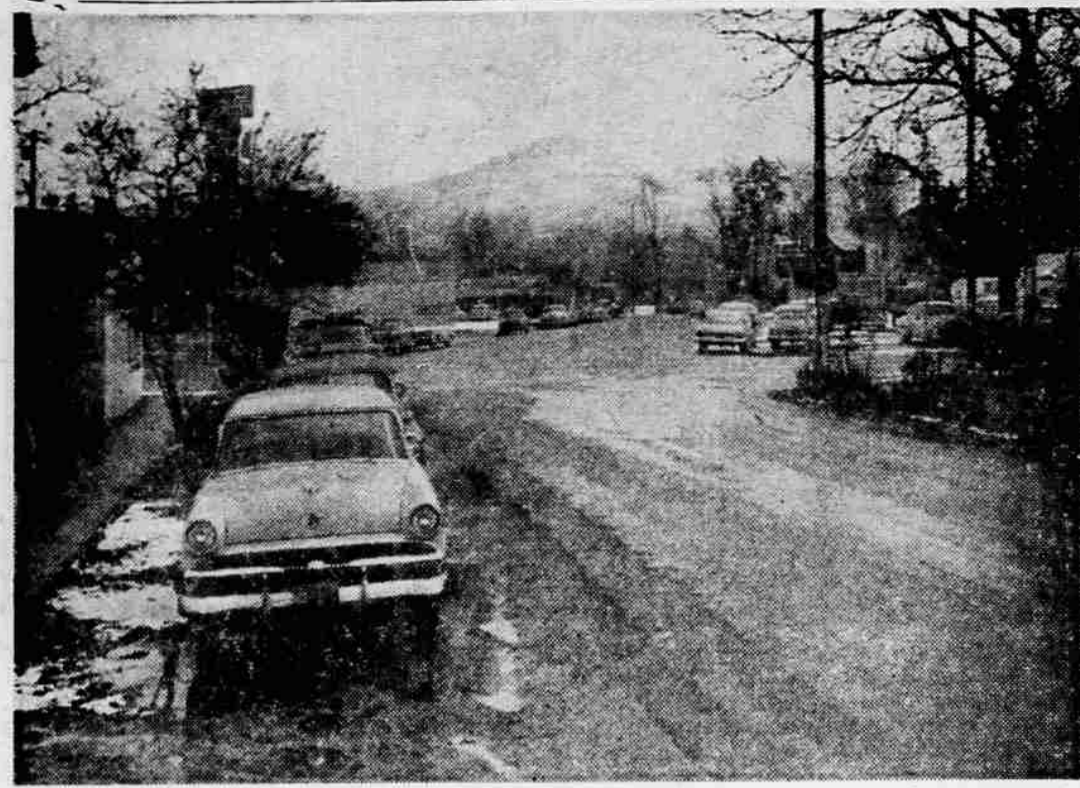


City Street Program Proceeds on Schedule

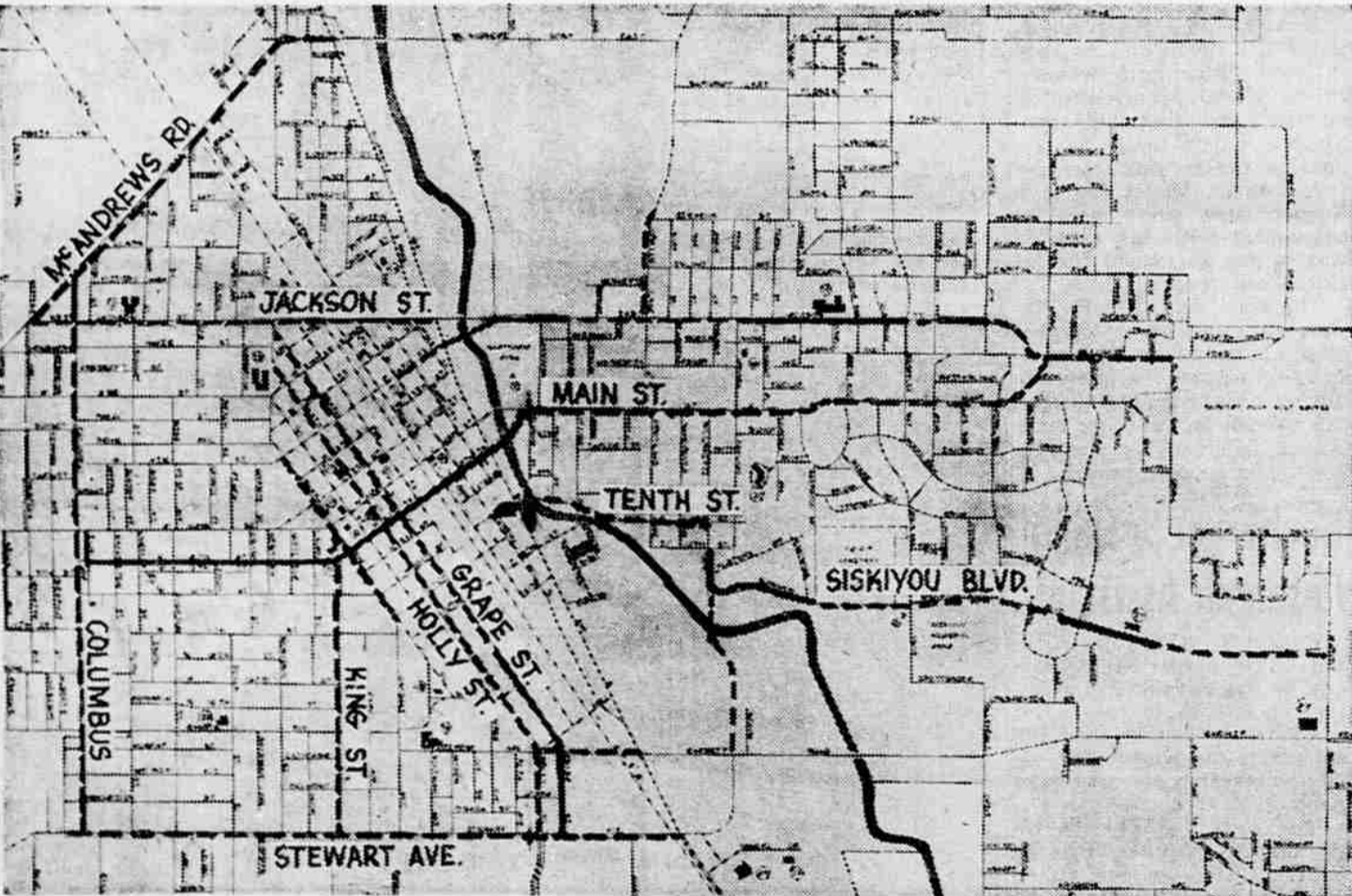
12 MAIL TRIBUNE, Medford, Or. Sunday, Jan. 3, 1960



SECTION OF TENTH—Tenth st. will be widened to four lanes from Grape to Willamette st. This view shows one section between Central Ave. and Riverside ave. that has been completed. The city hopes to start construction on the Tenth st. bridge over Bear creek next month. The Tenth st. project is scheduled for completion by 1964.



COLUMBUS AVE.—This view of Columbus ave. looking north from Stewart ave. shows the present condition of this street. There is only a light gravel surface here now, but starting in 1961 Columbus will be paved and widened to four lanes from Stewart ave. to McAndrews rd. A section of Columbus has been completed between Jackson st. and McAndrews rd.



STREET MAP—This street map of Medford shows the planned street development in the ten-year street improvement program started by the city in 1957. The solid lines show the portions of the program that have already been completed and the dotted lines those projects remaining to be done. There are plans for four new bridges over Bear creek in the program.

10-Year Program Expected to Be Completed in '67

By GREG NOKES
Mail Tribune Staff Writer
Medford's 10-year street improvement program, authorized by the voters in November, 1956, has proceeded well on schedule for the past two years, according to Vernon Thorpe, city engineer, and unless some unforeseen stumbling blocks should arise, will be finished by its scheduled completion date in 1967.

In 1956, the voters authorized the city to float a \$220,000 bond issue and levy a tax of \$143,600 each year for 10 years, for a total of \$1,656,000 which will be project's cost to the city.

Another \$467,500 will be assessed to property owners affected by the program if 50 per cent will sign a petition to be assessed. Much of the program hinges on the approval of property owners. If they do not approve petitions to improve streets abutting their property then the city will either have to bear the entire cost, or forego the improvement altogether.

Assessing Property
In assessing property for street improvements under the city charter the owners pay for the first 36 feet of street width in residential areas, and the first 44 feet of width in commercial areas, with the city paying for any and all improvements exceeding these widths.

The program is comprised of 10 main street projects scheduled for construction at various times between 1957 and 1967, with approximately 10 per cent of the program being done each year. It has been necessary to depart from the original schedule, on certain projects, in order to take advantage of special conditions which have changed the

priority of some projects or made their construction financially advantageous to the city.

