

Do-It-Yourself School Filled

Lindale, Tex. - Lindale school officials have found the way to stretch tax dollars. They have a brand new do-it-yourself elementary school.

And it will be almost filled by 1,225 students.

Last year, the school board was faced with increased enrollment and growing classroom shortages. So, the board bought a site and began casting around for bids.

"They were all too high, so the board decided it would be the contractor and build the school," a spokesman said.

The board found the way and means to cut corners on construction costs. Today, the new school is up.

In addition, the board has under construction a 50 by 100 foot cafeteria and a new band hall.

The entire project, including all the furniture, equipment and the cost of the school site, hasn't cost the taxpayers of the district an additional dime.

The total bill comes to approximately \$150,000, just a few dollars more than the low bid the board received on construction of the elementary school alone.

India owns about 80 percent of the world mica supply.

\$42 Million Will Be Expended On Freeway 99 in Rogue Valley

With the completion of the projects of the interstate freeway from the North Grants Pass interchange south to the Mistletoe railroad separation there will have been expended an amount approaching \$42 million for highway construction in the Grants Pass, Medford and Ashland area since the enactment of the Highway Act of 1956, Victor D. Wolfe informed the Medford Kiwanis club at its Wednesday noon luncheon.

Wolfe, an administrative assistant of the Oregon state highway department, spoke to Kiwanians on highway construction progress in this area. Walter Wright, right-of-way engineer for the department, discussed land acquisition policies.

Evans creek - Galls creek section of the interstate highway is scheduled to be advertised and bids opened in January, Wolfe reported. This is a \$1 million project and, when completed, would allow traffic to use the freeway from north of Grants Pass to Galls creek, he said. He added, mentioning intangibles which might help or hinder, "We are aiming at the completion of this section in 1961."

Funds Not Allocated
Wolfe said the highway commission would hope to be able to award a contract on the Galls creek-Seven Oaks section in the fall of 1961 with a 1963 completion date. Funds, at present, are not allocated for this section.

The interstate is graded from Seven Oaks to Table Rock rd. and in November the commission awarded a contract for grading and structures from Table Rock rd. to Jackson st.

The highway department, Wolfe stated, is aiming at opening the section from Seven Oaks to Crater Lake highway interchange to traffic in the fall of 1961. He pointed out, however, that because of conflict with Medford's anti-noise ordinance, which can affect the contractor's method of operation, there is possibility that the department may not be able to open this section prior to 1962.

On Drawing Boards
Jackson st. to 12th st. section, all structure, is on the design boards now and it is the hope of the commission to award the contract on the \$1.5 million structure sometime early in 1961. The highway department said that this project will take about 1 1/2 years to complete.

It is hoped, the administrative assistant said, to let a contract in December for construction of the Phoenix section and to let the contract for the Mistletoe railroad separation in 1961. This latter section necessitates revision of railroad alignment.

Hope of the commission is award contract for grading and part of the structures from 12th st. to North Ashland interchange at Valley View rd. in 1961. Estimated cost of this project is in the neighborhood of \$2 million.

Surfacing of this section and balance of the structure will follow the completion of grading. This is at an additional cost of \$3 1/2 million, Wolfe reported.

Virtually Complete
Wolfe mentioned that the interstate is virtually complete from Portland south to Eugene and construction south of Eugene is being done as rapidly as funds are available.

The freeway interstate from Ashland to the California line, he said, undoubtedly will start somewhat later in the program since this is the section of Highway 99 between California and Washington which carries the least amount of traffic. Desire of the highway commission is to construct more heavily traveled portions first.

On the Lake of the Woods route to Klamath Falls, Wolfe said that the Hanley ranch-

forest boundary section is under contract, that the grading is practically complete on the section and that surfacing will be finished in the summer of 1961. The bureau of public roads has completed grading on the forest boundary-McCallister springs section and has recently awarded a contract for grading on the closing 12-mile gap.

May Be Open in 1961
This means, Wolfe pointed out, that the route may be open to the hardy traveler in late 1961, since the motorist would have to travel without the benefits of surfacing. It is hoped that the entire section can be hard-surfaced by late 1962 or the summer of 1963, the highway official said.

The highway department, according to Wolfe, plans additional work on Crater Lake highway similar in scope to that done in the past summer on the Trail-10-Leed section.

This will consist of spending some \$50,000 for widening on curves and other improvements—a policing action—between Elk creek and Robbers roost.

Wolfe stated that the highway commission is planning to let a contract in December for four-laning on new alignment a new section of the

Redwood highway from the Applegate river to Grants Pass. The contract will be in excess of \$1 million.

Growth in Population
Wolfe spoke of the tremendous growth in population, vehicle registration and vehicle mileage in Oregon. He said that between 1946 and 1956 vehicle registration jumped from 466,000 to 832,000. Registration in 1959 was 844,777. "This enormous increase in vehicles must have adequate roads upon which to safely travel," he declared.

The highway official said that the staff of his department is cognizant of deficiencies in the system of highways but that he is sure the deficiencies are and will continue to be traceable strictly to lack of funds.

Wolfe listed in Oregon 731 plus miles of highway on the interstate system and 2,645 on the secondary system. He said this year Oregon has about \$12.5 million construction on the primary systems, \$9 million on the secondary systems and \$3.6 million for urban construction. To this may be added \$31.5 million for interstate construction, making a total of about \$56.6 million.

Studies Show Costs
New studies, Wolfe reported, indicate the following costs to bring the state system up to standards to handle 1975 traffic: Primary system \$286.1 million; secondary system \$163.6 million and urban system \$100.2. To this may be added, he said, \$325.4 million for completion of the interstate system.

Updating of these studies is being completed and it would appear that the foregoing figures will be considerably increased, according to Wolfe.

The administrative assistant said that from the figures, that, based on present income from road-user taxes, the state will not have sufficient funds to do all construction necessary in the next 15 years to adequately handle 1975 traffic, even if the state continues as at present.

Wolfe sought out that, when Congress enacted the 1956 Highway act, it attached certain regulations so that the necessary funds are not automatically available.

Wright said that an attempt is made to secure highway right-of-way property on fair cash market value. A professional appraisal program bolsters these efforts. The policy is to deal fairly and equitably for the lands that are needed.

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PRIEST MEETS IKE - The Rev. Chisan Koho, a Japanese Zen Buddhist Priest and Chief Abbot of the Sodo Zen Sect, bows to President Eisenhower as they met in the White House. Following the visit the priest told newsmen the Chief Executive was not only a "stern soldier" but a "man of peace" as well. (UPI Telephoto)

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