

San Francisco Effort To Go Modern Being Mourned by Tradition-Lovers

San Francisco - (UPI) - The city of San Francisco is going modern - and nothing could be more painful to this tradition-loving metropolis by the Golden Gate.

Freeways, slum clearance, shiny new multi-million-dollar buildings are changing the landscape that San Franciscans love.

An expressway throws a shadow over the waterfront, or Embarcadero as it is called, Neighborhoods that date back to, and in some cases prior to, the 1906 earthquake and fire are getting a completely brand new look.

Ferry Only Memory

The bus has all but replaced the cable car, and the trans-bay ferry is only a memory.

But San Francisco is a culture-conscious city and a sentimental one. It's willing to accept new ideas-but not at the expense of old ones.

That's why each step toward modernization has been a struggle as uphill as any of the city's steepest streets. The fight for - and against - freeways is an example.

San Francisco, like nearly all of California, is strangling on automobile traffic. One and a third million motor trips are started or ended in the city every day.

Hence, when the state legislature developed a master highway and expressway plan for the state this year, San Francisco got a bear-sized share of freeway allocations.

Part of Funds Rejected

But its board of supervisors astounded the legislators by rejecting part of the state funds, completely erasing six proposed freeway routes through the city.

The city has already received 13½ miles of freeways, either built or planned, worth 127 million dollars. Under the legislature's plan, another 26½ miles are to be constructed - but won't be until a satisfactory program is developed.

The problem is one of aesthetics. Many San Franciscans simply don't like the looks of the towering concrete highways.

To them, the Embarcadero Freeway is the height of insult, carrying traffic above the Embarcadero - and right in front of the old Ferry Building, one of the best known of San Francisco landmarks.

One newspaper, The Chronicle, is conducting a campaign to tear down the freeway. An has suggested that it could be blown up for "only" \$800,000 a mile.

The problem is to build freeways that do not offend the eye any more than necessary. Surveys are under way to find a practical way of carrying out the task.

It has been suggested that the freeways could be sunk far enough underground to be out of sight from the street or that they tunnel under the city.

San Francisco, like most big U.S. cities, also has a slum problem.

Buildings Torn Down

In the old Western Addition, 23 square blocks of crumbling Victorian flats, homes and business buildings that escaped the 1906 fire are being torn down.

By 1961, the area will be cleared and ready to turn over to private enterprise, which will re-build it into a showplace of a apartment houses, community centers,

offices and shopping centers. This and the similar Diamond Heights project will mean new homes for thousands of former slum-dwellers.

Redevelopment backers are also eyeing the produce district down by the waterfront.

There, under the Golden Gateway Redevelopment Project, the city plans to raze 17 blocks of ramshackle buildings, mostly one-story relics constructed as "temporary" quarters after the big earthquake.

The produce center will be moved elsewhere and the area will be rebuilt into a district of tower office and apartment buildings, all with a commanding view of the Embarcadero and the bay.

San Francisco has extensive shipping facilities, but a recently completed survey suggested that about half the piers be torn down because they're old, decayed and useless.

Last year the state's voters approved a 50-million-dollar bond issue for the waterfront. The survey suggested that most of it go for a super-pier with ultra-modern facilities.

Properly equipped, the survey said, San Francisco could boost its port revenue from \$4,216,000 in 1957 to \$8,520,000 by 1980.

Plans Luxury Apartment

William Zeckendorf, the New York real estate developer, plans to build a 30-story luxury apartment building on Russian Hill. Costing about 10 million dollars, it would be San Francisco's tallest building.

Atop Nob Hill, a 21-story addition will be put up by the Fairmont Hotel, making it three stories higher than the famed Top O' the Mark of the Hotel Mark Hopkins across the street.

Meanwhile, property is being cleared at Mason and Taylor streets for the 25-million-dollar San Francisco Hilton - a hotel that will boast 18 stories and 1,200 rooms.

At Van Ness and Geary, there will soon be the 400-room Jack Tar Hotel with underground parking facilities for 600 cars.

Other new buildings, planned or under way, include those of the American President Lines, 10 million dollars; American Trust Co., 12.5 million; Bank of America, 18 million; Crown Zellerbach Corp., 10 million.

