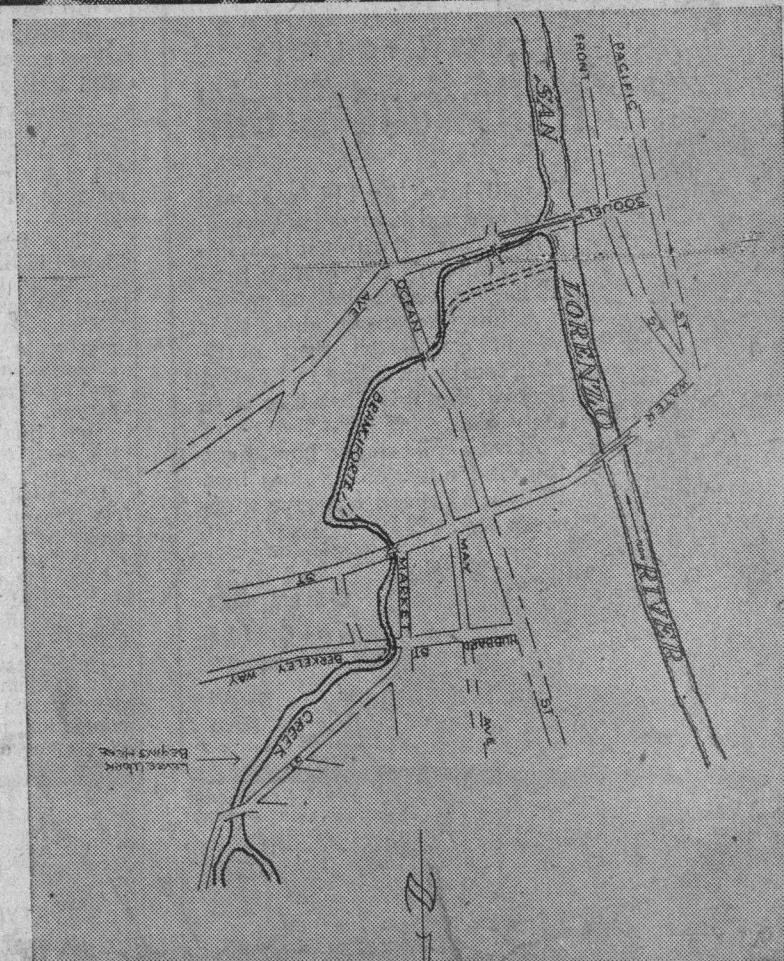


Upper left picture shows how Granite Construction company crews build the gracefully arching walls which will prevent Franciscan creek from repeating some of its past winter escapades. The photo above shows other workmen near the point of breakthrough into the San Lorenzo river. Beyond Soquel avenue bridge, draglines can be seen working on the main portion of the San Lorenzo river flood control project.

