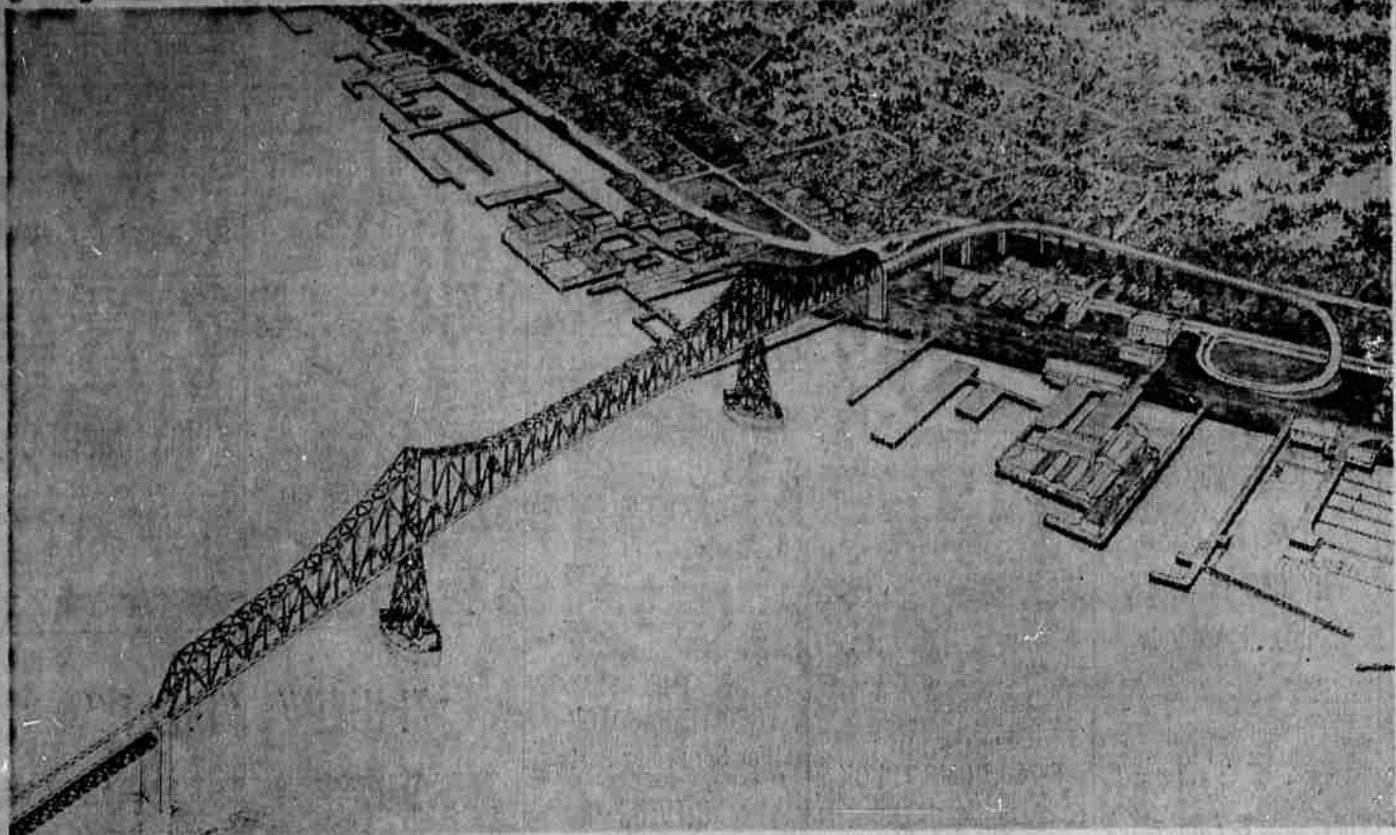




MAIN SHIP CHANNEL—Rising nearly 205 feet above the river level at low water, this cantilever structure across the main ship channel near the Astoria waterfront will allow the U.S. Navy's biggest aircraft carrier to pass safely underneath. The approach, right, will leave Astoria's

Marine dr., make a full circle before reaching the bridge proper. The bridge will be built on roughly a north-south line, filling the last gap in Highway 101 and replacing the present ferry system.

Final Plans Being Made for Bridge

Salem—Preparation of final plans for the \$24 million Astoria-Megler bridge across the mouth of the Columbia river has begun by the Oregon state highway department with the assignment last week of a special survey party to complete the location survey, and the setting up of a 10-man bridge design section in Salem to turn preliminary drawings into completed plans for letting of contracts.