Cost of the work done so far has been adequately covered by monies allocated to the program, although there have been a few cases where the cost was more and a few where the cost was less, but these have balanced each other out.

Large Project
One of the largest projects in the program is the Main st.-Eighth st. couplet which is almost completed. When finished it will make those streets one-way from the bridges to the west city limits. The one-way system from Elm st. to Riverside ave. was completed in July, 1958, on schedule, and the section including the new Eighth st. bridge will be finished this month.

When the bridge is finished it will be made one-way east bound and the Main st. bridge will be one-way west bound. The cost of the project was \$227,200, of which the city paid 25 per cent or \$56,800. The state paid 75 per cent, or \$170,400, of the project because it is a part of the state secondary highway system.

Only one section of the 10th st.-11th st. project has been completed and that has been the extension of 10th st. between Central and Riverside aves. This short stretch was not scheduled for construction until the latter part of the 1959 fiscal year, but because of a clause in the right of way agreement calling for immediate construction, it was completed in April 1957, with a substantial saving in total cost.

The stretch between Central ave. and Riverside ave. is 52 feet wide and provides for four lanes of moving traffic, as will the rest of 10th st. from Central ave. to Willamette st., when the project is completed.

Schedule Change
A stretch of this same project from Columbus ave. to Central ave. was not done when scheduled in preference to another section from Riverside ave. to Portland ave. On this latter section, some right of way has already been purchased, designing of a new bridge over Bear creek is in progress, and some grading has been done.

When completed the project will make 10th and 11th sts. a one-way couplet west of Grape st. The new bridge will be built across Bear creek and will follow the east bank to east 10th st., just west of Portland ave. Tenth st. will be widened to Willamette st., relieving traffic on Main st. considerably.

The bridge is being designed by the city in conjunction with the state highway department, and it is hoped that bids will be called early this year, Thorpe said.

Charged for Work
The state is helping the city to design this bridge for no other reason than that it has the necessary facilities for bridge design, where the city does not. This is a service provided all cities by the state whether or not it has any interest in the bridges. The state then charges the city for the cost of the work done.

The bridge was originally planned to be a two-lane structure, but the increased traffic volume has caused it to be projected to four lanes.

Several sections of a third main project, the Jackson st. improvement project, have been completed or are under construction. Pavement for a four-lane street has been laid from Biddle rd. to Genesee st., and another four lane section on Jackson st., between Lindley and North Berkeley Way has been paved.

New Section
A new section of Jackson st. between Barnburn rd. and Sunrise ave. has been opened and paved 24-feet wide; plans are for eventual widening to

44-feet. The city purchased the right of way for this section through condemnation proceedings two years ago.

This project, the remainder of which is not scheduled for construction until 1964, will improve Jackson st., from McAndrews rd. to Hillcrest rd.

The Columbus ave. project, which will not be completed until 1963, will improve and extend that street from Stewart ave. to McAndrews rd. A section of this project between Jackson st. and McAndrews rd., was moved up the schedule and completed early, for two reasons. First, the right of way was obtained at no cost from the Jackson county housing authority, and second, a new school shop building and an Army Reserve center were to be built at an early date and were scheduled to face on Columbus ave.

By obtaining this right of way for nothing, the city saved \$10,000 which had been allocated for its purchase.

More Right of Way
Some more right of way between Prune st. and 10th st. has been acquired and documents are being prepared for the rest.

Another project will improve Stewart ave. from Riverside ave. to Columbus ave. Work on Stewart ave. will not begin until 1965 as scheduled, but the city has spent \$27,000 as its share to date of a concrete box culvert on the north side of Stewart ave. constructed by the county road department. This culvert replaced one section of the hazardous ditch now running parallel to Stewart ave.

Nothing has been done on the Willamette ave. project between 11th st. and Barnett rd., except for some preliminary studies with the state highway department to try and work the extension of Willamette st. into the proposed interchange with the new freeway at Barnett rd. This particular project is not scheduled to start until 1967.

The fourth st. project which is planned to improve that street between Central ave. and Riverside ave. is being expanded. Additional plans are now being developed to extend Fourth st. across Bear creek to connect with Jackson st. at Biddle rd.

New Bridge Planned
The new bridge would largely eliminate traffic congestion at the five-pronged intersection of Riverside ave., Jackson st., and Third st. The necessary data is now being prepared for the bridge design and paving plans.

