

Ashland Hospital Group Discusses Fund Possibilities

Ashland — Directors of the Southern Oregon Memorial Hospital association Saturday discussed possibilities of raising money when a fund raising service representative visited here.

The visitor was J. H. Robinson of National Fund Raising Service, Inc., San Francisco. He advised the board concerning methods which might be used in obtaining money to build a new hospital to serve Ashland and the southern part of Jackson county.

Robinson has been in the fund raising business for the last 12 years. In recent months he conducted fund campaigns for hospitals in Santa Ana, Calif., and

Bellingham, Wash. He is now in charge of a campaign to raise funds for a Merced, Calif., hospital.

Campaign Successful
He said such campaigns are successful in communities where need for added hospital facilities is recognized. He stated, "From what I have heard in the few hours I have been in Ashland, it seems that the community is pretty generally agreed that it wants a new hospital."

John Coton, president of the board, said it has been concluded funds to build a new hospital could not be raised without professional guidance and the board has met with several fund rais-

ing organizations in the last six months.

Coton added, "I think now that the board is of the opinion that we are at a point where a decision can be reached on a hospital program."

PTC Wins Round in Shuttle Service Fight

Portland — U.P. — The Portland Traction company yesterday won another round in its battle with the State Public Utilities commission over shuttle service between east and west Portland.

The company was awarded a 20-day stay of an order by PUC head Howard Morgan after Cir-

Salem—U.P.—Removal of the "bottleneck" on the Oregon Coast highway between Brookings and Gold Beach would more than pay for the cost of reconstruction through the spur to Oregon's important tourist industry, advocates of a measure to enable the improvement of the road told the Senate Highway Committee here yesterday.

Sen. R. H. Chapman, Coos Bay Democrat and one of the sponsors of the bill, told the committee that there had been no changes on that stretch of highway in 30 years, with all the crooks and narrow stretches still there.

Not Treated Fairly
He said: "We feel we have not been treated fairly in failure of the State Highway Commission to give us a modern road through this most beautiful scenic road in the state."

Senate bill 308 sponsored by Sens. Chapman and Andrew Naterlin of Newport and Reps.

Committee Approves Yaquina Project

Washington—U.P.—The omnibus river and harbor project authorization bill which includes the Yaquina bay project was approved by the Senate Public Works Committee yesterday.

The bill had a proviso inserted by Sen. Richard Neuberger to the effect that the established goals for flood storage in the Columbia basin should be maintained.

The proviso is to "protect the Army engineers from being under pressure to write off or reduce the value of the middle Snake river for flood control," Neuberger explained.

The Yaquina harbor project would be authorized for \$19,800,000 to allow channel improvement for ocean-going lumber ships entering Newport.

Carl Back, Sixes, and Thomas R. McClellan, Neotsu, would authorize the highway commission to issue and sell bonds not to exceed \$12,600,000 to defray the costs of location, improvement, construction and reconstruction of state highways and bridges.

The aim is to spend this money to make U. S. 101 a modern highway through the length of the Oregon coast from the California border to the Columbia.

All Would Benefit
Verne Ayres, manager of the Oregon Coast Highway Association, said all seven Oregon coast counties in particular and the state in general would benefit by the improvement, because of the increased tourist traffic it would attract.

George Bull, mayor of Coos County and chairman of the Commerce Highway committee, said the 38-mile stretch between Gold Beach and Brookings is a "bottleneck to the entire west coast." The highway is improved from Brookings south to the California border and on south from there. It also is improved from Gold Beach north.

The committee took no immediate action on the measure.

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