

Men, Machines Tear Path Along Bear Creek

\$3 Million Project To Extend Freeway To City Under Way

By GREG NOKES
Mail Tribune Staff Writer

Huge machines tear great chunks of earth from the ground—others pull it from one place to another—still others smash it flat.

Some machines rip tangled masses of dirt and brush from the soil and toss it effortlessly on large piles. A man in a steel helmet puts a match to them and columns of grey smoke rise over the city.

The scene is looking north from the Jackson st. bridge at any time during the past month. For it is here that 50 men and as many giant machines are tearing a long barren scar through the heart of the city.

Nothing stands in their way.

Creek Looks Better

But, even with the scar an old-timer looking north will have to admit that Bear creek looks better now than it has for a long time past.

It won't be long before the scar is covered over with a four-lane band of pavement stretching from horizon to horizon.

Interstate No. 5 will change the face of the entire city—most people hope for the better.

Although completion of the freeway is still nearly two years in the future, the change is already taking place.

New motels and restaurants are springing up almost overnight along the city's thoroughfares in anticipation of a considerable increase in Medford's tourist trade. More will come.

Boon to Valley

Construction of the freeway itself is a boon to the valley economy through the purchase of local materials and the hiring of local labor.

The chamber of commerce expects that the freeway will bring new industry to Medford.