The resumption of activity closely follows approval of a bill by the Oregon legislature for financing of the proposed bridge, and the signing into law of the measure April 27 by Gov. Mark O. Hatfield. Earlier, the Washington legislature had passed a similar bill making possible the replacement of the present outdated ferry system and link the Oregon and Washington sections of Highway 101.

One of Longest
The bridge will stretch 4.1 miles from Astoria to Point Ellice, near Megler, Wash., a length that will make it one of the longest bridges on the Pacific Coast.

From the south, the new section of Highway 101 will begin at a toll station just off Astoria's Marine dr., curve counterclockwise through a full 360 degrees as the Astoria approach raises to the ship channel, make a long leap

high across the main ship channel near the south river bank, drop to 25 feet above sea level for more than 10,000 feet across the sometimes-dry Desdemona Sands, then rise briefly again for 70 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The Astoria approach will utilize prestressed concrete beam spans set on concrete piers, located to avoid over-

loading the slide-prone Astoria hills. After its first beginning in a turn north off Marine dr., the approach will rise in a gradual curve, cross Marine dr. once, continue the curve in an easterly direction, still gaining altitude, and re-cross Marine dr. a second time on roughly a north-south axis.

Steel Deck Truss
At this point, a steel deck truss section will carry the roadway to the 2,414-foot, three span through cantilever

section, the main channel crossing. Crossing the main ship channel, the lowest steel member of the center span will be nearly 205 feet above mean low water and stretch 1,204 feet between the two steel towers supporting the cantilever spans, clearance enough to float the U.S. Navy's biggest battleship under the bridge at high tide.

The towers will be mounted on concrete piers protected by wooden fenders, leaving a ship channel 1,070 feet wide.

From the north end of the third cantilever span, the roadway descends by steel deck truss and steel plate girder sections to an elevation

25 feet above mean sea level, then proceeds across Desdemona Sands, a 10,000-foot stretch of river sand, either awash or covered shallowly by water at low tide.

A total of 178 prestressed concrete deck spans 80 feet long will rest on concrete piers.

The deck will contain two 14-foot lanes, with an additional one and a half foot refuge area on each side next to the handrail, although the four-mile bridge length makes pedestrian use doubtful except in emergencies. Additional width will be provided at the toll station off Marine dr. on the Astoria approach.

The bridge is designed to withstand some of the toughest attacks of nature. Gusts of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast will still leave the bridge with a safety factor, and the concrete piers are built with an eye toward the river flood speed of nine miles per hour when whole trees are swept along and sand would eat away any weaker substance.

Concrete is used in place of steel wherever possible to reduce the maintenance cost of painting in the face of constant attacks of corrosive salt spray.

Meeting Being Arranged
Arrangements for a meeting between the Oregon state highway commission and Washington state highway commission are being made at which a formal agreement covering the partnership arrangement between the two parties will be drawn up for signing. Under the present working agreement, the Oregon state highway department is preparing the project for contracting, subject to a final check and approval by the Washington engineers.

The authorization from the two state legislatures provide that the anticipated deficit in toll revenue necessary to operate and maintain the bridge and to pay off the bonds is to be made from other state funds. The first \$100,000 annual deficit will be paid by Oregon and the remainder split 60 per cent to Oregon and 40 per cent to Washington. Each state will build its own approach.

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Court Records

DISTRICT COURT
John E. Chastain, improper lane usage, \$15.
David Nelson, failure to display PUC, \$5.
Danny R. Andrews, speed contest, \$75.
LeRoy L. West, overlength, \$5.
Ricardo J. Wolfe, angling in closed season, \$30.
Markley L. James, racing, \$75.
Harland Lee Harmon, violation of basic rule, \$10.
John E. Terry, violation of basic rule, \$10.
George P. Featherstone, inadequate brakes, \$5.
Clark W. Brown Jr., obstructed vision, \$5.
Edith M. Smith, disobeyed stop sign, \$75.
Johnny A. Burch, overload, \$64; overlength, \$10.
Ethel E. Von Stein, passing with insufficient clearance, \$10.
Bernard D. Clark, overload, \$15.
Neil A. Lensing, overload, \$36.
Arnold J. Fein, overlength, \$15.
Theodore R. Mullin, obstructed vision, \$10.
Paul Nelson, no operator's license, \$5.
Boston D. Leeman, overlength, \$15.
Earnest E. Peyton, Jacksonville, driving while license suspended, \$150.
Ronald J. Betts, Prospect, driving while license suspended, \$150.
Clarence E. Self, excessive noise, \$5.
John S. Caudill, obstructed vision, \$10.

