

The Flood

It Happened Quite Simply

By Don Robinson
Of the Register-Guard

On the weekend before Christmas, Nature inconsiderately conjured the unkindest gift of all.

It started with two changes in the weather. Rain began to fall and temperatures began to rise.

Downtown, shoppers said it wasn't such a bad rain; at least it was warm. It was warm also where it is supposed to be cold. The freezing level moved to 10,000 feet. Thick packs of snow began to melt and shed water into mountain creeks that feed the valley rivers.

The flood happened, quite simply, because the rain kept falling and the snow kept melting.

Up to 10 a.m. Friday, Dec. 18, the Weather Bureau at Mahlon Sweet Airport north of Eugene had recorded 4.0 inches of precipitation for the month.

The next 24 hours brought .71 of an inch; the next, 1.96 inches; the next, 2.58 inches; and the next, 3 inches.

Those four days between 10 a.m. Friday and the same hour Tuesday produced 8.25 inches of precipitation, more than the whole month in an "average" December (6.61 inches).

The daily weather report showed low temperatures in the 50's.

Of course, this is a rain-acustomed region. We expect wet Decembers. We anticipate, and attempt to control, floods. Such control is the chief purpose of a series of dams in this upper Willamette basin on streams that eventually flow together to comprise the main Willamette River.

On the map, those streams appear roughly as spokes radiating to form a southeast quadrant with Eugene-Springfield at their axis.

Almost directly to the east is the McKenzie River. At a point 41 miles east of Eugene, the South Fork of the McKenzie diverges and some 3 miles up that tributary stands Cougar dam.

To the southeast is the Middle Fork of the Willamette River. Some 20 miles from Eugene on that stream stands Lookout Point dam. Further upstream, three miles east of Oakridge, Hills Creek dam blocks the river just below the mouth of that Middle Fork tributary.

Almost due south is the Coast Fork of the Willamette. The river divides just north of Cottage Grove, one branch that retains the Coast Fork name extending south, the other, known as Row River (pronounced like a fight, not an oar stroke) extending southeast.

Each branch has its own dam. Twenty-six miles south of Eugene and six miles south of Cottage Grove, the Cottage Grove dam stands on the main Coast Fork. The same distance from Eugene and five miles southeast of Cottage Grove, Dorena dam stands on the Row River.

The last dam in the system in this area lies kitty-corner from the southeastern quadrant formed by the others. It is Fern Ridge dam, situated 2 miles northwest of Eugene on the Long Tom River.

All these form part of the Willamette Basin Project, a flood control plan approved by Congress in the late 1930's. All projects in the original plan have now been authorized and the majority constructed.

Operated by the Portland district office of the Corps of Engineers, these dams are regulated to produce full reservoirs in the summer (for irrigation and recreation) and empty reservoirs in the winter (to catch storm waters and prevent flooding).

On graphs and charts at the Weather Bureau office and in the files of Lookout Point Project Engineer Don Heym and Cougar Project Engineer Paul Winborg can be found the record made by the storm.

With the weather conspiring to produce a flood, and the dams working to prevent it, this is the diary of events of Christmas week:

Saturday, Dec. 19

Rainfall in the 24 hours up to 10 a.m., .71 of an inch.

The dams are proceeding with normal discharges and are at or near their minimum winter levels in preparation for storage.

At 7 a.m., in normal times the only hour of the day the Weather Bureau takes river readings, the Willamette river at Eugene measures 14.55 feet (flood stage there is 23 feet) and the McKenzie River at Coburg bridge measures 3.5 feet (flood stage there is 11 feet).

Sunday, Dec. 20

Rain getting heavier, precipitation 1.96 inches in the 24 hours up to 10 a.m.

With the dams continuing a slight discharge, the Willamette River is rising, up to 15.50 feet at 7 a.m.; the McKenzie is up only slightly to 3.7 feet at Coburg bridge.

Monday, Dec. 21

Heavy rain, 2.58 inches in the 24 hours up to 10 a.m.

During this day, the dams shut off their outflow and convert exclusively to storage operations. The Willamette River at Eugene reads the same as the day before, 15.50 feet; the McKenzie at Coburg bridge is up half a foot to 4.3 feet.

There is no serious problem in the Eugene area, but the situation begins to worsen in the Emerald Empire. Schools are closed in Junction City, Harrisburg, and Triangle Lake because of surface flooding and in Florence, after trees cut power lines.

The temperature in Eugene is 57 degrees at 10 a.m.

Virtually all western Oregon streams are rising as heavy rainfalls are augmented by heavy runoff of snows melting in the foothills.

Tuesday, Dec. 22

Heaviest rainfall of the week, 3 inches in the 24 hours up to 10 a.m.

All dams are storing now; no water is being discharged.

At 7 a.m., the Willamette River at Eugene is up three feet from the day before, 18.40 feet. The McKenzie, rising rapidly, is six feet from the day before. It measures 10.5 feet at 7 a.m., passes the 11-foot flood stage at 10 a.m. and continues to swell.

Emerald Empire lowland regions are inundated as rivers and streams go on a rampage. The Willamette Highway is closed by the first of many slides.

Earth slides also begin to rip apart the Southern Pacific mainline east of Oakridge.

Gov. Mark Hatfield declares Oregon an emergency disaster area.

One slide disables a 68-car Southern Pacific freight train and another train is blocked from going either east or west by two slides. A northbound Cascade backs into Klamath Falls after reaching Crescent Lake. At Noisy Creek, a 300-foot bridge is damaged by a washout.

Around the state, the flood toll has reached seven dead. The Keizer district of Salem is evacuated as ½ feet of water floods most of the homes there.

One man loses his life as raging water tears down a central span of a year-old \$2.4 million bridge over the John Day River on the Columbia Highway.

No section of the state is spared as rainfall up to 4 inches is measured in 24 hours and 60-degree winds melt snow.

Salmon Creek bridge, Deception Creek bridges in the Oakridge area are washed out; Gate Creek bridge at Vida washes out.

On the coast, record floods leave hundreds of families home-

less at Reedsport, Mapleton, Cushman and Tiernan as the Siuslaw and Umpqua Rivers overflow their banks.

Three to four feet of water is reported along river front streets in Reedsport.

Wednesday, Dec. 23

Rainfall tapering off a little, still more than ample; 1.83 inches in 24 hours up to 10 a.m.

By late Tuesday, Dorena dam on Row River and Cottage Grove dam on the southern portion of the Coast Fork reached capacity and water began to flow freely over the spillways. In effect, then, the Coast Fork is now uncontrolled.

Early on this date, the Willamette and the McKenzie—with their primary control facilities, Lookout Point and Cougar dams, still storing all water draining into their reservoirs—reach crests.

At 2 a.m. the Willamette reaches a crest of 22.6 feet, just below the 23-foot flood stage. It drops slightly during the middle of the day, but is back to 22.6 feet by 5 p.m., hovering near there through midnight.

At 4 a.m. the McKenzie hits a crest of 16.1 feet. This will be its highest point of the week, more than five feet over flood stage.

The state's death toll has climbed to 12.

Four hundred families are evacuated from north Albany as the Willamette River climbs eight feet over flood stage and 1,000 have to leave Salem's Keizer area.

The flooding South Umpqua River moves into Roseburg, forcing about 400 persons to leave their homes as the river reaches 34 feet, the highest on record.

An uncounted number of families in the Seavy Loop Road area north of Goshen leave their homes as the Coast Fork of the Willamette River rises rapidly. In the Eugene-Springfield area, water is near or up to the floor level in a number of homes east of River Road in the River Loop 2 area.

At the coast, flood water and high tides make the situation particularly serious in the Reedsport area where water is eight feet deep at the downtown Fir Avenue and Fourth Street intersection. The city police station is abandoned with five feet of water standing in it.

Thursday, Dec. 24

Rainfall continuing, 1.93 inches of precipitation in the 24 hours up to 10 a.m.

With the McKenzie falling since its crest early the day before, Cougar dam starts discharging, but its outflow is considerably less than inflow and the reservoir pool continues to rise. By midnight it will have risen 29 feet in the past 24 hours. The river falls to 12.2 feet at 1:40 a.m., comes back up to 13.2 feet by 1:40 p.m., then falls to 11.8 feet by 10 p.m.

The Willamette has been rising since midnight and reached a new crest of 23.6 feet at 10 a.m., the first time it has been over flood stage. It is down to 22 feet by 10 p.m.

At 4 p.m. on this day, Lookout Point begins to discharge from its reservoir for the first time since the gates were closed three days before. As with Cougar, the release does not match the inflow, and the reservoir pool continues to rise.

(Water is also being released now from Hills Creek and Fern Ridge dams. Water from Hills Creek, of course, flows down the Middle Fork into the main Lookout Point reservoir. The Engineers report that water from Fern Ridge is staying reasonably well within channels of the Long Tom river.)

The Coast Fork of the Willamette is posing a new threat and Armitage Bridge is closed because the rising McKenzie River is creating a "scouring condition" under a bridge approach.

Reedsport remains flooded for the third day with water reaching the roofs of stores at times. Pumps in gas stations are wholly under water.

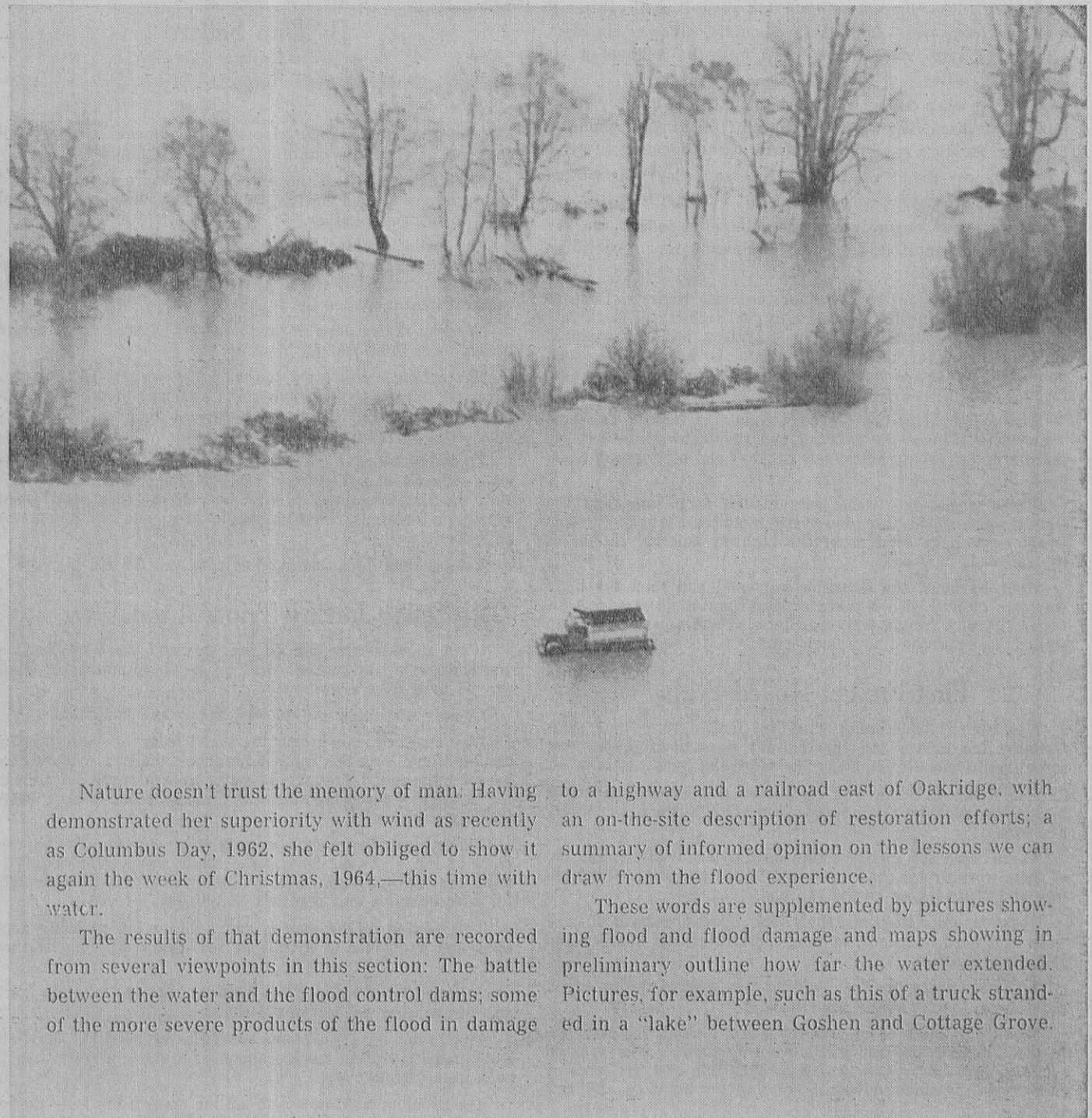
Train passengers stranded in Oakridge are brought to Eugene.