Despite all this, San Francisco is still a romantic cosmopolitan city.

Hills Still There

It still has its hills-its Russian Hill apartments, its Telegraph Hill view. It's still a melange of races and nationalities; Chinatown and North Beach are as exotic as ever.

The cable cars rattle up and down the hillsides - but there are only 26 of them, not 600 as at the turn of the century.

Fishermen hawk their wares at Fishermen's Wharf; the city's famous restaurants and night clubs are flourishing.

But life is tamer nowadays than it used to be. The police have cracked down on vice in recent years. The old International Settlement - once known as the last remnant of the lusty Barbary Coast - is now a quiet block of wholesale drapery and furniture houses.

Bright Note

The city still has its art galleries, its opera season, its symphony - and some of the finest theaters west of Broadway.

There's a bright note, too, among all the changes - San Francisco has gone big league. Its residents are tremendously proud of at least one sign of progress: their Giants.

They've even built brand new Candlestick Park Stadium for the team.

But, while they were constructing a new park, they proved they were real San Franciscans by publicly mourning the demise of the old one, Seal Stadium.

The first school in America built and wholly supported by public taxation was built at Dedham, Mass., in 1654.

Washington - (UPI) - A Russian scientist said Thursday that the Soviets have rockets powerful enough to put a man in space but that there is no plan to do this in the near future.

The scientist, Leonid I. Sedov, said that the possibility of manned flight in space is being investigated but that "this is not a thing to be done in the nearest future."

To carry out such a flight, he said, it is necessary to provide for the pilot's safety and for his return unharmed to earth.

He said problems involved in doing this can be solved but that the solutions will take time.

Sedov is leader of a four-man Soviet delegation attending the American Rocket Society's annual meeting here.

Sedov was asked whether Russia has a program, such as this country has, to develop a rocket with 1,500,000 pounds of thrust. His answer was "just now, no."

He did say, however, that the Soviet rockets on hand could carry out manned flight projects even though none will be attempted until the safety factors have been worked out.

PROPER ASSUMPTION

Las Vegas, Nev. - (UPI) - Albert Heasley was granted a divorce from his wife, Bunnie, on the assumption she left him. Heasley said he hasn't seen her for 29 years.