CIRCUIT COURT
Rita M. Acree vs. Harry J. Acree, divorce complaint.
Frances L. Rock vs. Robert Whiting Rock, divorce complaint.
Violet D. Bullard vs. Marshall Bullard, separate maintenance decree.
Glenna Cave vs. Richard Cave, divorce complaint.
William Brown Jr. vs. Helen Louise Brown, divorce complaint.

MARRIAGE LICENSE APPLICATIONS
William Michael Morse, 340 Brookside blvd., Grants Pass, and Lillie Blanche Livermore Ewan, 304 Brookside blvd., Grants Pass.
Samuel James Morehouse, 1053 Court st., Medford, and Mona Jean Scott, 229 South B st., Eagle Point.

State Real Estate Man To Conduct Course

William E. Healy, educational supervisor for the Oregon real estate department, will conduct the certificate education class for real estate brokers and salesmen of Jackson county Tuesday, May 9.

The class meets at Hedrick Junior High school beginning at 7:30 p.m. Topic of the lecture will be "Getting Salable Listings." A class May 23 with Prof. Frank Tattersall of the University of Oregon speaking on "The Economy of Oregon" will complete the spring session.

Eugene Man Explains Purpose Of Products Unit

Val Gardner, prominent Eugene lumberman, challenged the forest industries and allied businesses and professions to expand their efforts in wood promotion to maintain a vital economic factor in southern Oregon, the lumber industry.

Gardner, a member of the forest products council, Eugene Hoo Hoo club, spoke last week at the monthly meeting of the Rogue Valley Hoo Hoo club in Medford.

Great strides in the fields of design, grades and specifications of wood have been made, Gardner said, but much more work must be done in taking the story to those who

are in a position to specify materials in construction of churches, homes, public buildings and industry.

The lumberman explained the work of the Eugene forest products council in serving as a clearing house for questions relating to the use of wood form contractors, architects, public officials and the general public.

He noted that in most every case they were able to supply information which tipped the scales in favor of a decision to use more forest products. To supply the answers they were able to call on the services of many forest products trade organiza-

tions as well as testing laboratories and fire rating bureaus. The same services are available to any community group interested in the promotion of wood to maintain local pay-rolls, he said.

The speaker was introduced by Jack Mitchell, president of the local Hoo Hoo club. Mitchell also announced the appointment of a special committee to carry out the objectives of wood promotion in this area.

The group will be known as the woods products promotion committee. Keith Gordon, Western Lumber company, Medford, was named chairman.

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Pickin' Pears

News and Notes From Camp White

By WALTER TOWNSEND

The meeting of the Oregon State Library association in Medford last week end was a reminder of how the community shares resources and provides pleasant experiences for the Domiciliary members.

On the green bus we have visited the Medford library, and Omar Bacon, librarian, made us welcome.

Miss Cora Mason, librarian at Ashland, a long-time friend, personally conducted the White City visitors through the building, which was built in 1912 with Carnegie assistance, \$15,000 being contributed, and \$25,000 by the city of Ashland.

In 1955, two meeting rooms were built in the basement. Miss Mason has a staff of 6 people, 3 full time, and 3 part time. Over 3,000 people (adults) visit the library every month, and the high school students use it at night to study.

Art Collection
The art collection of Mrs. Sidney Ainsworth, Ashland, is currently on display on the main floor. The library is open every day except Sunday from 9 a.m. to 10 p.m.

In addition to the chief librarian, the staff includes Mrs. Charles J. Worth, Mrs. Robert W. Penzler, Mrs. George A. Briscoe, Mrs. Leon S. aryon and Mrs. Oscar Sand-

One of the striking exhibits is a double, link chain mail of a Portuguese rider of the 13th century. It is so heavy it took two men to hang it. Yet it is designed as the armor for a small-size man. This ancient relic of "knighthood days" was presented to the Shakespearean Festival association by A. C. Gilcrest. All links in the coat of mail are hand made.

Disabled Persons May Draw Social Security

Anyone who has a disability which has prevented their working for six months or more should contact the Social Security administration office if they have not already done so, advises Edward B. Jacobson, district manager of the Medford social security office.

Monthly benefits can be paid to a disabled person and his dependents if certain requirements are met. The requirements for a disability are that the disabled individual has been employed under social security for at least five years in the 10-year period immediately before becoming disabled.