Route F from Eugene to the coast is reopened although travel on a detour is open to light vehicles only. Highways 53, 126, 36, 38, and 99W remain closed because of slides, washouts, or high water.

Friday, Dec. 25

For the first time in five days, rainfall decreases significantly. The measurement is .49 of an inch in the 24 hours up to 10 a.m.

The discharge began the day before as Cougar is cut back this morning, with the pool elevation still moving upward. But the reservoir inflow now is only 9,000 cubic feet per second, compared with 21,000 the day before.



Nature doesn't trust the memory of man. Having demonstrated her superiority with wind as recently as Columbus Day, 1962, she felt obliged to show it again the week of Christmas, 1964,—this time with water.

The results of that demonstration are recorded from several viewpoints in this section: The battle between the water and the flood control dams; some of the more severe products of the flood in damage

to a highway and a railroad east of Oakridge, with an on-the-site description of restoration efforts; a summary of informed opinion on the lessons we can draw from the flood experience.

These words are supplemented by pictures showing flood and flood damage and maps showing in preliminary outline how far the water extended. Pictures, for example, such as this of a truck stranded in a "lake" between Goshen and Cottage Grove.

The McKenzie continues to fall, reads 10.3 feet at 10:30 a.m., is down to 8.2 feet by 11 p.m.

As a result of stepped-up discharges at Lookout Point, the Willamette, which reads 21.6 feet at 10:30 a.m., begins to climb again, reaching 22.8 feet by 11 p.m.

The flood toll rises to 15 as the surging water converges on Portland.

Sandbagging operations are under way to keep the Willamette from flooding parts of the Portland downtown area. There are 14 inches of water over railroad tracks at the union depot. On the coast, waters begin to subside and some of the estimated 1,500 whose homes were flooded in Reedsport are able to get back for a look at their property Christmas Day. The Siuslaw River is also dropping near Mapleton.

The coast Fork of the Willamette River is down considerably and surface water is receding. In the Eugene area, anticipated high water problems northwest of the city do not materialize. An indication that things are getting better comes Thursday evening when the Lane County Courthouse civil defense center closes. Both Coburg Road and River Road are blocked by high water, and the Beltline Road remains closed after a county crew knocks out an eroded approach to a small bridge late Thursday.

Elsewhere in the state, streams are reported dropping or remaining at present levels.

Saturday, Dec. 26

Rainfall heavier, 1.43 inches in 24 hours up to 10 a.m.

Lookout Point, continuing to increase its rate of discharge, makes its last gate change of the series that began Thursday afternoon at 1 p.m. of this day. The reservoir finally levels off about midnight at a point two feet above the normal "full pool" level and some 5 feet above the level recreationists are accustomed to seeing it in the summer.

(Lookout Point Project Engineer Heym explained that the reservoir being "full" does not mean water is going over the top of the dam. At normal full pool there is still 12 feet of "freeboard" left to the top of the earth fill structure. At the full point reached Friday midnight, with the regulated discharge flowing out below the raised gates, the reservoir pool was even with the top of the gates.)

As a result of the peak discharge at Lookout Point, the Willamette River at Eugene moves past its flood stage for the second time, reaches 23.25 feet at 4 p.m., 24 feet at 8 p.m. (a full foot over flood stage) and finally, crests at 24.3 feet near midnight, its highest level of the storm.

On the McKenzie, Cougar dam increases its discharge on

this day. The river measures 8.2 feet at 3 a.m., rises during the day reaching 9.6 feet at 10 p.m., then begins to fall again.

The death toll rises to 17 in the state.

First damage guesses range from \$125 million to \$500 million. The highway department says highway damage will total at least \$25 million.

In the Portland area, dikes hold back the Willamette and Columbia Rivers and the city seems to have passed its crisis, although safety is not yet sure.

In the Emerald Empire, things appear to be getting better, although all reservoirs are full and begin releasing water, keeping the rivers at flood levels.

Water in the flooded River Loop area is up three to four inches over what it had been Friday. At some points residents are returning to flooded homes and begin the dirty job of cleaning up the muck.

Most of the main streets in Reedsport are passable. Willamette Highway 58 is termed a major disaster area by the State Highway Dept. and at least six washouts and/or slides still block the Southern Pacific's main rail line. Buses and planes once again are moving in and out of Eugene pretty much on schedule.

About 40 flood evacuees are still at Pleasant Hill Elementary School and another 40 at Oakridge High School. But other temporary Red Cross shelters are closed as evacuees return to their homes.

Sunday, Dec. 27

Rain slacks off, only .60 of an inch in 24 hours to 10 a.m.

Lookout Point is continuing its discharge at its highest rate of the period. The peak effect of this having passed with the Willamette crest of the previous night, the river falls slowly, reading 24 feet at 3 a.m., 23.45 at 10 a.m., eventually below flood stage again at 22.50 feet by 8 p.m.

By midnight of this day, the reservoir inflow has dropped sufficiently. Lookout Point can now reduce its discharge for the first time since it began releasing water at 4 p.m. Thursday.

Cougar is maintaining its discharge, but the level of the McKenzie moves on downward, 8.9 feet at 3 a.m., 8 feet at 11 a.m., 7.1 feet by 8 p.m.

In all, 17 died in the state. A Lane County Red Cross survey indicates that at least 700 Lane families suffer damage in the flood, with the Emerald Empire joining Oregon, California, Washington and Idaho in a week of misery that left more than 40 dead and did millions of dollars of property damage.

The worst is over now. The rivers will remain high for some time because the objective at the dams is to get rid of water in the reservoirs so they will be prepared for the next possible storm.

(Late last week Winborg said Cougar should be down to its minimum level by this Wednesday. Heym said Dorena and Cottage Grove are empty, Lookout Point and Fern Ridge are about half-way down and Hills Creek is down to about a 30 per cent level.)

The combination of rain and snowmelt was more than the dams could handle to prevent flooding. "Ordinarily," explained Heym, "we can store until the rivers are back in their banks. But this time, we ran out of room, that's all."

Even so, the dams kept the flood from being much worse than it was.

The Portland district office of the Corps of Engineers estimated that without the storage projects, the crest of the Willamette at Eugene would have been 39 feet, nearly 15 feet higher than the experienced peak stage—higher than the crest of the 1890 flood and approaching the assumed record crest of the worst flood in the area's history, that of 1861.

The behavior of the McKenzie adequately demonstrated what those who build the dams have explained all along—that the potential flooding of this river is far from controlled. The usual statement is that even when authorized dams are completed on two other tributaries—Blue River and Gate Creek—storage projects will control only 25 per cent of the drainage area.

Nevertheless, some consolation may be drawn from the fact that the Willamette and the McKenzie did not swell to their highest levels concurrently.

The first, but not worst, crest of the Willamette occurred nearly simultaneously with the first and worst crest of the McKenzie. This was Wednesday morning, when the McKenzie reached 16.1 feet, five feet over flood stage, and the Willamette 22.6 feet, just under flood stage.

The Willamette reached another crest of 23.6 feet Thursday morning, but by then the McKenzie was down to about 13 feet.

And when the Willamette reached its highest stage, 24.3 feet at midnight Saturday, the McKenzie stood at only 9.4 feet.

Evidence of the non-concurrency of river behavior can be found at the Harrisburg gauge on the main Willamette River, beyond the point where the McKenzie and upper Willamette have merged into one.

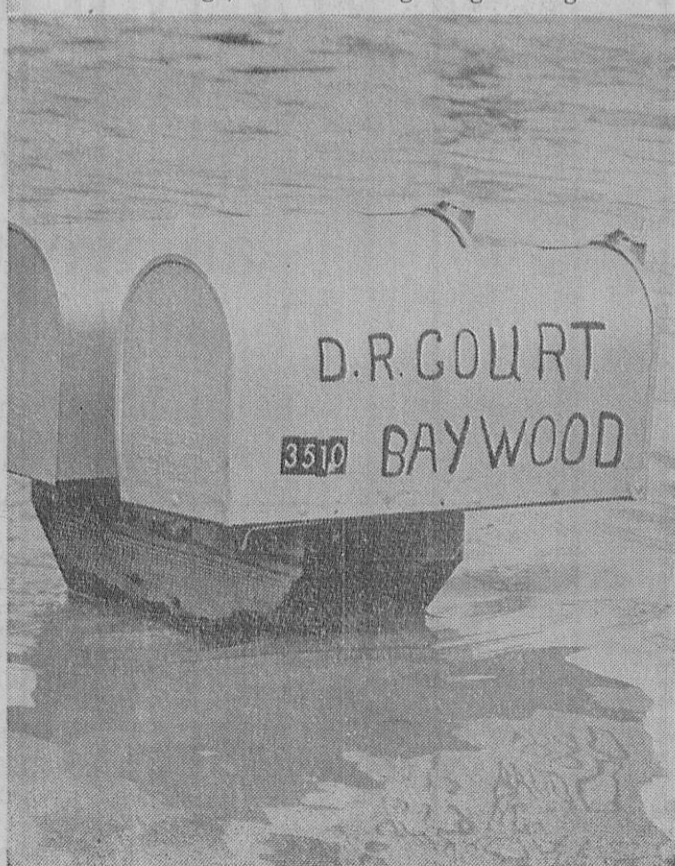
The river at Harrisburg reached 17.95 feet (flood stage is 12 feet) on Wednesday, when the Willamette and McKenzie hit their first crests nearly simultaneously.

But the late Saturday crest of the Willamette combined with a lower McKenzie reading to produce a Harrisburg crest of only 15.45 feet early Sunday morning.

Had the two streams been at their worst at the same time, flooding would have been more severe.

High Water Marks

There are times when even the mail doesn't get through. Such was the case at the David Court residence at 3510 Baywood St. in the Santa Clara area during December's flood. At high water mark on Christmas Eve his mail box was nearly out of the picture. Now, with the water back where it belongs, the mail is getting through.



(Register-Guard photos)

Restoration of Highway 58, SP Railroad Line...

OAKRIDGE—"I'm not going to talk about it until you see it with your own eyes," said Harley Mayfield, highway engineer, raising his quiet voice to be heard over the hubbub in his tiny trailer office.

"I don't even know what's up there," said C. C. "Mick" Mikkelsen, dispatcher, as he reached for the ringing phone in Southern Pacific's roadmaster's office at the depot.

"Well, why didn't you tell me that yesterday?" he barked into the receiver. "No, cancel the order, we'll get it ourselves."

The highway engineer and the railroad expediter are key figures in the most brutal, most fascinating repair operation in this state's history.

Mayfield, resident engineer for the State Highway Dept. at Eugene, is fighting the Cascades to get Highway 58 back into the state's transportation system. Mikkelsen, assistant terminal superintendent for the SP at Eugene, is fighting the same mountains to get his company's mainline operating to California.

Above Oakridge, the Cascade Mountains have a fearsome "new look." Where the railroad and the highway used to be, there are now gaping holes, new canyons and new stream channels.

Three weeks ago, warm rain melted deep snow and the state's worst flood tore down the mountain. Angry torrents swept away huge sections of the highway and big chunks of the railroad.

Hour by hour, the situation worsened and soon the highway was closed, with a score or more motorists stranded between slides. A freight train was derailed and a passenger train stalled. The railroad line was closed.

First Freight Rolled Friday

Now man is triumphing. The first freight rolled over SP's Cascade line Friday and the highway department hopes that some traffic can use Highway 58 before the month is out.

The battle is being won by skilled and experienced men, backed by an almost unlimited amount of modern machinery and money.