Another project, not included in the program approved by the voters, is the extension of Siskiyou Blvd. to Hoover school from Willamette st. This necessitates the purchasing of right of way from the Odd Fellows cemetery. The city proposes to gain the necessary funds for this project by using money received from the state tax fund.

There are six other major projects scheduled, work on which will not start until later in the program.

Repaving Projects
One of these projects is the Grape-Holly sts. resurfacing project, which calls for repaving both the streets, starting in 1962.

A project scheduled for a 1960 start is on Oakdale ave., which will be widened, repaved, and regraded from Fourth st. to 12th st. When completed it will allow for



WINTER AT LAST—Skaters using the west hockey rink enjoy winter weather that has finally come to Squaw Valley, Calif., site of the Winter Olympic Games.

First Group in '60 Climbs Mt. Hood

Portland—UPI—Three members of a Whitman College party claimed to be the first to climb Mt. Hood in 1960. They reached the summit early Friday.

It was said to be the third time in a row that a party from the school climbed the mountain on the first day of the year.

Those of the party who reached the top were Stan Kozlowski, Bremerton, Wash.; Ross Kennedy, Olympia, and Gordon Larson, Vancouver, Wash. Larson is not a student but joined the party on the mountain.

COMMENTATOR DIES
New York—UPI—Claire Mann, a writer and radio and television commentator on health and beauty, died at her home of cancer Friday. She was 48.

View dr., from Valley View dr. to Hillcrest rd., and from Hillcrest rd. to Black Oak dr.

This project is a good example of the necessity for assessment. Already the city plans to bear a cost of \$136,300 for the difference between a 36-foot and the planned 44-foot width. The property owners will then pay for the cost of the project up to 36-feet if they approve of the assessment. But, if they do not approve, then the entire cost will fall to the city.

The accompanying map shows how this program will ease the traffic problem in Medford, and make the city a pleasure to drive through when it is completed.

Four moving lanes of traffic between Seventh and 12th sts. Widening and paving of McAndrews rd. from West Jackson st. to Bear creek will not get under way until 1966 as scheduled.

The King st. project, which will call for improving that street, specifically the intersections with Stewart ave. and 11th st., is scheduled to start in 1962.

Main St. Project
Another large project is known as the Main st.-Valley View-Hillcrest rd. project. This project will call for the widening to four lanes and the repaving of Main st. from the Eighth st. connection to Val-

22 Persons Killed In County in '59

Twenty-two persons, the same number as in 1958, died during 1959 in traffic accidents in Jackson county, according to statistics compiled by the Mail Tribune.

Majority of the fatalities occurred during the first eight months of the year, when 14 deaths were recorded. This was the reverse of the 1958 trend when 14 persons were killed on the county's highways during the last four months of the year.

Four of the year's accidents accounted for two deaths each, the same number of double fatalities accidents as in 1958. Two fatalities occurred within the Medford city limits.

Double Fatalities
Persons who died in the double fatality accidents were Clarence Frank Pinkerton, 62, of 455 Courtney st., and Kay Louis Gilbert, 21, of 439 Chestnut st., both Ashland, Jan. 19 on Highway 99 near Talent; Denzil Hubert Shilts, 42, Blue River, and Mrs. Mabel E. Lilla, 64, Redmond, Feb. 24, Highway 99 and Neil creek; Mr. and Mrs. Arthur Bellows, 429 North Holly st., Medford, May 31, when their vehicle hit the Shakespearian theater wall in Ashland; and L. D. Crank, 49, of Costa Mesa, Calif., and Robert William Wright, 42, of Vallejo, Calif., Sept. 6, on the Little Applegate rd.

Killed on Medford city streets were Charles Delbert Miller, 83, of 1358 Biddle rd., Jan. 21, and Charles Joseph Fry, 86, of 323 Chestnut st., Sept. 18, both pedestrians.

One-Vehicle Accidents
Five other persons died in one-vehicle accidents during 1959. They were William

Henry Durbin, 54, of Grants Pass, Jan. 25, on Old Stage rd. near Rogue River; Harry L. Tanti, 20, of Charleston, Height, S.C., Feb. 17, on Highway 99 near Rock Point bridge; Harold Davis Shuch, 22, of 628 1/2 North Riverside ave., April 11, on Highway 99 near Birdseye Creek bridge; Richard Lee Jolliffe, 24, of Butte Falls, May 17, when his motorcycle went over an embankment on Butte Falls highway at Crowfoot rd., and Gary Lee Johnson, 22, Grants Pass, June 6, on Highway 99 near Rogue River.

