

No Decision Planned on New Freeway For Year; More Studies Are Planned

Yesterday's hearing on location of a proposed Highway 99 freeway emphasized the predicament facing highway commissioners: Any route they select for the freeway will "step on someone's toes."

At the close of the hearing, commissioners said more studies will be made and no decision will be announced for at least another year. They added that no construction would start until about five years from now.

Express Opinions
About 30 witnesses expressed their opinions on the four proposed routes before highway commission officials and a crowd of about 800 public officials, farmers, landowners, businessmen, attorneys and interested Jackson county residents.

The three-hour hearing was held in the Craterian theater rather than city council chambers to accommodate the large crowd. Since law provides for hearings of this type to be held in the city hall, officials "checked in" at the council chambers before proceeding to the theater for the 10 a.m. session.

At the beginning of the session, W. C. Dutch Williams, highway engineer, traced the four proposed freeway routes on maps which covered one wall of the stage. He also gave cost estimates for each route and present usage of land surrounding each route.

Routes Listed
The four proposed routes are the Hillcrest line (east of the Medford city limits), Bear Creek route (running through Medford parallel with Bear Creek), Gennessee route (east of Bear Creek within the city limits) and the West Medford-Oak Grove west of the city.

According to Williams, distance of the routes is about the same—slightly more than 25 miles. Costs have been estimated as follows:

Hillcrest, \$18,343,000 total (\$16,580,000 construction and \$1,763,000 right of way); Gennessee, \$12,295,000 total (\$15,500,000 construction and \$2,795,000 right of way); Bear Creek or Hawthorne Park line, \$18,723,000 total (\$16,327,000 construction and \$2,396,000 right of way); and West Medford-Oak Grove line, \$22,497,000 total (\$19,245,000 construction and \$3,252,000 right of way).

Land usages were listed as follows:
Hillcrest, 1,050 acres, of which 111.8 acres are orchard land, 848 other agriculture land, 32 com-

mercial and 58.5 residential; Gennessee, 1,082 commercial and 36 residential; Bear Creek, 1,052 acres, of which 1.3 are orchard land, 843 other agriculture land, 92 commercial and 15.6 residential.

Specific figures concerning homes on residential land were not reported. It was estimated by commissioners that the Gennessee line directly involved about 35 homes.

Landowners Introduced
Otto Frohnmayer, Medford attorney, introduced several landowners who are promoting the Bear Creek route in preference to the Hillcrest line. The group's second choice for the freeway, he said, is the Gennessee line.

Frohnmayer introduced 15 witnesses, including Howard E. Bush, president of the Jackson County Fruit Growers league; W. B. (Ben) Tucker, county agriculture extension agent; C. B. Cordy, county horticulture agent; Jack Hoffbuhr, manager of the Medford Irrigation District; Paul Culbertson, president of the MID; Walter A. Hoffbuhr, manager of the Talent Irrigation District; David Holmes, director and spokesman for the TID; Robert Duff, Medford city manager; Paul Rynning, county engineer; Dan Adams, Phoenix city mayor; S. M. Tuffe, Rogue River Valley Traffic association; Rodney Keating, county judge; Otto A. Ewaldson, Jackson County Chamber of Commerce president; Earl Miller, Medford mayor; and the Rev. George R. V. Bolster, president of the Rogue Valley Memorial hospital board of directors.

Frohnmayer said the impression had been given before the hearing that the West Medford-Oak Grove route would not be seriously considered by the commission for several reasons, including the expense factor. He said for that reason, his witnesses would limit their arguments to the other three routes.

Several witnesses pointed out that the Hillcrest line would cut farm and orchard land into triangles in many places. Farming a triangular plot of land, they contended, can not be done economically. Most farms and orchards are laid out in rectangular patterns.

They also stated that irrigation and drainage contours would be upset. Cordy said that destruction of fruit land by the Hillcrest route would mean an annual loss of \$210,000 to the valley. He based the figure on a production estimate of 300 boxes of fruit per acre at \$4 per box.

He said replacement of these orchards would be a long process and pointed out that there is not much other land in the valley that is adaptable to orchard growth.

Land Eliminated
Irrigationists said that 400 to 500 acres of irrigated property or potential irrigation property on the Talent Irrigation district alone would be eliminated entirely or in part by a freeway on the Hillcrest line. It was pointed out there is a "limited supply" of land on which irrigation can be done to optimum advantage.

In the Medford Irrigation district, about 1,860 individual users would be adversely affected by the Hillcrest freeway route, officials said.

It was also argued that assessment would be raised and serious distribution and maintenance problems would result from a freeway at that location. They said some problems would develop if the Bear Creek route were chosen, but described the problems as "far less serious" than those which would result from the Hillcrest route.

Duff and Rynning testified that the Hillcrest route would involve considerably more expense for access roads than the Bear Creek route would. The city's share of additional access roads on the Hillcrest route was listed as \$160,000 and the county's share, \$330,000.

Phoenix Mayor
The Phoenix mayor presented a city council recommendation that the Gennessee or Bear Creek route be selected in preference to the Hillcrest route. He said the council believed the city's share of additional access roads in shorter more convenient access roads and less business loss. He also said Bear Creek is a natural barrier and a highway would be an additional barrier. He said he believed it would be advisable to build the highway along the existing barrier.