There were 350 men working on the "Hill" last week, 100 of them working for the contractors trying to rebuild the highway and 250 working on the railroad.

These men are tired and their faces show the strain of hard work and hard decisions, of long hours, fighting weather and just plain logistics.

The mountains they're fighting are rugged when they're quiet. Now, they're almost unbelievable.

When the rains came and the snow melted, Mayfield explained, huge rocks and cliffs were "greased." The greased sections were heavy with water, so they followed the force of gravity and tumbled downhill, landing on highway and rail tracks.

Streams such as Salt Creek, which runs along Highway 58, swelled and burst their banks. Or, the stream's force chipped into banks and dug new channels.

As Mayfield's four-wheel-drive vehicle powered its way up the hill from Oakridge, the devastation was immediately apparent, but the further away from Oakridge, the worse it got.

About 2½ miles east of town, the photographer jumped out and started taking pictures of a washout 250 feet long. West of the first Salt Creek bridge, the roadway was lying in chunks, down in the stream.

"Tell him to save his film for the stuff that's ahead," Mayfield said. And he was right.

In the next 16.7 miles, more than 2½ miles of Highway 58 were destroyed, what the engineers call 100 per cent. And no one has totaled the 70 per cents, the 60 per cents and the 50 per cents which will have to be repaired just like the big ones.

Where Tumble Creek, an innocent-looking little stream, used to culvert under the highway five miles east of Oakridge, there is a 600-foot-long washout. What happened here was typical. Flooding Salt Creek used the Tumble Creek channel as an escape route, and soon the little creek's channel was the big creek's channel. Salt Creek has moved 200 feet at this spot right into the highway, and wants to stay there.

At the second Salt Creek bridge seven miles east of Oakridge, there was an oddity. Salt Creek first washed out the bridge's approach and about 300 feet of roadway, then slashed into the bridge itself, using loose logs and trees to knock out one pier and bend another.

Salt Creek Found New Channel

Then, when the creek had done all this, it found a new channel a little way north. Now, the damaged bridge dangles all by itself, high and dry, while the stream roars in its new channel.

"The river was right and we were wrong," Mayfield said,

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explaining that in many places the engineers changed the channels to facilitate building the original highway.

"I think we'll leave the creek right where it is," he said, "and build a second bridge over the new channel, then link the two bridges together."

The radio reported to Mayfield that there was someone at the Oakridge office who wanted help to get his car from where it has been stranded since the flood started, near where the railroad trestle crosses the highway.

"There's still a Jeep down there somewhere," Mayfield reported. "Get Bob to bring them up."

The engineer expressed the wish that owners of the seven cars still left up there would come and get them "before the heavy snow starts." Owners are asked to contact the department at Oakridge for assistance.

To judge which highway rupture is the "worst" is impossible—it's all bad. The road that Mayfield used in this trip with the Register-Guard is what he calls a "spearhead" road, a pioneer trail only recently completed so that equipment can be moved in.

Very seldom does this one-way road use the old highway.

Spine-Jarring Trip All the Way

It's a spine-jarring trip all the way, and much of the time one looks from the pioneer road up to where chunks of Highway 58 hang over a washout.

"Where was the highway?" we had to ask many times.

"See that red ribbon near the log? That's the centerline for the highway," was the reply. Sometimes one had to look hard even for the red ribbon. It was easier to look ahead for a clearing in the forest and then draw an imaginary line to see "where the highway used to be."

The longest stretch of damage is at a scene familiar to travelers of the highway. This is the Eagle Creek area, about 13 miles east of Oakridge, where the highway is relatively straight for several miles and parallels Salt Creek.

This section of the road is gone, with a bridge badly damaged and a quarter of a mile of roadway completely washed out.

A large crawler tractor was working here—to take the creek away from what was left of the roadbed.

"We're moving the streams around as we need to," Mayfield explained. "It's often more economical to move a river than to relocate a highway."

The problem right now is to get the creek away from the repair job, to get the repair region dry and safe for work.

As we neared the end of the rough, disheartening journey, we met "Scotty," whose real name is Guy Scott and who is a veteran of many such wars in his capacity as a top official for Peter Kiewit Sons, Inc.

The highway department hired Scotty's firm as soon as it realized that supervising such a project was too much for it. Kiewit has some heavy equipment on the job, but mostly it is supplying supervision, drawing on its long experience in building roads, dams and airfields.

Crews Working 10-Hour Shifts

Eight other contractors, most of them from the Oakridge-Westfir area, are working on the road job. All, including Kiewit,

are working on a "cost-plus" arrangement—the state is paying them on an hourly basis, plus a percentage of the overall cost. There has been no time to put the job out for bids, a procedure which will be used later when the highway is to be brought up to standards, probably this spring.

The crews are working two ten-hour shifts, using portable generators for lights. The in-between hours are needed for servicing and reconnoitering.

Repair to Cost \$3 Million

"I've been on bigger jobs," Mayfield reported, "but none with such an emergency status as this one. . . . We need this route for movement of freight and people—we need it bad."

The state is pouring at least \$3 million into restoring Highway 58 and hopes to have it open to limited travel by the end of the month. This limited travel means load limits will be imposed, there will be long detours and much one-way traffic.

But progress—big progress—is being made. The mountain is a busy place with huge pieces of equipment, working under lights and under extremely primitive and hazardous conditions.

And it's snowing most days. This doesn't help, but it's better than the rain which caused the mess in the first place.

Over on the railroad side, the damage was as great as the highway's in places.

The Southern Pacific has refused to allow news people in to see, saying the situation is too hazardous. So a reporter can only fit together the bits and pieces reported to him. Henry Ortiz, public relations manager for the SP's Portland division, has been the intermediary.

SP President Benjamin Biaggini, the 48-year-old railroader who looks from the top operation position last month, estimates that the slides and flood cost his railroad about 1.5 million without counting the huge loss of revenue.

The trouble on the railroad started at the same time as on the highway and from the same cause—too much water.

A freight train was derailed, a span of a large bridge was knocked out, huge slides were everywhere. A passenger-mail train was stranded, and the Cascade streamliner, laden with holiday-bound passengers, was marooned for a time.

Passengers Were First Concern

The company's first concern was for passengers. That story, of how trains and buses were pressed into service to get people home for Christmas, has been told.

Then came the task of rebuilding. Biaggini had his business car pulled into position at Crescent Lake, east of the Cascade Summit, made a survey of the damage and started a vast and complex operation.

Fortunately, several work trains were already in the area, performing routine functions. They had men and equipment to start taking care of the minor slides as they were reported.

Biaggini was accompanied to the summit station by Harry Williamson, chief engineer, and other top brass. A deployment of men and machines was launched immediately.

The giant Morrison-Knudsen firm was employed, and later other contractors were moved in.

And, almost immediately, the railroad got itself an air force. Three helicopters have been used every day since Dec. 23, ferrying men, machinery parts, food and other cargo from Oakridge to the several staging areas on the mountain.

"First time I've ever dispatched a helicopter," Mikkelsen reported.

A Morrison-Knudsen man got a free copter ride, when he contracted the mumps; Mrs. Felix Garcia, wife of a section worker, was flown from Fields station to Oakridge to await the birth of a baby; and Mrs. Fred Cutworth, wife of the extragang foreman at Fields, was flown out so she could spend Christmas with her children at Oakridge.

At one spot, near Tunnel 14 not far from Frazier siding, where the slide derailed a freight train, the company has decided not to replace a "fill" of earth, but, instead, has driven 25 pilings into the mountainside to make a 120-foot bridge.

Most spectacular of the SP's trouble spots was at Noisy Creek, 14 air miles southeast of Oakridge (but many more by railroad) where 130 feet of a 300-foot bridge toppled down the hillside. A complete span of the bridge fell when three of its columns were washed out.

This section has been replaced, with fabricated columns and spans. The bridge is 95 feet high and spans a rough canyon down which aptly-named Noisy Creek tumbles.

Another slide started above Frazier, covered tracks there and oozed down—2,750 feet—to do the same thing below at Wicopee.

These were the roughest. But, like the highway, the railroad was cut up by about a dozen other slides and washouts.

Loose Pebble Can Spell Trouble

About 250 men have worked around the clock on the mainline since before Christmas. Most of the railroaders were sent to the mountain from Portland, Eugene and San Francisco. A. W. Kilborn, superintendent of the company's Portland division, shuttled from Eugene to Oakridge, Fields and other points—he had more than just the mainline to worry about. There were also troubles on the Siskiyou and Coos lines.

While Chief Engineer Williamson directed engineering operations from the top of the mountain, Richard D. Spence, assistant general manager, San Francisco, and Wayne Ferguson, division engineer, worked from the Oakridge side.

This much authority meant quick movement and it was just a few days before the round-the-clock operation was in full swing.

Now this battle, also, is nearly won. For quite some time, trains will move slowly over the repaired sections, and the mountainside will be constantly eyed for more problems. Just a loose pebble can spell trouble.

When the cars roll over Highway 58 next summer and when trains growl up the switchback on the Cascade line, the pre-Christmas storm will be memory to most.

But to some it will be a nightmare, an experience which, thankfully, comes only once in many, many years.

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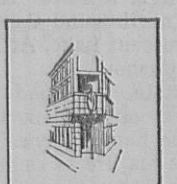
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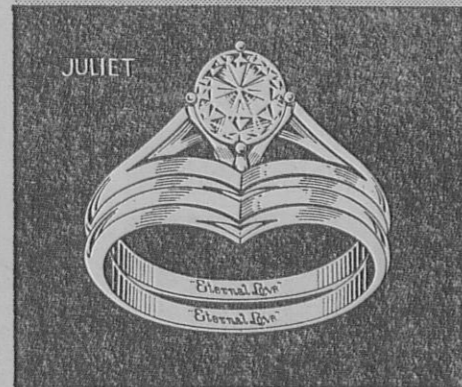
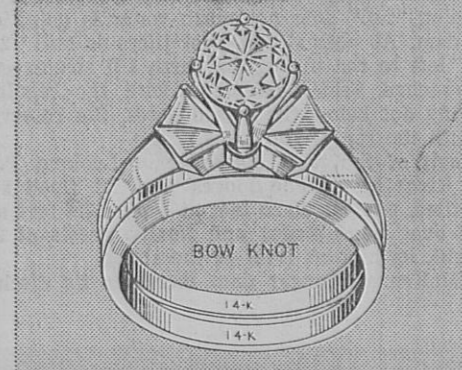
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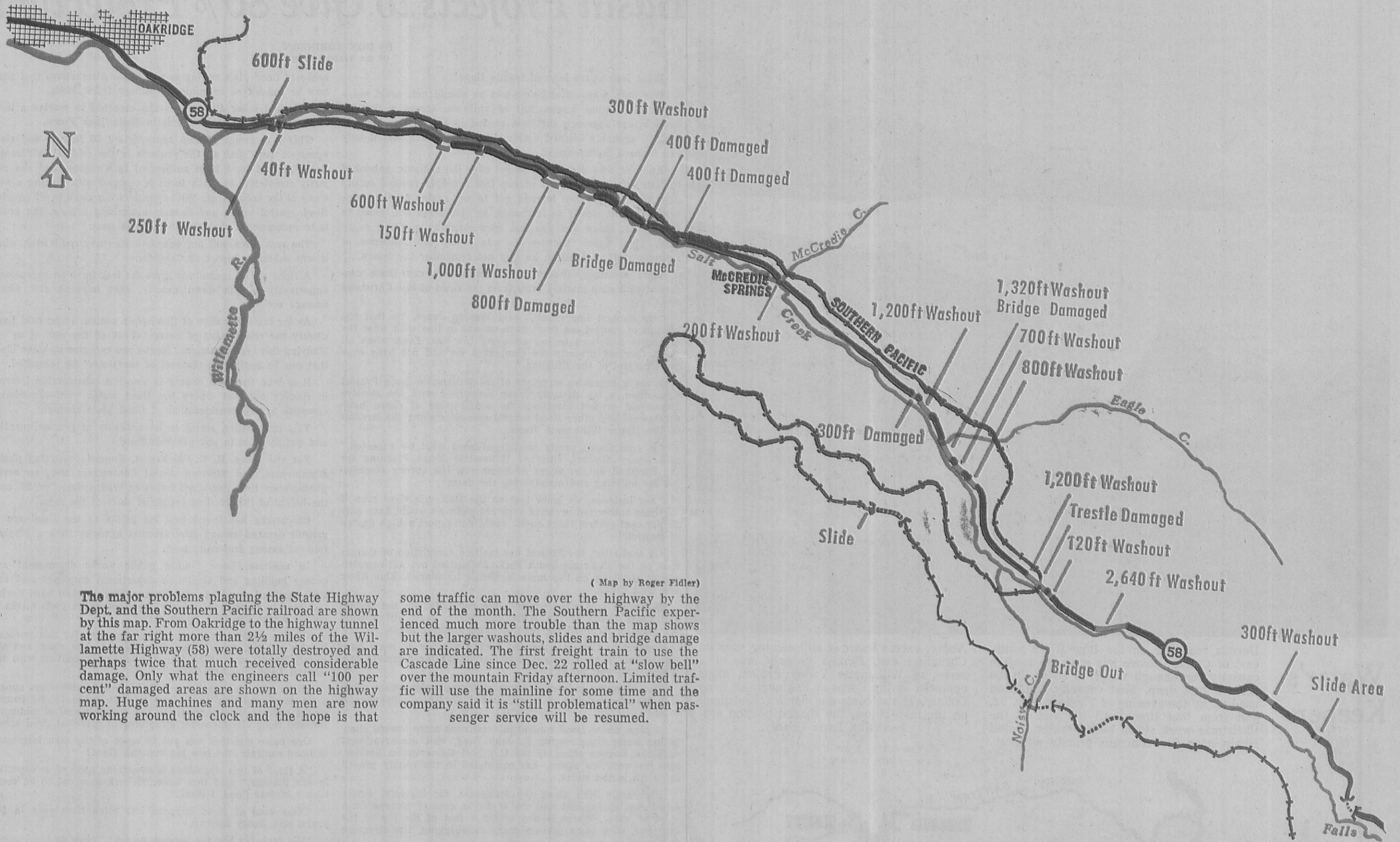
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(Map by Roger Fidler)