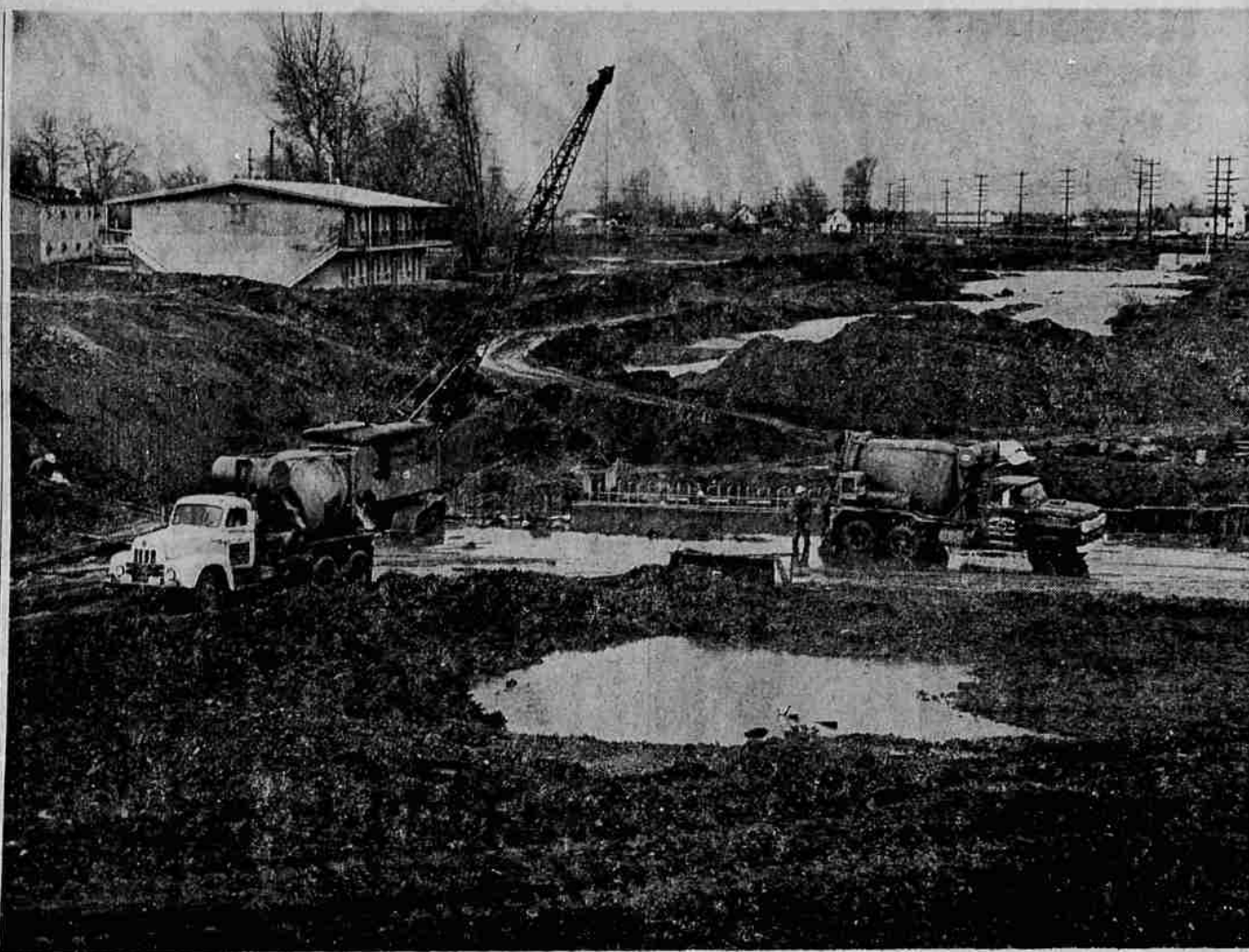
Built in Three Sections

The city planning commission is swamped with requests for zone changes near the freeway interchange sites.

If all goes well the freeway may result in more jobs, more money and a growing city.

There may be adverse effects too.

Interstate No. 5 is being



FREWAY WORK—For the past month the Peter Kiewit and Sons Construction company has been clearing the route for the new freeway through Medford. The above picture was taken looking north from the Jackson st. bridge at the route the freeway will follow. The workers in the foreground are relocating a Rogue River Valley Irrigation district dam.

built in three sections in this area—from Seven Oaks rd., north of Central Point, to Jackson st.; from Jackson st. to Barnett rd.; and from Barnett rd. to Valley View rd., north of Ashland.

A \$3,032,472.80 contract to build the first section was awarded to Peter Kiewit and Sons Construction company of Omaha, Neb., in November. Bids for the other two sections are scheduled to be open on April 1.

Since their contract was awarded in November, Peter Kiewit and Sons have cleared most of the freeway route from Seven Oaks rd. to the Jackson st. bridge, and are now preparing the roadbed in many places.

Work is under way or completed on several structures, including overpasses at Upton rd., Vilas rd., Crater Lake highway and Table Rock rd. Work crews are preparing the approaches for the Medford corporation private truck road overpass north of Crater Lake highway.

Temporary Detours

Two temporary detours have been erected—at Crater Lake highway and Table Rock rd. Traffic will be required to use these detours until the overpasses have been completed.

Cement was being poured last week for a new Rogue River Valley Irrigation district dam, just north of the

Jackson st. bridge. The old dam was in the way.

A remark by a state highway department official last week that "progress is certainly evident," is almost an understatement.

Greatest Benefit

Perhaps the freeway's greatest benefit to the valley at the present time is its help in relieving the local unemployment problem. Already, the contractor has hired 45 men to work on the freeway—of which 75 per cent are local—and he plans to have hired 150 by the time the peak employment period is reached next fall.

This is for the first section alone.

Work on this section of the

freeway is scheduled for completion in May, 1962. The contractor hopes to start the actual paving process by September.

Overhead Structure

The middle section of the freeway—from Jackson st. to Barnett rd.—will be an overhead structure. From Barnett rd. through Ashland the freeway will again take to the ground.

The right of way will generally follow the course taken by Bear creek through the valley. O. D. Rawlins, right of way agent for the state highway department, feels the freeway will help considerably in the general beautification of the Bear creek area.

Tons of brush and a "terrific lot" of other unsightly area will be removed or covered up during construction, he said. Also much of the creek bed is being straightened to eliminate erosion and channel movement.

As for that long grey mass of concrete itself—Rawlins said the state will attempt to make it look as nice as possible.