Mayor Miller stated that, contrary to statements by some other people, he didn't believe travelers on the Hillcrest route would get a view of the city. He also said construction of a freeway through the city would create problems in future planning for city streets.

Affect Hospital
The Rev. Mr. Bolster said the Hillcrest route would "seriously affect, if not actually imperil" the Rogue Valley Memorial hospital now under construction

near Barnett rd. He listed noise and excessive traffic of a freeway as the most damaging factors in locating the freeway on the Hillcrest line. He added that the hospital would be about 500 feet from an access road.

Judge Keating, on behalf of the county court, and Ewaldson, on behalf of the chamber of commerce, presented recommendations that the Bear Creek route be selected in preference to the Hillcrest line. Reasons included economic factors, convenience and adverse effects of the Hillcrest line on orchard and farm land.

Mrs. Mary Ann Wilson, a housewife, also took a stand against the Hillcrest line.

Frank Ross, a landowner in the vicinity of the proposed West Side route, drew a round of applause by suggesting consideration of a new route running above the Hillcrest line and bordering the valley.

Dick House, local insurance salesman, supported Ross' recommendation. J. C. Barnes, another landowner, recommended a freeway elevated over Bear Creek. He also suggested space under the freeway be used for off-street parking and that parkways be placed on each side.

Long Testimony
One of the longest testimonies of the morning was that of C. W. Reames, Medford attorney. Reames said he had repeatedly requested specific figures, maps and other data, including the exact number of trees that would be removed, and he had not received it from the highway commission. He added that no one else had received that information and, gesturing to the whole crowd, said, "None of you know what you're talking about be-

cause you don't have the figures."

He particularly attacked testimony of irrigation district officials, saying "My heart bleeds for them. Millions of dollars have just been appropriated for their use." He stated that the freeway should not go through the city and said several petitions had been signed by at least 584 people opposing the Gennessee line. Reames added, "We're liable to have a war at any time and wouldn't want a highway which is liable to be bombed running through the city."

Advocating the Hillcrest route, Mel Krows, a landowner, said, "In recent years a great deal of orchard land has been sold voluntarily for subdivisions. I don't see in long range planning how putting a freeway through the orchards would destroy the economy of the area."

Others argued that a freeway through the city would cut property value, create a bad environment for children, "blight" the city and displace many residents.

Kenneth Denman, Medford attorney, estimated that 58 homes (rather than the highway commission's estimate of 35) would be eliminated on the Gennessee line. He added that 280 homes would be within 300 feet of the right-of-way and 685 homes would be within one-third of a mile east of the highway, thus being adversely affected, especially by noise. He pointed out that elsewhere in the state freeways have by-passed cities and stated that a "growing city" does not suffer by being by-passed.

Donald E. Faber, mayor of Central Point, appealed to the commission to locate the freeway away from the city of Central Point.

The commissioners said those desiring to write letters concerning the freeway routes may address them to the state highway commission office in Salem. Officials attending included Williams, Ben R. Chandler of Coos Bay, chairman of the com-

Grange Notes

POMONA GRANGE
The next meeting of Jackson County Pomona Grange will be held Saturday, Oct. 27, at 10:00 a.m. in the Eagle Point Grange hall.

This will not be a pot-luck dinner as usual, but the meal will be served by the ladies of Eagle Point Grange. Special order of business is the election of officers for the next two years.

Four hundred different insects attack livestock in this country at one time or another. Altogether, these are said to cost growers an estimated \$500 million or more each year.

mission, and Charles H. Reynolds, La Grande, a commission member.

Diaper Banner Tells About 75th Child

West Allis, Wis. — (U.P.) — Mr. and Mrs. Raymond Philippi hoisted diapers at their front window to signify the arrival of their 75th infant.

Over the past 7½ years, the couple has temporarily sheltered 75 foster children. The babies spend anywhere between a few months to three years in the Philippi's care before being given permanent homes.

Several neighbors and friends joined the Philippis in welcoming the 75th addition to the group. The three-week old boy's arrival was announced by a banner of diapers fluttering in the front windows and pink and blue spotlights on the home.

UPS AND DOWNS

Traverse City, Mich. — (U.P.) — "There are a lot of hills between here and Detroit," said a 13-year-old runaway boy after he was picked up by state police. The police said he should know. The youth pedaled the 260 miles from his Detroit home to Traverse City on a bicycle.

when you drive the '57 PLYMOUTH suddenly it's 1960

Dead line Sunday. Car starts at noon Saturday 10 a.m. Monday for Monday, other days 5:30 previous day

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And as for handling! You'll find light-as-air steering, and cornering comfort like you've never had before. The '57 Ford "flattens out" the roughest roads—as well as the steepest hills . . . makes driving more fun for you.

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This natural substance from oranges—used exclusively in ORAGEN—expands up to 16 times in the stomach and upper intestinal tract, where hunger is born—not the lower tract. ORAGEN actually does retard hunger!

Easy-to-take, orange-tasting ORAGEN also gives you vitamins, amino acids, proteins to protect your health while you reduce.

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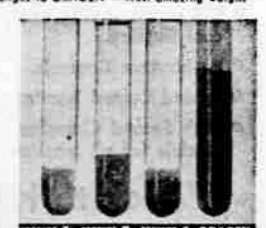
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