The major problems plaguing the State Highway Dept. and the Southern Pacific railroad are shown by this map. From Oakridge to the highway tunnel at the far right more than 2½ miles of the Willamette Highway (58) were totally destroyed and perhaps twice that much received considerable damage. Only what the engineers call "100 per cent" damaged areas are shown on the highway map. Huge machines and many men are now working around the clock and the hope is that

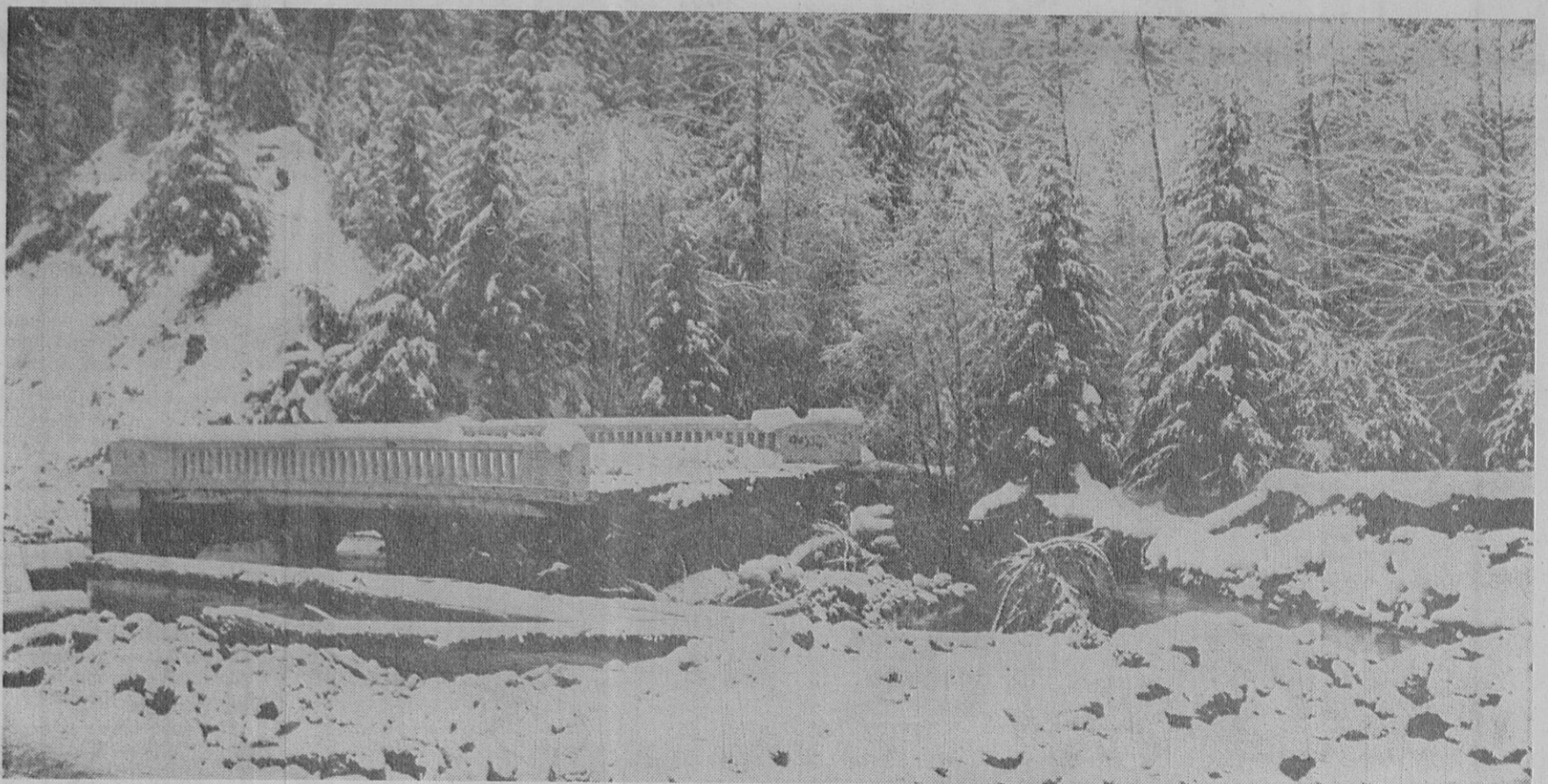
some traffic can move over the highway by the end of the month. The Southern Pacific experienced much more trouble than the map shows but the larger washouts, slides and bridge damage are indicated. The first freight train to use the Cascade Line since Dec. 22 rolled at "slow bell" over the mountain Friday afternoon. Limited traffic will use the mainline for some time and the company said it is "still problematical" when passenger service will be resumed.

All-Out Campaign Waged in Mountains

An all-out campaign is being waged in the mountains east of Oakridge by engineers and construction workers. The area's highway and railway were smashed by the pre-Christmas flood. Below, repairs are being made on the railroad's bridge at Noisy Creek, where three columns were toppled and a third of the bridge toppled into the canyon below. Friday afternoon, the first freight train rumbled over a new bridge span.

At right, a bridge over Salt Creek stands isolated and damaged. Here, the creek battered the bridge and washed out its approaches, then changed direction to chew out a new channel. Right, below, tractors grind away in an effort to change the stream's channel so that repair work can proceed. The tractors are at the end of the line (as shown on map above).

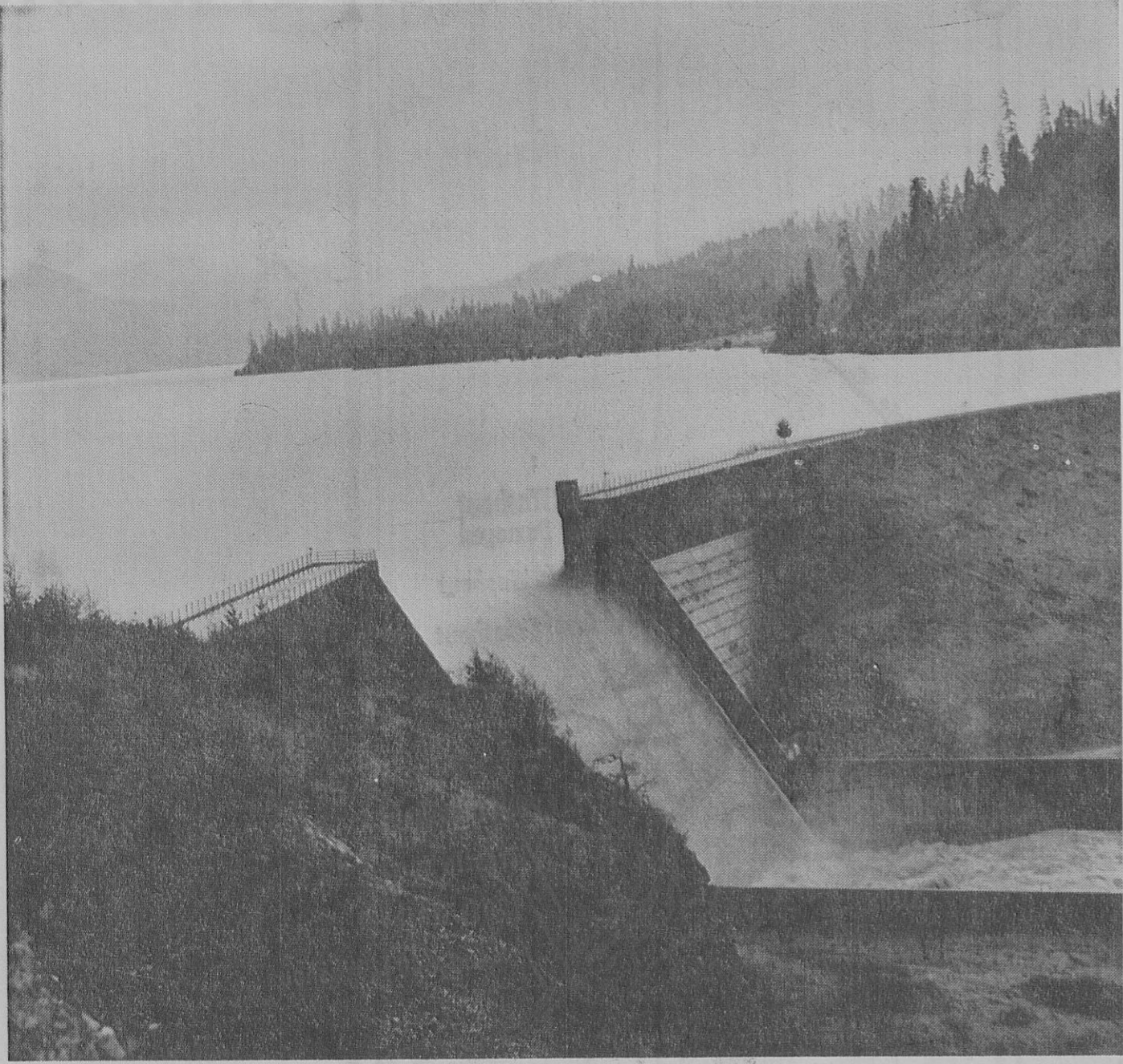
(Register-Guard, Southern Pacific Co. photos)



Lesson Learned From Flood: Dams Make the Difference

Basin Projects to Give 80% Protection

By DON ROBINSON
Of the Register-Guard



Water's Keepers

Dorena reservoir on the Row River southeast of Cottage Grove has a usable storage capacity for enough water to cover 70,500 acres a foot deep. That capacity had been used up by the evening of Tuesday, Dec. 22, and from that time until the end of the Christmas week storm period water flowed freely over the concrete gravity spillway.

Above, excess water is still coming over on Christmas eve. Dorena is only one of a series of Willamette Valley Project dams operated by the Corps of Engineers in Lane County. The streams and dams are outlined on the map below, the shaded portion representing Lane County.

What lessons are learned from a flood? One man, who—after being told he should not, could not—drove his station wagon full of children across a Bellline Road bridge approach that was eroded to little but a strip of asphalt, probably learned nothing. Luck will have served only to reinforce foolhardiness.