Landscaping Planned

The sides of the freeway embankment will be planted with grass and various other landscaping will be done along the freeway route. In Medford, the freeway will be fenced and lighted.

All of the freeway right of way from Medford to Ashland has either been purchased or condemned. Another one-third of the right of way already has been obtained in Ashland proper.

For the next year and a half, possibly longer, Medford

and the Rogue valley will have to put up with a lot of dust, noise and inconvenience. It can't be helped. It is the end product that counts.

But, not everyone is in accordance with what the end product will be.

Support Damage Theory

Some people say the freeway should have gone around the city instead of through it. They contend that it will do irreparable damage by cutting Medford in two. They might be right.

Others argue that the economic benefits to be gained from having the freeway close at hand far outweigh the drawbacks. They may also be right.

But, one thing is sure—Interstate No. 5 is here, and it is here to stay.

Local Students Win Gold Keys in Art

Portland—Several southern Oregon students with art work on display in the 1961 Oregon Scholastic Art Exhibition which opened last week have received special recognition.

Some 900 pictures were selected from 3,500 entries to be shown through Saturday, Feb. 25, at J. K. Gill's, a Portland art center.

Of the 100 students receiving gold key recognition as well as a blue ribbon label were Jeff Hiatt, H. S. A. U. K. (Don Kondo, Milton Poppa, and Gary Stollenburg, Medford; and Christine Bishop, Gary Vincent, and Gary More, Central Point).

Those from southern Oregon receiving only gold keys were Gregory Becken, Jim Vroman, Thomas Semple, and Carl Washburn, Medford; Jack Peek, Central Point; Roy Bailey, Ashland; and Dianne Christie, Jennie Kuitert, Richard Malisch and Sharon Merchant, Grants Pass.

Those receiving both the key and the ribbon award will be eligible to enter the art work in the National Scholastic Art Exhibition at New York, May 1 to 12.

AUTO INVENTION

Detroit—Since 1899 one in every six inventions listed by the U.S. patent office has been for use in automobiles.

Los Angeles Man Lectures at Meeting

Dr. Albert Field, Los Angeles, spoke on recent advances and highlights in diagnosis and treatment of peripheral vascular diseases at a meeting of the Jackson County Medical Society at the Rogue Valley Country club Wednesday.

Dr. Field was the first speaker in a professional lecture program, according to Henry C. Horzog, manager of the Veterans Administration Domiciliary, White City. His lecture was combined with the Society's regular meeting.

Dr. Field was graduated from the University of Toronto, and since 1948 has practiced surgery in Los Angeles. He is especially interested in peripheral vascular and extremity disabilities. His papers have been published in various medical journals and his exhibits have been displayed before the California Medical convention and the American Medical Association convention.

Federal Grain To Feed Birds Urged

Washington—(UPI)—Chairman Harold D. Cooley (D-N.C.) of the House Agriculture Committee has introduced legislation to authorize the use of government-owned grain for the emergency feeding of game birds and other wildlife.

Cooley reported to the House Thursday that the Agriculture Department was receiving appeals from all over the country for federal assistance in preventing the starvation of wildlife because of heavy snowfalls.

Cooley said his bill would permit the Commodity Credit Corporation to make grain available to state agencies to meet the need.

Area Dairies Win Honors at Contest

Corvallis—Top honors in Oregon's annual dairy products contest have been awarded to three southern Oregon dairies, according to contest officials at Oregon State college.

William Grow, of Jorgensen's Dairy products, Medford, was named sweepstakes winner for ice cream, as well as second place winner in the Vanilla class. Douglas Clark, of Snider's dairy, Medford, re-

The Medical Roundup

by
Walter T. Sawyer

Emeritus Consultant in Medicine
Mayo Clinic
Professor of Medicine
Mayo Clinic
Register and Tribune Syndicate,
1961

Low Fat Diet, Artery Disease in Trappist Monks

Recently, Drs. E. Perry McCullagh and Lena A. Lewis, of Cleveland, reported very

interesting studies made on Trappist monks in two monasteries.