Reds Could Put Man Into Space

MEDFORD TRIBUNE

Section A

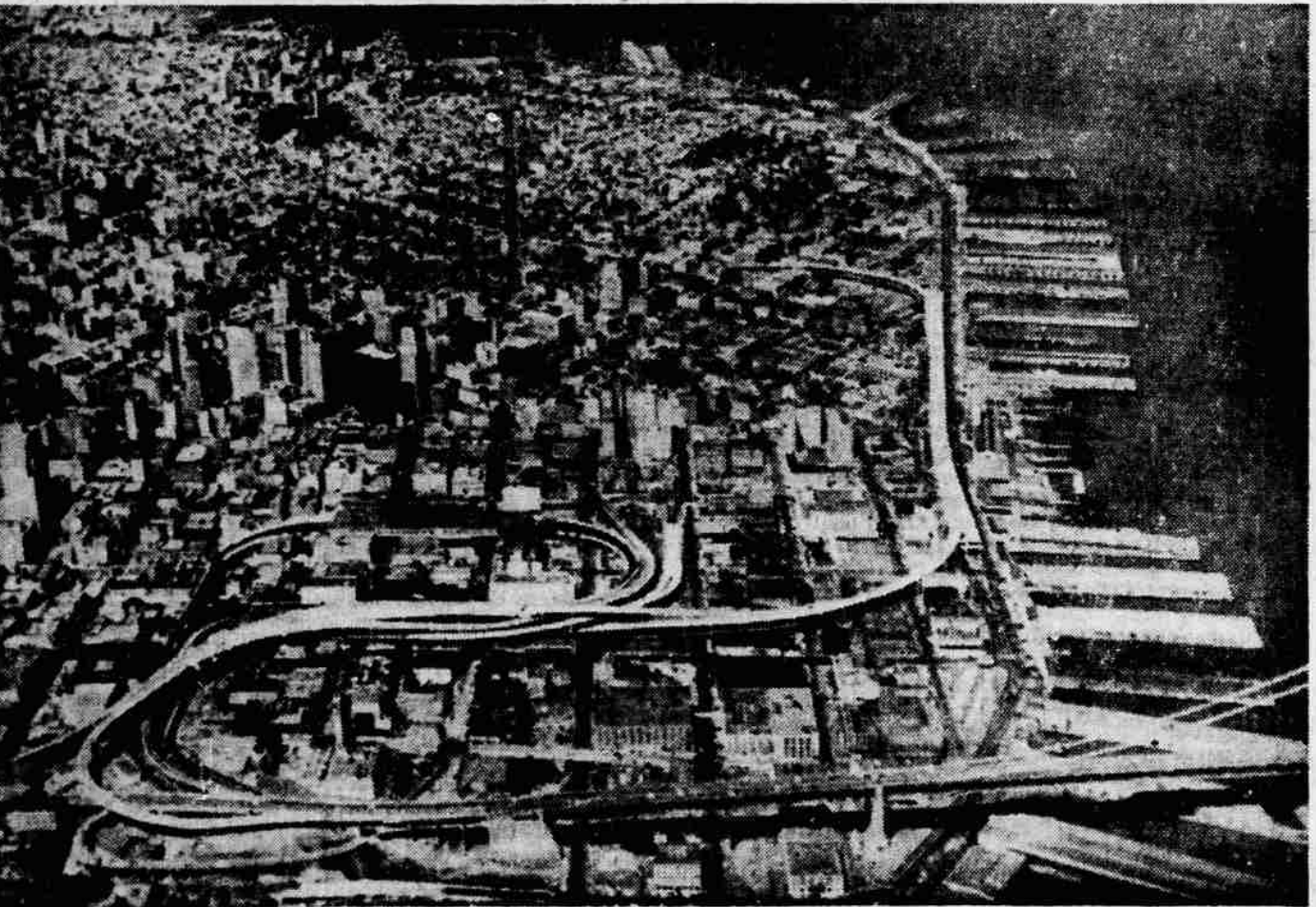
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SAN FRANCISCO—The top photo shows an elevated view of San Francisco's waterfront and downtown section looking north across San Francisco Bay. The photo was taken Aug. 17, 1945. The lower photo, also taken looking north

across the bay, shows a different landscape. It was taken in September of this year. Note how construction of freeways has changed the appearance of the area. —(UPI Telephoto)



which member of the Volkswagen family
... for your family?

For the average family, the Volkswagen De Luxe Sedan offers more leg room in front than many big cars have, plus ample room for luggage. The VW Sunroof has a roll-back top that you can open or close with one hand, even while the car is in motion. And the dashing VW Convertible has an airtight, all-weather top that keeps the family protected from any weather when it's up, lets them have plenty of breeze and sun when it's down.

Even if you have one of the biggest families in town, either of the Volkswagen Station Wagons (deluxe with sun-roof or standard) holds nine adults or countless children. Both VW wagons can also carry an astonishing amount of luggage and equipment: an open playpen fits easily through the wide side doors.

If a family is still a gleam in your eye (or even if you do have a couple of youngsters) the Karmann Ghia (hardtop or convertible) styles Volkswagen reliability with the look of an Italian sports car.

The rear engines give superb traction and greater economy. And VW's torsion-bar suspension gives you uncanny control on the roughest roads. Best of all, Volkswagens are fun to drive. Nimble and responsive. Park where other cars can't fit. Best way to find out how your family fits in a Volkswagen: bring them down and try one out. Make it soon.

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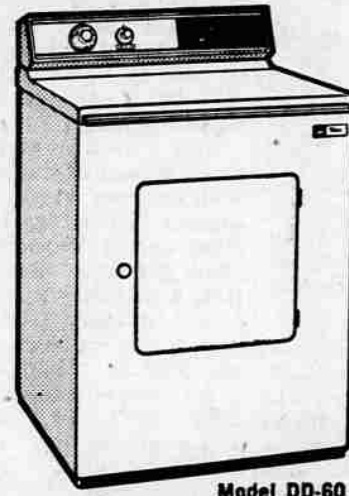


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