Another, who draped his jacket over the radiator, unhooked the fan belt and drove his pickup into a deeply flooded county road swale, may have learned not to try again. As the truck began to drift slowly to starboard, he clambered out, swam to the nearest shore and was last seen stomping across a soggy field. Then again, because he was under the influence of stronger stuff than water, he may not remember the lesson.

More seriously, though, what instruction can those concerned with such matters draw from the flood of last Christmas week?

"My general impression," said Warren Jones, "is that the amount of control the dams gave us was in line with what the engineers had been saying all along the line. Even when all the authorized projects are completed we will not have complete control of the situation."

Jones is executive secretary of the Willamette Basin Project Committee, a lay advisory group concerned with the massive 26-year-old project involving the construction of dams, bank revetments and other flood control measures along the streams of the Upper Willamette Basin.

"It (the flood) pretty much confirmed what we expected," said Henry Stewart, chief of Willamette Basin Planning for the Portland district Corps of Engineers, the agency responsible for building and maintaining the dams.

"For instance, we knew that on the McKenzie river even if all three authorized projects were complete we would have only 25 per cent control there so we could not expect a high degree of control."

On that river, the Project has realized completion of Cougar dam on the McKenzie South Fork. Authorized but not completed yet are dams on two more McKenzie tributaries, Blue River and Gate Creek.

When all authorized projects are completed on the Middle and Coast Forks of the Willamette River, they will provide control over 80 to 85 per cent of those drainage areas.

Reports to Congress running back a number of years have recognized "a need for supplemental levees for complete protection," Stewart noted.

The planning man said information from the recent flood will provide evidence of "justification" for such supplemental work.

A man whose flood control interest runs more toward channeling water than storing it, John Berg, unit conservationist with the Eugene office of the U.S. Soil Conservation Service, said the work his agency has completed in the county proved its worth in the storm.

Highbanks Dike along the McKenzie, for instance, surely saved east Springfield and the Q Street area of Eugene from a lot of water. Water lapped within a foot of the top of the dike but, with some precautionary sandbagging, the structure held.

The Q Street and Willakentz areas also benefited from the Highbanks Dike, the large ditch paralleling the freeway there, which Berg said was only half full during the flood.

Both the dike and the floodway are part of the Willakentz watershed Project.

A second watershed project, Lynx Hollow, in the Creswell area, consists of a diversion channel, partly concrete-lined, and a cleared and improved Lynx Hollow Creek channel paralleling for several miles the Coast Fork of the Willamette.

"Farmers down in Lynx Hollow were really glad they had it," Berg remarked.

The SCS man explained further that the broad expanse of inundated land south and west of Junction City indicated the potential value of the Lower Amazon-Flat Creek Watershed Project contemplated there.

By widening and deepening and clearing 100 miles of channel, this project would help drain an area of rich agricultural land from north of Eugene into Benton County.

Both Jones, promoting the kind of multi-purpose storage projects the Engineers build, and Berg indicated that the flood should evoke greater support for flood control works from local residents.

As to the type of work that may be needed now, Stewart of the Army Engineers acknowledged, "I just don't believe it's physically possible to find enough storage sites to protect from a flood to a complete non-damage degree."

He said there will probably be more emphasis on levees and dykes.

"Beyond this, he said, "I think that in some areas, rather than spend large amounts on levees, it would be better for local authorities to accomplish a certain amount of zoning to prevent future flooding threats."

The same idea was expressed by Don Lane, executive secretary of the State Water Resources Board and chairman of what is called the Willamette Basin Task Force.

"What we have to do," Lane began, "is to try to work out that which is economical. We will have to pay more attention to land use regulations."

In this connection, Lane noted, Gov. Mark Hatfield announced last week that he will submit to the 1965 Legislature a bill to permit the State Water Resources Board to recommend that no development or construction be undertaken in "flood plain zones"—areas that can expect to be inundated in major floods.

It will be similar to a bill the governor asked for in the 1961 session of the Legislature. That time the Senate approved it but the House did not.

Willamette Basin Project Committee secretary Jones also

spoke of flood plain zoning as one of the alternatives that must now be considered to minimize damage from floods.

This and other alternatives are expected to receive a thorough review from the Willamette Basin Task Force.

This is a group of men representing 30 federal and state agencies. Now that all the projects in the original Willamette Basin Project have been authorized by Congress and the majority completed, the task force is charged with making a new study of the entire area. With consideration given to all possible flood control works and damage-minimizing actions, the group is to recommend what should be done next.

The task force will not complete its study until 1969, when it will submit a report to Congress.

A flood of this magnitude gives the task force an exceptional opportunity to pin down exactly what happens and where damage occurs.

As for the alternative of flood plain zoning, Jones paid Lane County the compliment of being "ahead of the rest of us" in studying this type of action. "Maybe you can give us some ideas that can be applied to the rest of the state," he remarked.

It is true that this county is showing considerable interest in finding out just where the flood water went—knowledge essential to any consideration of flood plain zoning.

This information seems to be available in greater quantity and quality than in any previous flood.

For one thing, H. G. Chickering, Eugene consulting photogrammetrist, and Western Aerial Contractors Inc., an aerial photography firm, combined forces on Wednesday, Dec. 30, near the height of the flood to get aerial shots of the area.

Chickering has found that his prints of the flood are in greater demand among governmental agencies than a Playboy fold-out among fraternity men.

In addition, Lane County public works department and county building and sanitation department employes and several members of private engineering firms worked hard during the flood to place on structures, trees and fence posts marks to record where the high water came.

County employes carried rolls of red tape for this purpose. "We've got red tape strung from here to the coast and the county lines," said Frank Hruza, planning consultant with the Central Lane Planning Council.

Hruza and others noted that builders and subdividers appear more convinced now that there is some value in the county zoning code regulation requiring the establishment of minimum finished floor elevations for structures in potential flood areas.

One more question was put to some of the men interested in flood control: Just how big was this flood?

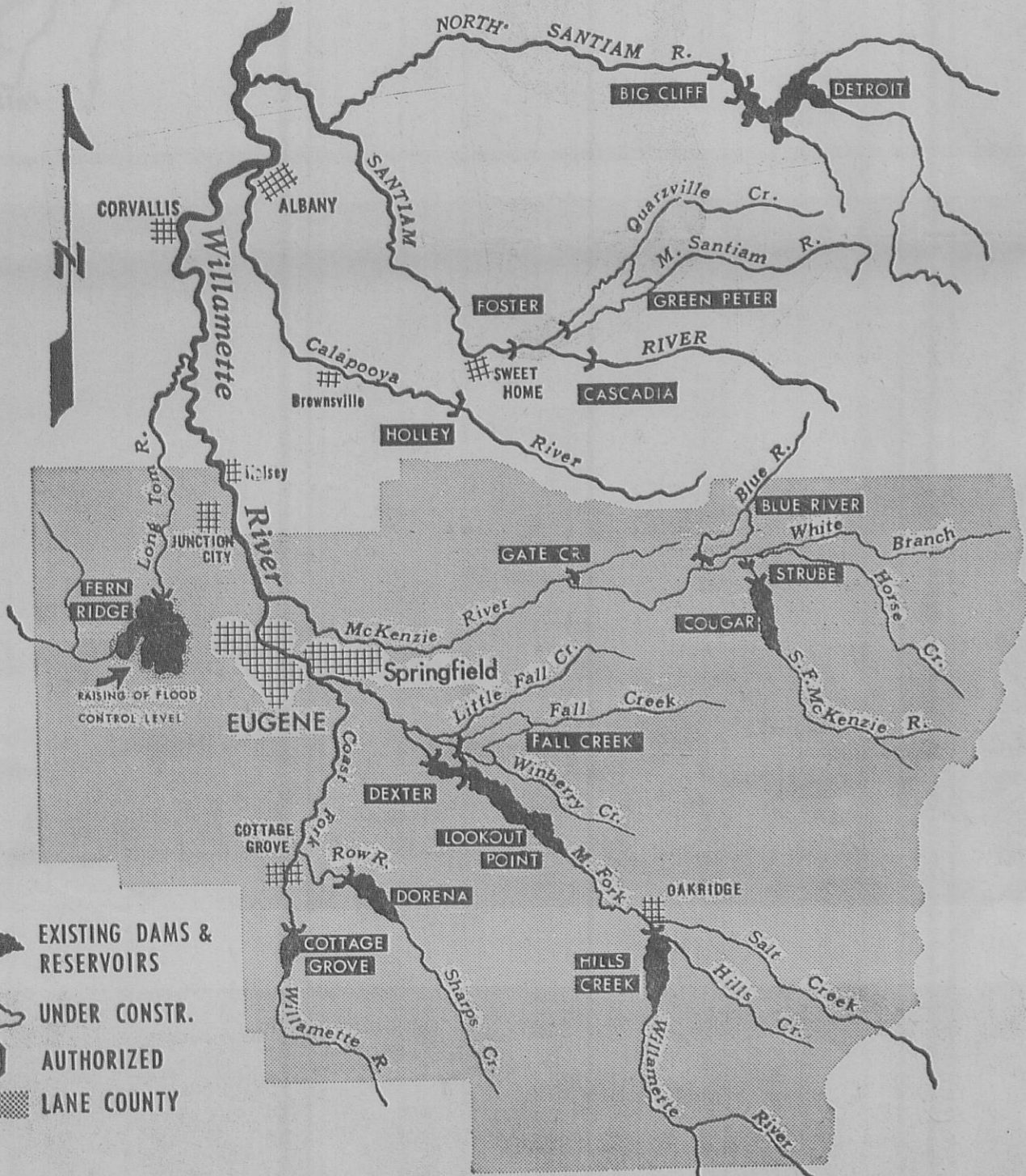
"A flood of this magnitude is something none of us expected in our lifetime," said Don Lane. "It will turn out to be more than a 50-year flood, I think."

"This kind of flood happens less often than once in 100 years," said Henry Stewart.

"We probably had the biggest, or pretty close to the biggest, flood we have ever had in the basin," said Warren Jones of the project committee. "My opinion is that we had what would ordinarily be termed a 100-year flood."

Soil Conservation man Berg described it in different terms. He and others tried to rough in on a map the areas that experienced flooding.

Their preliminary conclusion was that approximately 115 of Lane County's 4,560 square miles were flooded—some 15 square miles along the coast, 100 square miles in the valley.



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(Register-Guard photos)