Most of the men had lived for 10 years or more on a spare vegetarian diet which supplies some

2,000 calories a day. The men get no meat, fish, or fowl; they get some 4.5 quarts of milk a week, but only rarely an egg. The diet contains each day about 2 ounces of fat, practically all of vegetable origin. On this diet most of the monks live until they are between 55 or 80 years of age.

Many aging persons will be interested to hear that although most of these monks had a low level of blood cholesterol, this did not keep them from getting hardening of the arteries and a high blood pressure. Actually, it looks as if high blood pressure were somewhat more frequent among them than it is in other groups of men of the same age. In them, the factor of the strenuous life, which is supposed to increase blood pressure, is absent, because they live a quiet, sheltered existence. They get some exercise because they work at farming some two or three hours each day.

Although there is considerable evidence to indicate that a high level of blood cholesterol in a person favors the production of hardening of the

arteries, the evidence now obtained through a study of the monks suggests that a diet low in animal fats, which perhaps produced a low level of blood cholesterol, was not able to protect the men from developing arterial disease and hypertension.

Does Positive Wassermann Test Always Mean Syphilis?

Every so often a physician will see someone who is flabbergasted when a routine test on his or her blood indicates the presence of syphilis. Such a person will be unable to remember ever having had a sore or a skin eruption or anything that would suggest that there once was acute syphilis. In some cases, a young woman will deny ever having been exposed to a venereal infection. In many cases it would help if the partner in a single exposure could be found and examined. In the years before 1949, many of these very unhappy men and women were tested again and again, and perhaps still left in doubt. Usually they took treatment and sometimes, then, the clearing up of the blood reaction indicated that syphilis had been present.

In 1949, a test highly specific for syphilis was worked out, and since then there have been only a few cases in which doubt remained as to the cause of a person's positive Wassermann test. This new test that has given much comfort to many persons is called the Treponema Pallidum Immobilization test. The Treponema pallidum is the tiny organism which produces syphilis. Recently, Drs. C. M. Carpenter, J. N. Miller, and Ruth A. Book, of the University of California at Los Angeles School of Medicine, suggested the use of a triple test in which the three best blood tests now available are used. One is the Venereal Disease Research Laboratories slide flocculation; another is the Reiter-protein complement-fixation; and the third is the Treponema pallidum immobilization test. I imagine such tests are likely to be performed only by a research laboratory attached to a medical school, or to a State Health Department.

An Open Letter

to the people of the Medford area
on the subject of cemeteries

Buying Memorial space (cemetery lot, mausoleum vault, or columbarium niche) warrants your **PERSONAL** attention. Your selection, once made, is a decision that holds forever.

Prudent people make no important purchases "**SIGHT UNSEEN.**" They get all the facts—see for themselves—make decisions based upon full knowledge.

SISKIYOU MEMORIAL PARK invites you and your family to visit this well known modern cemetery—and to **SEE FOR YOURSELF.** Learn about endowment care. Get prices of various locations and services. Compare them with the cost of others.

Do this well before the need arises, and you will have the basis for **SOUND** decisions when need comes to your family, as it must to all. Your decision then will be the one that is always right for you.



SISKIYOU MEMORIAL PARK
Southern Oregon's Most Beautiful Cemetery
Highland at Siskiyou—Medford—SP 2-2344 or SP 2-5488
And

SISKIYOU funeral service

Incomparably Better Ways
at No Greater Cost

MORTUARY
MAUSOLEUM
CREMATORY

CLEARING BEAR CREEK—One indirect benefit to Medford of the new freeway will be a general clean up of much of Bear creek. A Cat, belonging to Peter Kiewit and Sons

Construction company, contractor for this section of the freeway, can be seen pushing old logs and other trash onto a pile for burning.



TEMPORARY DETOUR—Traffic on Crater Lake highway is being routed around the freeway construction by a detour bridge, pictured above. This detour, and another one

on Table Rock rd., will be used by traffic until freeway overpasses can be completed.