The disability must be of a physical or mental nature which can be established by medical evidence. It must also be an impairment which prevents the person from being

employed in any substantial gainful work.

Jacobson said, "Even though the disabling condition may prevent the person from performing his regular line of work, he cannot qualify for social security benefits unless the impairment prevents him from doing any other type of gainful work. If, because of education or skills, the disabled person can work at some employment other than his usual occupation, he would not be eligible for these disability benefits. Also impairments of a temporary nature cannot qualify a person for benefits."

Information about disability benefits or any other aspect of the social security program may be obtained at the Medford social security office located in the Mall Building at 1005 East Main st. The office is open from 8:30 a.m. to 4:30 p.m. Monday through Friday.

By special invitation, there was a visit to the Shakespearean collection when Angus L. Bowmer was the speaker. He spoke to Readers and Writers club. Pictures of his European trip were shown. The Festival dance tunes by Judy Bjorlie set the mood for the talk.

Visits Library
On around the hill, we visited the college library, and passed Miss Victoria Tavenor's home on Siskiyou blvd., and turning in to Ashland ave., saw Emil Kroeger's house. We thought and spoke of him as state representative of the Elks, and mentioned some of the things he had done for the members.

The Southern Oregon college library has 40,000 volumes with Myrtle Funkhouser as chief librarian. She had been there nine years, she said. Also serving the library are T. Shively, reference librarian; and Miss Lucy Ann Paucher, catalogue; Mrs. Eleanor Everett, librarian of children's literature; as well as four other members engaged in clerical employment at the library.

"Libraries are not so sedate and somber as they used to be," Miss Funkhouser said, pointing to yellow steel stacks and a work and processing room of exciting red. This is an example of "color comes to the library." It is open 8 to 5 and 6 to 9:45.

Stop in Medford
Returning to White City, the little green bus again stopped at Medford's library, where the visitors viewed an art collection of the Rogue Valley Artists, which is changed once a month.

In this journey of one afternoon, we had seen examples of public libraries and college libraries, learned of their services and functions in their communities in contrast to our own, and of the cooperation and over all sameness of purpose.

One man in our group had lived in Ashland but had never before visited that library—until he went in our little green bus!

The Grants Pass library has extended an invitation to White City men to come for a visit soon. This will be accepted at an early date, according to Chief Librarian Enid Holmes.

Wednesday night, Colleen Hope brought entertainment to the Domiciliary. One portion was presented by her kindergarten class of tiny tots.

Even though it was their first appearance, they presented their health verses, singing games and acrobatic skills like old troupers. This program has a monthly scheduled maintained by the Red Cross.

Mrs. Fred Rehling, chairman, and Mrs. Orval Bellval served refreshments.

Elections Set for Ministerial Group

Elections will be held at the Tuesday, May 9, meeting of the Medford Ministerial association at St. Luke's Methodist church, 2940 Siskiyou blvd.

The session will start at 9 a.m. with a fellowship hour followed at 9:45 with coffee. The business meeting will get under way at 10 a.m.

Senior Capt. William Rickson will speak on the work of the Salvation Army. Following the meeting, ministers and their wives will attend a luncheon at Ping's Garden.

Suit Filed Against Southern Pacific

A damage suit against the Southern Pacific company and Delbert Hebert, an engineer, has been filed in circuit court by Angel Ingle, 1978 Table Rock rd., Medford.

Ingle seeks \$22,000 damage, \$204 medical expenses and \$291.99 for car repair as the result of a Southern Pacific company locomotive hitting his automobile at the Fourth st. crossing May 4, 1959. The accident was reported to have occurred at 8:45 p.m.

The plaintiff charges that he suffered neck, back, spine, chest, head and facial injuries as a result of the accident. His attorney is Walter Nunley, Medford.

Grange News

Butte Falls Grange
The Butte Falls school band, under the direction of Dean Boggan, entertained with a half-hour music program at a recent Grange meeting. The high school girls chorus accompanied on the piano by Mrs. L. L. Meadows, under the direction of Dean Boggan, presented two numbers. After the concert, the participants were served refreshments.

The ways and means committee reported the "crab feed" a success, and expressed appreciation to the outside Grange members and the local townspeople who helped make it a success.

Mrs. Victor Krelof, Ronnie Remsen and Bruce Pingle Jr.

were elected to become new members, and took the first and second degrees at the Central Point Grange May 5 where a team put on the ceremony.

The next regular business meeting will be June 5.

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