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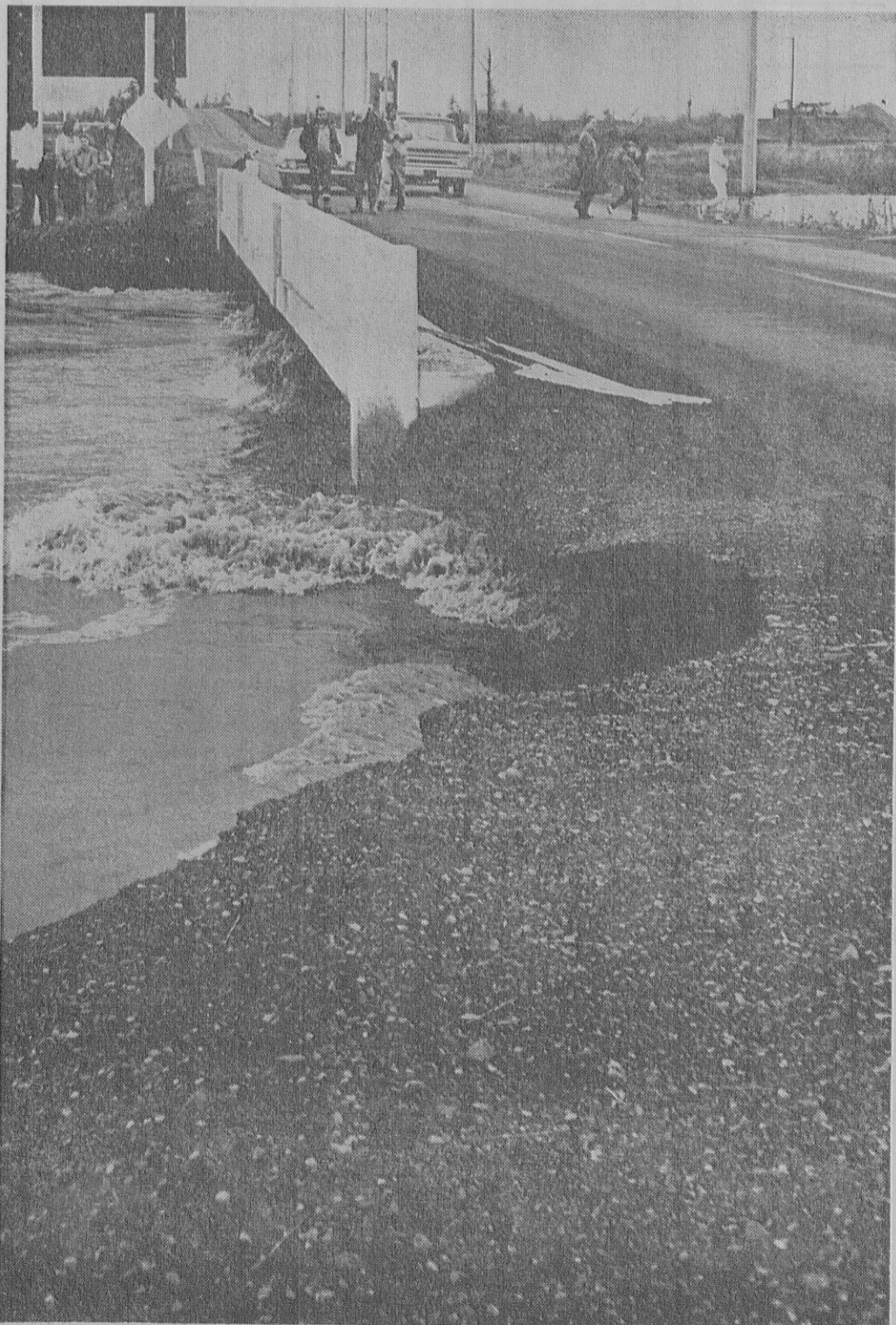
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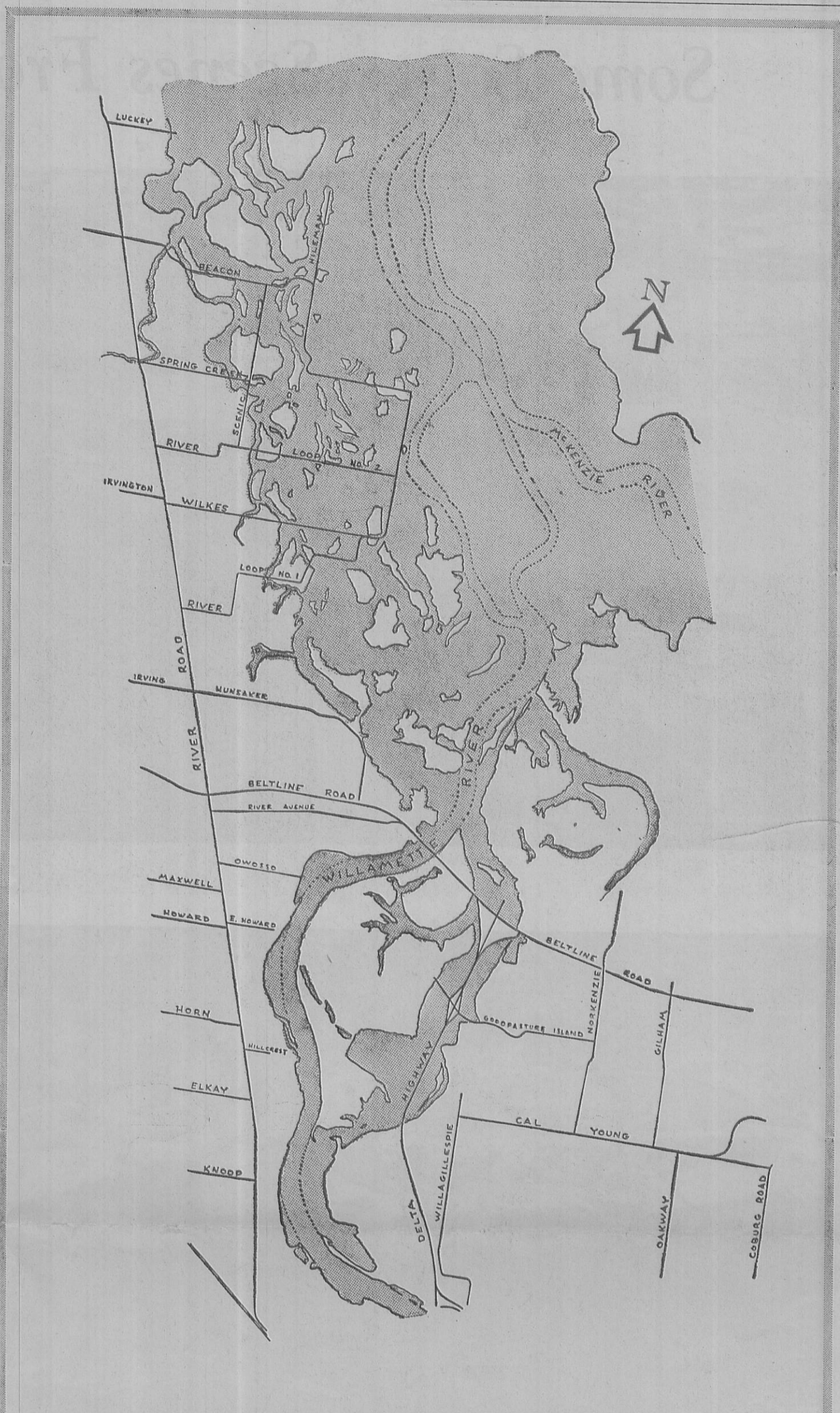
Left Behind

(Register-Guard photos)
The waters are gone from Alemeda Street in the River Loop area north of Santa Clara (above), but left behind are torn-up pavement and apparently at least one inoperative auto (below). The black, semi-submerged car doesn't appear to have been moved an inch from its flood-time anchorage.



Crews Trying To Improve Beltline

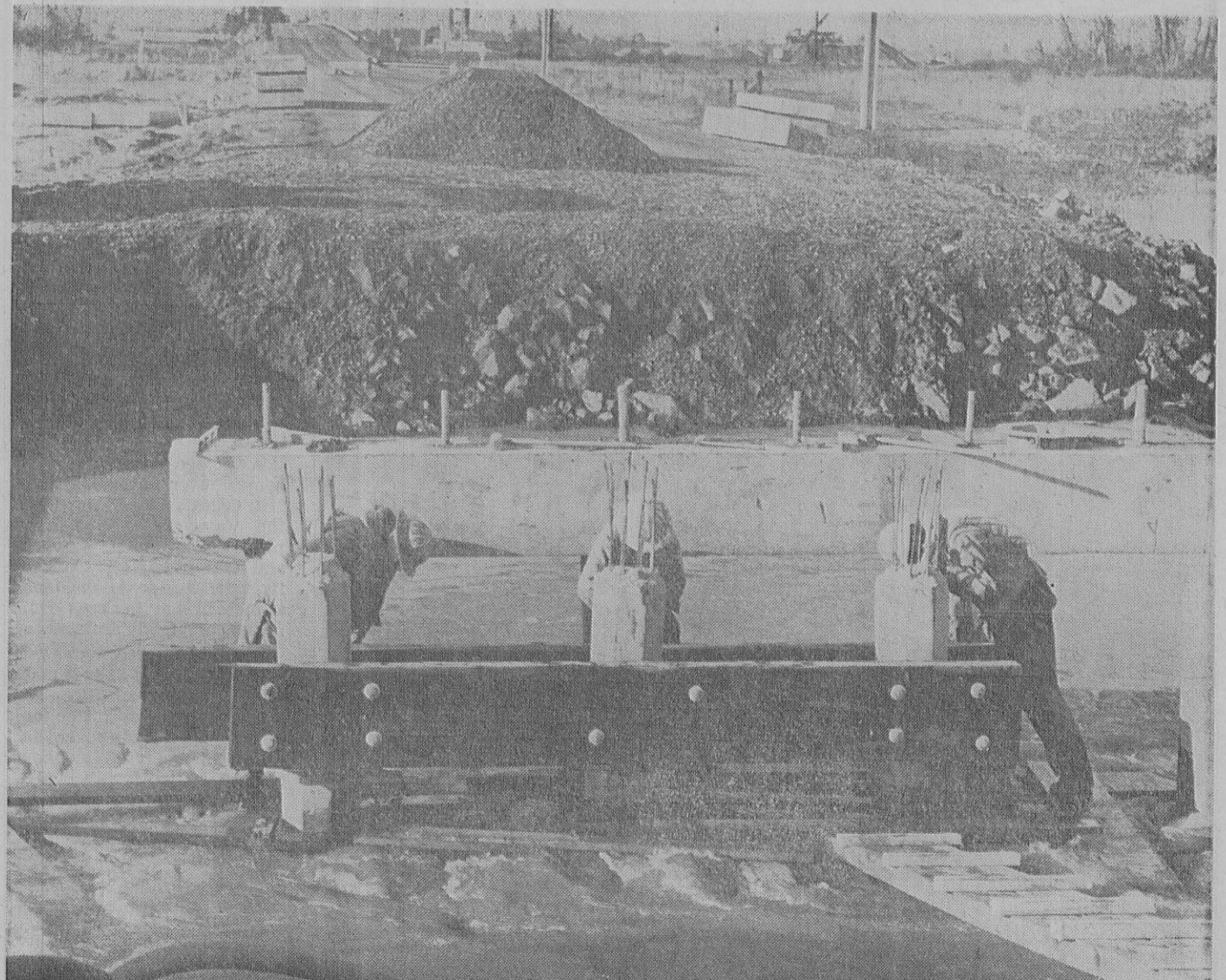
It's been two weeks now since the flood waters started going down, but — as demonstrated by these photos—things are still far from normal. One of these things is Beltline Road, which still remains closed. Crews at right are shown attempting to construct a longer approach to the road's main Willamette River span. Approaches to the smaller bridge (left) were chewed up by high waters during the flood. Rather than replace the fill and have it washed away again, workmen are lengthening the span in order to tie it in with more solid ground.



Flood's Path North of Eugene

The areas that experienced flooding immediately north and west of Eugene are outlined in preliminary form here. The map was put together by Lane County planning and public works officials based on a number of reference points, chief among these aerial photographs of the flood furnished by H. G. Chickering Consulting Photogrammeter-