Other fatal accidents which involved more than one vehicle accounted for seven deaths. Among those who died were George Earl Riggins, 70, Camp White, June 8, intersection of Gregory rd. and Agate rd.; Denzil Harry Middlebush, 62, of 331 South Ivy st., Aug. 18, Highway 99 near Beall lane; Dwight Albro Robbins, 26, of 816 Taylor st., Sept. 14, Highway 99 south of Medford; Mrs. Louella Russell, 71, of Selah, Wash., Oct. 30, Crater Lake highway at Four Corners; John Ralph Pennington, 38, of 3525 Chicory lane, Nov. 7, near Camp White Domiciliary; Ronald Bernard Harding, 22, of 1309 Stewart ave., Nov. 30, on Hanley rd.; and Jerry Austin Giesler, 28, Talent, Highway 99 near Phoenix, Dec. 29.

Seven of the fatal accidents occurred near 5 p.m., records show, while only four deaths were recorded during daylight hours.

The northwest African territory of Sierra Leone was so named by the Portuguese seaman, Pedro da Cintra, in

A Tribute To The Elks!

This fine and fraternal organization ranks as one of the happiest and most charitable in America! B.P.O.E. Best People on Earth! Surely they ARE among the best. They have fun—of course. Dances, parties, smokers, picnics. But underneath their gay exterior are hearts of gold, with hands outstretched always to help some less fortunate person. That Elk's tooth on a chain or in a coat lapel isn't just decoration. It symbolizes a man who practices the Golden Rule daily. He's an Elk! More power to him!

Medford Pharmacy
101 North Central, Corner 6th • Ph. SP 2-6253
Week-Days: 8:30 A.M. to 10:30 P.M.
Open Sundays and Holidays—10 A.M. to 9:30 P.M.

We Salute Our Town!

Selma Man Injured In Thursday Mishap
Cave Junction—Charles Richard Strohkirch, 19, of Selma, was injured about noon Thursday when the car in which he was riding went out of control on Highway 199 near Idlewild.

He was taken to Seaside hospital in Crescent City, Calif., and later flown to Medford by Mercy Flights, Inc., for treatment at Rogue Valley hospital.

46 Flu Cases Are Reported in County
Forty-six cases of influenza were reported to the Jackson county department of health for the week ending Dec. 31, 45 of them in Medford and one in Shady Cove, according to Dr. C. I. Drummond, public health physician.

There were four cases of pneumonia reported, all in Medford, and one case of scarlet fever in Ashland.

Other communicable diseases reported were, whooping cough, Medford 1, strep throat, Medford 1, chicken pox, Ashland 1, ring worm, Ashland 1.

Washington—UPI—Army Col. Perry M. Smoot ret., 78, commander of the Hawaii unit of the National Guard at the time of the Japanese attack on Pearl Harbor, died Thursday at the Wilmington, Del., Veterans hospital.

Californian Buys Port Umpqua Paper
Reedsport—UPI—William M. Tugman, retiring editor-publisher of the Port Umpqua Courier, a weekly newspaper, said Saturday the paper had been sold to Earl Sykes Jr., El Cerrito, Calif.

Tugman, a longtime editor of the Eugene Register Guard, had been tunning the Courier since late in 1954.

Hubbard Bros.
WILL BE
CLOSED FOR INVENTORY
Tues. - Wed. - Thurs.
January 5, 6 and 7
IN CASE OF EMERGENCY CALL
SP 2-6189

NORFIELD'S
JANUARY CLEARANCE
"Women's Only"
SHOE SALE
NEXT WEDNESDAY

Picard's of Medford
JEWELRY
DIAMONDS
Since 1945

129 S. CENTRAL SP 3-1922

SPECIAL FREE! WATCH BAND
UP TO \$5.95 VALUE
WITH EVERY WATCH REPAIR ORDER JOB.
WE ARE OVERSTOCKED ON WATCH BANDS
THIS OFFER BEGINS MONDAY, JAN. 4
1 YEAR GUARANTEE ON ALL REPAIRS
REMEMBER! We Do All Jewelry Work In Our Own Shop—We Are Experts on Platinum Work and Diamond Setting. Most Jobs in by 11 A.M. Are Ready by 5 P.M.

WE GIVE AND REDEEM SILVER DOLLAR STAMPS

FATHER AND SON TEAM TO SERVE YOU BETTER

Try Us Next Time—You'll Be Glad You Did

GARY PICARD
Watchmaker

ROY PICARD
Certified Master Watchmaker