-starter.

Fairchild invented the first aerial camera, the cabin airplane, and folding wings. He now heads numerous companies bearing his name and he makes it a practice to finance inventions he thinks have possibilities.

Thomas A. Edison, a fantastic individual and probably the most versatile American inventor, as a youth, fed seidlitz powder to a friend. Called to task by his father he said: "Well, pop, I wanted to see if the powder would form enough gas in his stomach to make him fly."

### Princesses Chosen

Homecoming Princesses have been selected by the football team to reign over the Homecoming game against Phoenix High school. The girls are Joan Skov, freshman; Sylvia Yell, sophomore; Patty Peffley, junior; and Sally Elden, senior. The homecoming queen will be chosen from these four princesses by the football team and will be crowned at the coronation during the half-time of the Crater-Phoenix game.

Rice is the chief food for about one-half the people of the entire world.

titles of such utility giants as Commonwealth Edison in Chicago and Consolidated Edison in New York.

History is loaded with ironic tales of great discoveries. Take Enrico Fermi. This great Italian physicist and some friends developed in Italy a process for slowing down neutrons. When they tried to interest companies

in America, they were told the process was "interesting but of no commercial value."

Fermi's neutron process led to the free world's first atomic reactor, successfully operated early in World War II in Chicago.

The atomic bomb resulted from a patent that at one time nobody wanted.

## NEWS NOTES from Crater High School

By PAT MEDLEY

"Club Royal, where the floor show is great and the dancing even better." This refers, of course, to the dance last Friday, sponsored by the advanced speech class.

The "floor show" featured Pat Torchy Medley with her repertoire of torch songs, Jan Anderson and her version of "Twin-kle, Twinkle", and Irma "Little Richard" Penwell who also doubled as Elvis Presley. Then there was an act by "Pot Packin' Maw and Clem," better known as Grace Gail and Bill Morse. Ron "Sour Doug Pete" Harrison and his gang were unable to perform because one of the gang had pneumonia, so they were substituted by the "Wacky Wakikians" and the "Hen House Three." The music was furnished by Bell Van Dyke and her band.

### Play Cast

Crater's fall play, "The Girl in the Rain," has been cast. The leading roles have been landed by David Mack, who plays David Underhill, the rich, young son of sophisticated but gracious and understanding socialite Alicia Underhill, portrayed by Pat Medley. Judy Van Horn plays Natalie Price, his fiancée, who is involved in a murder episode. Sharlette Hale, winner of last year's Jerome, award for the best actress of the year, has been cast as Eve, the girl in the rain. Neil Green will portray Thomas, the butler who knew too much.

Supporting roles will be taken by Karen Bennet, a reporter; Bayard Stone as Dr. Will Moody, Rose Drake who will characterize Julie, the maid, and Carl Koellner playing the part of Larry Cotton. Rehearsals will begin in two weeks.

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## Engineers to Study Aspects of Bridge

Salem — (U.P.) — Feasibility of constructing a bridge across the Columbia river at Astoria will be studied by engineers at a conference in Olympia, Wash., Oct. 29, according to Gov. Elmo Smith.

Gov. Smith and State Highway Engineer W. C. Williams said that while the deficit cost of continued adequate ferry service could well upset the annual deficit costs of the proposed bridge, the sale of long-term bonds might pose some problems.

The governor said every possibility of co-operation on the proposed \$34 million venture would be investigated.

"The great problem is whether or not any type of bonds could be sold for a period of the necessary 54 years," Williams said. "This would seem to be the major stumbling block in an attempt to finance and construct the bridge."

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