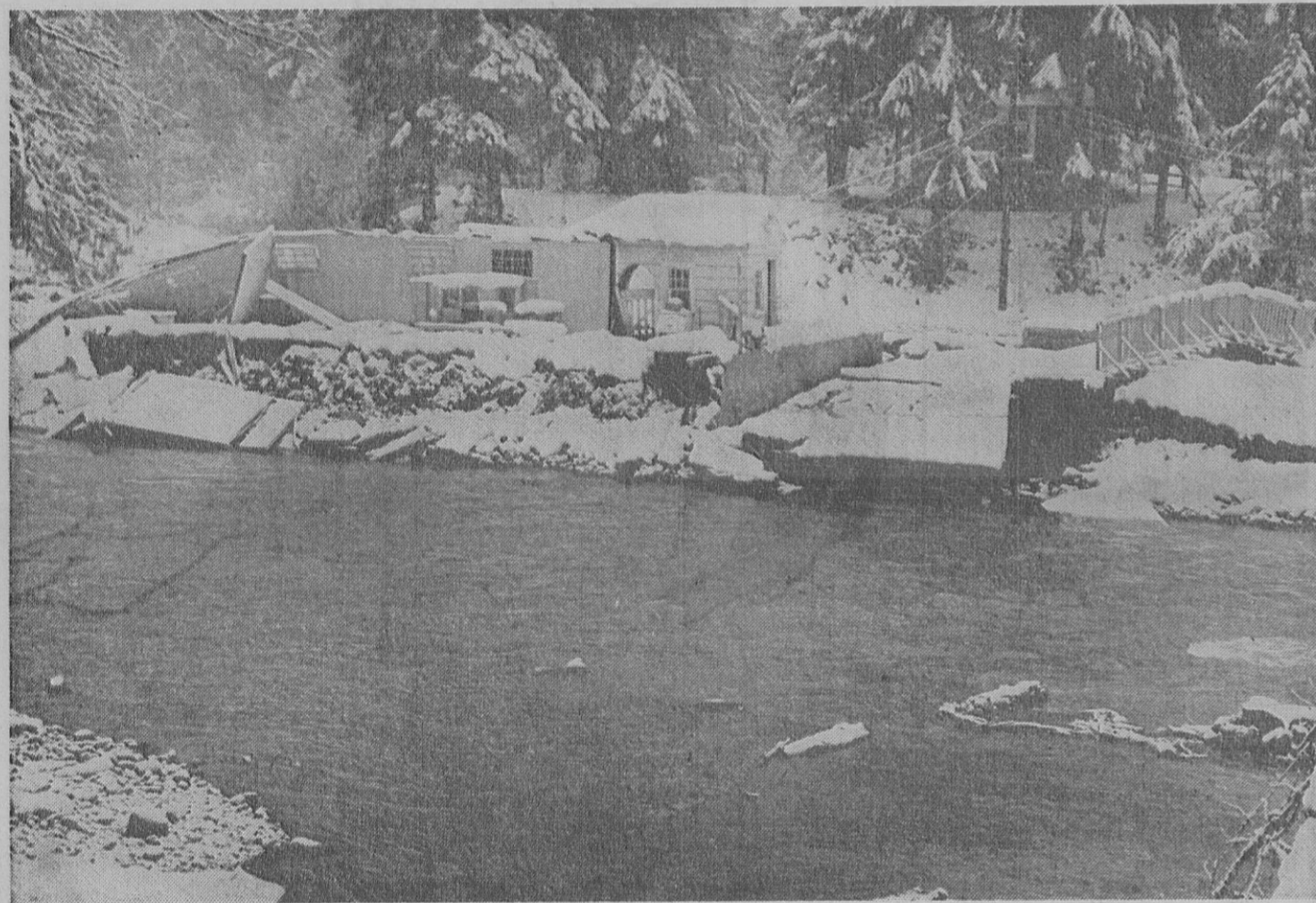
ist Inc., taken in cooperation with Western Aerial Contractors Inc. both of Eugene. The extent of flooding has not yet been absolutely pinpointed. With the cooperation of residents and private engineers, the county is accumulating a mass of records of high water marks in order to fix exactly the path of the flood waters.



Some Soggy Scenes From the Emerald Empire



(Register-Guard photos)



Scottsburg Homes Hard Hit by High Water

Scottsburg Manhandled By Flood

SCOTTSBURG — An estimated 425 of Scottsburg's 500 residents were affected by the Christmas week floods and many are not back in their homes yet.

Along the north side of the Umpqua River west of town, 25 of 30 homes sustained at least structural damage. At one point during the flood, a two-story house washed off its foundation, swept partially into the Gene Hammond residence, inflicting heavy damage to it, before breaking up into a pile of wood in a grove of trees.

A smaller cabin-type house washed away leaving only a bathroom sink on the site and at least three other houses were twisted off their foundations.

A bridge leading to the homes over peaceful little Mill Creek washed away when the water rose 25 feet to pluck the bridge off its piling and toss a delivery truck on its side. Residents fashioned a foot bridge to keep from being completely isolated.

The Umpqua River was well over a measured 33-foot mark on a highway bridge and reached 7½ feet inside one house which had never had water enter before. Telephone communication is still out.

The Red Cross, Salvation Army and residents of Drain have been instrumental in assisting beleaguered residents according to Mrs. John Thomas, Scottsburg postmaster.

Christmas Week

Left above, the Junction City area Christmas week looked like a lake with farm "islands."

Above, an unhappy gondolier used a boat to help a neighbor move out of his small house at Mapleton. That's not a diving bell in the foreground, it's a fuel tank.

At left is what's left of the pool and bathhouse at McCredie Springs, a few miles above Oakridge on Highway 58. The stream that wreaked the havoc is Salt Creek.

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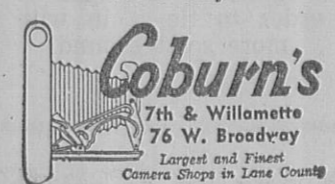
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Along McKenzie River

Dike Credited With Averting Heavy Loss

By MARVIN TIMS
Of the Register-Guard

The Highbanks Road dike along the McKenzie River north of Springfield has been credited with preventing heavy property destruction during the Christmas week flood.

Springfield and Lane County officials agreed Friday that without the dike vast areas in north Springfield, the Game Bird Village region, and possibly areas as far west as Willakenzie, would have been inundated by McKenzie River flooding.

The dike, completed in February, 1960, was the initial portion of the Willakenzie Watershed Project and the first project under Public Law 566 finished in Oregon.

Public Law 566—the Watershed Protection and Flood Prevention Act—was enacted about a decade ago, permitting federal aid for local flood control activities.

Another project tied in with the Willakenzie Watershed Project was construction of the Q Street Floodway—a 14,000-foot-long concrete-lined channel that runs along the north edge of Springfield and west along the Q Street Freeway to Eugene. During the recent flood, this drainage way functioned efficiently and prevented heavy surface water, according to Springfield officials.

When the McKenzie River crested at 16.1 feet early in the morning of Dec. 23, water came within six inches of the top of the Highbanks dike, according to Gerald Attig, head of Lane County's public works department.

"There wasn't danger of the dike breaking, but we sand-bagged it in places to prevent water infiltration," said Attig.

A little water, he explained, had been seeping through some small holes that had apparently been made by muskrats.

"This dike undoubtedly prevented the loss of many thousands of dollars worth of property," the engineer said. "Without it, large volumes of water would have poured westward along Q Street."

Attig said he feels "there is no question this dike may have prevented what could have been a catastrophe."

Lem Eison, Springfield engineer, said Friday the dike was "a great aid" to keeping dry vast areas north of Springfield.

"If it hadn't been for the dike," he said, "we could have had a very serious situation."

Eison also praised the Q Street Floodway. "It functioned just fine and carried away much of the surface water in the region."

In previous years before the floodway was built, Eison said, rainfall equivalent to that which fell during December, 1963, would have temporarily flooded large portions of the area north of Springfield.

The engineer said, too, that the floodway will be "even more valuable" when storm sewers have been installed in the eastern portions of Springfield. "We will be able to drain the area as far east as 42nd Street into the floodway when the storm sewer network is completed."

The Springfield area east of 42nd will eventually be drained into the McKenzie River via a storm sewer system, said Eison. Meanwhile, Lane County officials are expected to meet sometime this week to discuss in more detail the establishment of flood plain boundaries for the River Road area.

A flood plain is that area that is subject to flooding when the river overflows its banks. The flood plain area will increase markedly for every foot of river elevation above flood stage.

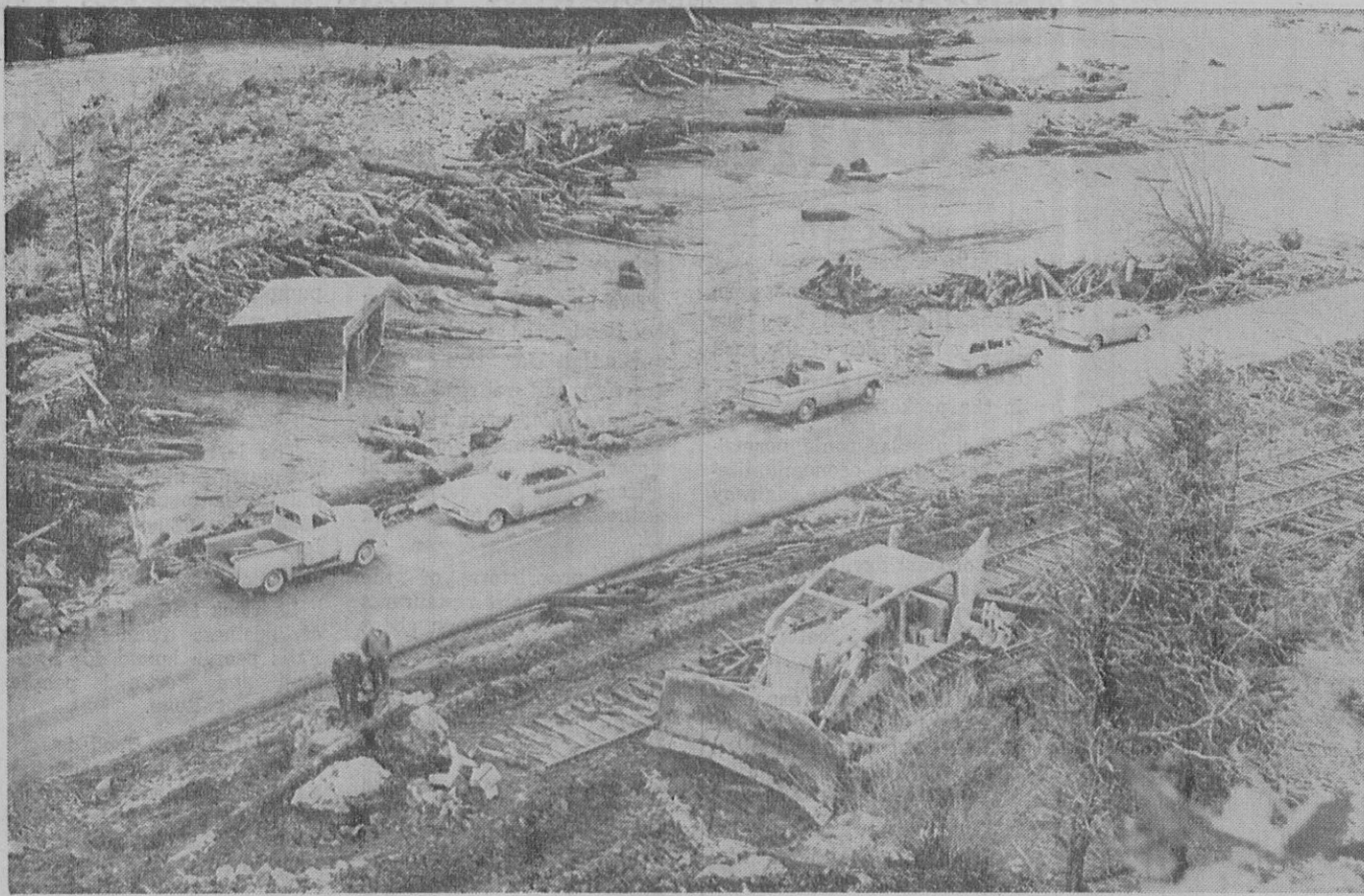
Officials of the county's public works department were still working Friday to obtain additional flood elevation data in the River Road area. In the past few days, they have been recording elevations of various high water marks in the region. This data is being correlated to help county officials determine possible boundaries for a proposed flood plain.

In addition to working on the flood plain problem, the public works department is studying the damage caused by a recent break in the Willamette River bank a short distance west of the county's Delta Highway.

Attig said Friday an estimated 20 per cent of the entire Willamette River flow is now pouring through the break, flowing northward parallel to the Delta Highway, crossing under the Bellline Road and re-entering the main channel of the Willamette just north of Bellline.

Water in the new river channel scoured out both approaches of a Bellline Road bridge, causing the county to close both Delta and Bellline about two weeks ago. The bridge is now being repaired, but the roads won't be ready for traffic for a week or two, county officials said Friday.

Attig said he feels it is "very important" to have the river break closed as quickly as possible. He said he has been in contact with the U.S. Corps of Engineers, but that no solution has been reached as yet.



Road, Tracks Being Cleared

Men of the Bohemia Lumber Co. at Culp Creek were working Friday to open the Row River Road and the Oregon, Pacific and Eastern Railway Co. tracks struck by flood water before Christmas. Row River, in background, washed debris over the road and tracks.

(Register-Guard photo)

'Law Day U.S.A.'

WASHINGTON (AP) — President Johnson has proclaimed May 1 as "Law Day U.S.A., 1965."

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Cougar Dam Water Flow To Be Halted for Cleanup

The flow of water from Cougar Dam on the south fork of the McKenzie River will be halted for four hours Monday so that debris can be cleaned out from in front of the structure's regulating gates.

Paul F. Winborg, Cougar project engineer, said the stoppage will start at 8 a.m. and end at noon. At present, the flow from Cougar is estimated to be 6,000 cubic feet

per second; after the four-hour shutdown of the gates, the flow will be 4,000 feet.

Winborg stressed that Monday morning will be an opportunity time for residents along the stream to remove or repair flood damaged items.

The stoppage of Cougar will affect the flow of water at Coburg, Winborg said, taking the 6,000 c.f.s. from the present 15,000 c.f.s.

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Highway 58 Normally Their Economic Lifeline

Oakridge Businesses Feel Pinch

By JIM BOYD
Of the Register-Guard

OAKRIDGE—Businessmen along Highway 58 here are feeling the pinch of the road closure where it hurts most—in the pocketbook.

The popular route normally acts as an economic lifeline for many of the highway businesses. Cut by a multitude of washouts and slides east of Oakridge, the highway no longer funnels in the many cash-paying tourists and truckers it did before the Christmas week flood.

The highway isn't expected to be opened until the end of January and then to limited travel only. It may be spring before traffic returns to normal.

Hardest hit are the gas stations. One station owner who requested he not be identified said he is now making only 37 cents per hour in wages while working a 14-hour day.

Other station owners interviewed Friday said their business has dropped 20 to 30

per cent from the lack of highway trade.

Two motel proprietors said the flood has actually been a windfall for them. Construction and railroad workers have filled motels during what is normally a slack winter season. But with local railroad work completed, business is beginning to slack off.

The proprietors of the area's two largest restaurants said business has been about average during the past weeks. Hungry construction workers have balanced the lost highway trade.

But it's the future that most bothers many of these businessmen. Several said they are worried that highway reconstruction will deter many people from using the Willamette Pass even after the road is open to traffic.

This would not be so critical this winter during the slack season. But if people refuse to use the route this summer, many businessmen will suffer.

Ray Sherlock, owner of a service station, said he is pumping 20 per cent less gas this month than January a year ago.

"But things have been worse," he said.

The lost highway trade is not hurting him as badly as did the national recession in 1958. He pumped 40 per cent less gas then than he did last year.

Sherlock said he gets a lot of business from Klamath Falls people bound for Portland and Portland people bound for Reno.

"I think the flood is going to cost us most of the Klamath Falls and Reno traffic for most of a year before people know our highway is in good shape and they trust it."

Lack of trust may "put a damper on us for a season's time," he said. "While we're not totally hurting, we won't ride the same (economic) crest."

Only one service station owner reported his business to be as good as before the highway was blocked. But then he is also a bulk oil and gasoline distributor who can profit from sales to the construction outfits working in this area.

Wally Nesmith reported that bulk sales to construction outfits have been "a real shot in the arm for us. I couldn't possibly complain (about the road closure)."

He said he hired an extra man to help with the extra work.

But Nesmith also was concerned about the future.

"If they don't get the highway open, it's really going to hurt the gas station and restaurant business," he said.

Things are much blacker for Ray Stewart at one of the area's two truck stops. Stewart said the lack of log hauling has really hurt his business.

"I would close up if it wasn't for thinking about later on," he said. "I'm afraid of losing my regular trade."

J. S. Jones said, "it has really cut things to a standstill."

"What's going to hurt us is it looks like the road won't be in good shape next summer."

Jiggs King, another service station owner, reported his business has been cut 25 per cent.

Things are a bit different with the motels.

Mrs. Al Cox said her motel has been filled with Southern Pacific workers.

"We've had day and night sleepers both — making up the beds in between."

But she said that business is now slacking off.

Mrs. Vernon Hall echoed Mrs. Cox. Her motel was also packed with Southern Pacific workers. Her comment about business:

"Well, I'll tell you, it's been more than good."

Bink Drouet, a restaurant owner, reported that his business is normal even though he isn't stopping the 100 trucks per day he normally does.

And he had a suggestion. "What they ought to do is make the highway four-lane (while reconstruction is under way)."

Drouet claimed that the Willamette Pass highway with its large volume of tourists, sportsmen and truckers needs widening.

"I believe and I think everybody else believes it warrants four lanes."

Present plans, however, call for restoration of the highway to its prior condition.

Data Required On Flood Losses

SALEM (AP)—The Oregon Tax Commission says there has been some misunderstanding on how taxpayers should be prepared to furnish proof of flood losses claimed as deductions in their returns.

Taxpayers can deduct flood losses to their property from their taxable income. But such items must be itemized, and supplementary information or proof may be required.

The commission said that value loss claims can be documented by county assessors, but any qualified appraiser also can furnish this proof.

The Tax Commission said a special storm loss instruction sheet is available at the Tax Commission office.



Find the Bridge

Look closely here and you can see a bridge out in the middle of a pool of water. The aerial photo shows a section of Highway 58, immediately after Salt Creek tore it to bits. A pioneer road has been punched through the area now and construction efforts are going full blast. (Jim Hosmer)

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From Floods

Forest Damage \$3 Million

An earlier estimate of flood damage to the Willamette National Forest was revised this week from \$1 million to \$3 million.

At his Eugene headquarters, Forest Supervisor David Gibney said that his own survey, augmented by reports from ranger districts, indicates heavy damage to roads, recreation areas and to buildings, water systems and administrative facilities.

The forest was the most heavily damaged of Oregon and Washington national forests. Second was the Mt. Hood National Forest with an estimated \$2,707,000 damage, and the Umpqua National Forest was third with \$2,460,000 estimated damage. Estimates for Oregon and Washington national forests total \$12 million.

Most seriously damaged is the forest's road system, estimated at \$2,555,000. Almost all forest roads were closed by storm damage. Slides and wash-out of culverts, roads, road fills, bridges and bridge approaches are numerous. Most heavily damaged are roads in the Blue River, Oakridge, Detroit and Sweet Home Ranger Districts.

Other estimates include damage to recreation facilities — \$149,110, to water systems, work centers and phone lines — \$17,150, and cost of drift removal in streams — \$120,000. Also included in the total estimate is \$80,000 for removal of drift on Hills Creek Reservoir and \$275,000 for removal of drift on Detroit, Cougar and Lookout Point reservoirs.

The most serious problem is lack of access to timber producing areas, Gibney said. About 90 per cent of the timber sales in the forest are inoperable now because of road closures. "The first priority will be to repair roads leading to logging operations which would normally be in operation now," Gibney said. "But with heavy snow in all forest areas now, it is hard to tell when the roads will be open," the Supervisor said.

Gibney said some mills are short on logs now. "We are trying to avoid shutdowns by getting roads open as quickly as possible. In the meantime, loggers and road builders are being used to the fullest extent possible by contractors."

"We are receiving the full cooperation of all timber sale operators and contractors in the area, which reflects the kind of teamwork we usually receive during every emergency," Gibney said.

Another big problem in the Willamette National Forest is the volume of logs and other drift piled up behind flood control reservoirs. Some logs are identifiable by brands. Owners are free to reclaim these and remove them from reservoirs. Unidentifiable logs, poles and piling present a problem which is being resolved with the State Forestry Department, Gibney said. Logs and other salvageable material, he said, are part of a mass of debris which should be swept from reservoirs before the recreation season.

Extensive damage to recreation facilities was reported in many areas. "A clean-up job of gigantic proportions will be required to get camping areas in shape to use again," Gibney said. Tables were washed away, toilet holes filled with silt, water systems destroyed, banks eroded carrying camping units into the water and many areas

were covered with silt and debris. Some areas have been damaged beyond restoration.

Major damage to recreation facilities by area is as follows:

North Santiam Area — Estimate \$27,000 Damage—No estimate of damage yet in the Mill City Ranger District. Most campgrounds are still inaccessible. In the Detroit Ranger District only Hoover, South-shore and Big Springs have been checked. The water system was destroyed at Hoover, with 40 feet of main water line gone and the chlorinator buried. The main part of the campground is little damaged, but five units may have to be relocated. Road approaches were washed away at Big Springs but the main campground is intact. Other camping areas not yet accessible.

South Santiam Area — Estimate \$1,500 Damage—There was slight damage to camping areas along the South Santiam in the Sweet Home Ranger District. Considerable debris was deposited in House Rock Campground, with loss of one camping unit and a shelter to flood waters. Considerable bank erosion occurred at Lost Prairie Campground, including an area about 10 by 150-200 feet.

McKenzie River Area — Estimate \$94,100 Damage — Campgrounds along the South Fork of the McKenzie in the Blue

River Ranger District were heavily damaged by road wash-outs, siltation and drift. A bridge washout and large log jam in the vicinity of Delta Campground will be major repair jobs. In the McKenzie Ranger District there was extensive damage to campgrounds near McKenzie Bridge, including Horse Creek, Paradise and McKenzie. The entire Horse Creek campground was destroyed, with about 3-4 feet of silt and debris deposited throughout the whole campground. New river channels washed through the campground, and the area will probably be abandoned.

McKenzie Campground was heavily damaged by road wash-out and bank erosion. The center portion of Paradise Campground is isolated by road wash-outs and much silt and debris was deposited. Portions of these campgrounds will probably not be usable this year. Fish Lake Campground near Santiam Pass was flooded, with water standing at the level of toilet roofs.

Fall Creek Area — Estimate \$1,500 Damage—No major damage occurred in campground along Fall Creek in the Lowell Ranger District. Campgrounds were above the high water line.

Willamette River Area — Estimate \$25,000 Damage—Largest loss in the Rigdon Ranger District was loss of facilities for

three camping units at Sand Prairie Campground, newly constructed at the end of Hills Creek Reservoir. Silt 2-18 inches deep covers the camping area. A small campground at Gate Creek was destroyed. Two other small camping areas were heavily damaged — at Secret Campground one of five units remain, and at Cynosure, one of seven remain.

In the Oakridge Ranger District major damage was to summer homes along Salt Creek. Two homes were washed away, three filled with 6-8 feet of rock, silt and debris. Eleven tables were missing at Blue Pool Campground, at a value of \$48 each.

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Board Eyeing Old Coburg High School

Coburg High School, unused since that area merged last summer with Eugene School District 4, will receive the attention Monday night of district directors.

They are wondering what to do with it.

The school reportedly is deteriorating rapidly as a result of standing ignored and unmaintained.

Director will meet at 8 p.m. in the district administration building at 275 E. Seventh Ave., Eugene. The session is open to the public.

Also on the agenda are: a report of Christmas week flood damage, a report on the district's physical education program, and further consideration of a proposed lease of the Eugene Technical - Vocational School to the Lane County community college.

UO Mothers Board To Meet Wednesday

The University of Oregon Mothers State Board will meet in Portland on Wednesday, 10 a.m., in Westminster Presbyterian Church, 1624 N.E. Hancock.

District vice presidents and local unit presidents from throughout the state will attend to meet with state officers. Mrs. Ralph Cairney of Portland, state president, will preside.

Board Expected to Order Change of Boundary Line

The Lane County Board of Education Tuesday is expected to order formally the change it approved earlier in the Eugene District 4-Bethel School District boundary line.

Since there have been no remonstrances filed against the change, the county board is in position legally to order the adjustment. About 400 acres in the vicinity of Royal Avenue and Green Hill Road will be transferred from District 4 to Bethel.

Only six families and 12 children will be affected. The par-

ents requested the boundary change.

Open to the public, the board's meeting is to begin at 7:30 p.m. Tuesday in the Intermediate Education District offices at 748 Pearl St., Eugene.

Also on the agenda are: consideration of a policy statement with regard to boundary changes in the Eugene-Springfield area, discussion of a research proposal concerning vocational education in the county, and discussion of a proposed employment training program in county high schools.

To Show Slides

Mrs. Helen Weiser will show slides of her Mediterranean trip featuring the Holy Land at Friendly House, 2445 Kincaid today at 8 p.m. The public is welcome.

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Many Insurance companies in the past would have been glad to offer Dental Insurance but have found few dentists who would accept the Fees which they felt they could allow without forcing the Premiums "sky high". So with Premiums high and still few Dentists agreeable to co-operate, Dental Insurance was all but "stymied". Recently, however the situation has adjusted itself considerably and Dental Insurance is "taking-hold".

In recognition of the importance of timely dentistry and the fore-sightedness of those who have been willing to enter into a plan to insure their families adequate dental service at all times, some dentists now have agreed to accept the fee allowed by certain insurance companies.

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