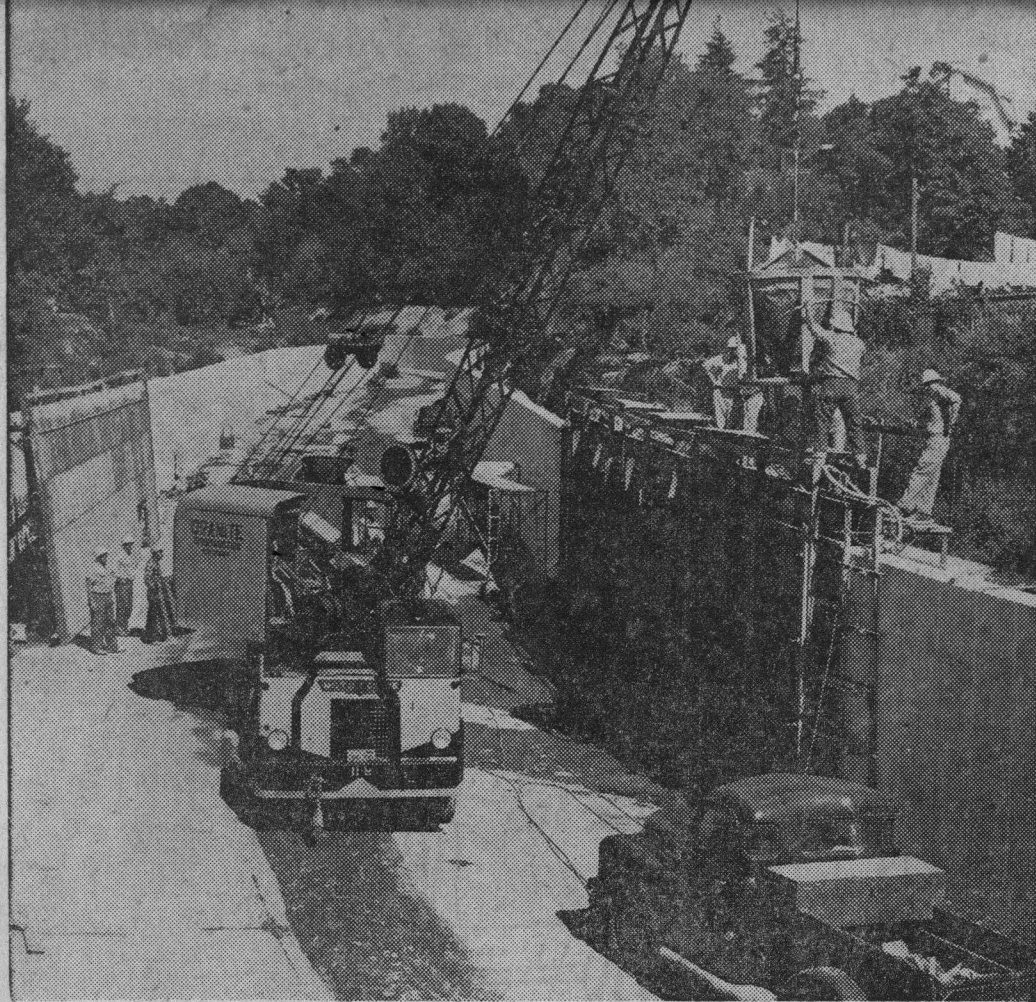


Branciforte Dresses For Winter

Engineers Expect Major Work To Be Ended Within 45 Days

As Branciforte creek's concrete sheathing edges nearer the San Lorenzo river, residents along the construction right-of-way this week can begin to evaluate the "new look" in the old backyard.

The total effect is still some time in the future, but Knute Hansston, projects engineer for the army corps of engineers



County, URA Still At Odds Over Building

The agents of the board of supervisors and the Santa Cruz Urban Redevelopment agency appear to be deadlocked on an owner-participation agreement for the Veterans Memorial building.

Proposals and counter proposals are being fired back and forth between the two groups that touch off "surprised" reactions among the officials. Supervisors Lewis Nelson and Walter G. Merrill represent the board, while URA Director Carl White is dealing for the agency.

White said this morning he has been "given the needle" by the San Francisco URA office "to get the matter resolved one way or the other as soon as possible."

This week the board agents received a counter-proposal from URA. "I stand pat on the original agreement," Merrill commented after reading the URA letter.

Nelson admitted the counter-proposal "doesn't even come close" to the county's plan, but said he would give it consideration.

The four-part URA counter-proposition is: Renovation of the front of the structure at county expense to comply with more recently accepted architectural standards; agency will build the retaining wall; county will sell to the agency the vacant portion of land behind the old edifice, including easements and appurtenances, and the county will take the responsibility to provide all necessary installations for electrical services, drainage, and fire escapes to top of wall.

"It was taken for granted the county would readily cooperate in a facelifting and other changes relative to providing access, utilities and drainage for the new arrangement," White wrote in a letter to the agents.

within about 45 days. About 40 per cent of the work is now completed.

Hansston verbally sketched what gardening husbands and clothes-hanging housewives would see as something like this:

1. A cyclone fence topping the concrete levee walls with three strands of barbed wire above the six-foot level. The fence is to prevent children and small animals from tumbling into the now dangerous creek.
2. A road or foot path, depending on which side of the creek the house sits, to provide for maintenance.
3. Filled and/or graded land at the ends of the yards to allow natural slopes or rises to the levee banks wherever possible.

Hansston said the corps will have nothing to say about whether the fences are to be beautiful, but since maintenance crews must be able to view the creek's concrete diaper from the foot path or road, it is doubtful that green thumbs will be allowed.

Although some of the paraphernalia may be somewhat unsightly, the revamped and streamlined landmark will give near-by property owners the reassurance that 1955 won't come again.

The creek bed, which has been altered from just south of the Market street bridge to the river, is designed to handle 8400 cubic feet per second while the highest flow during the 1955 flood was 6000 cubic feet per second. Both these figures are for the Market street bridge.

The creek's banks will be covered with rip-rap and large stones to about halfway between the Market street bridge and Berkeley way. Then the concrete flume begins.

The rectangular, steel-reinforced concrete will provide a channel 35 feet wide with sidewalls varying from 12 feet to 20 feet high. This part of the project will require about 20,000 cubic yards of concrete.

In several spots the creek has to be straightened to eliminate the sharp curves where water literally "piles up" during high flows. Even now the sidewalls will be poured higher on the outside of the turns in the same manner as highways are banked and for the same purpose.

Down the center of the creek will be a "V" trough to provide a ladder for fish headed toward north Santa Cruz during the hot, low-water months of summer and fall.

Baffles will be set in the trough along the way to provide pools and a spot where the fish can rest.

During the entire project, the corps and Granite Construction company have been very particular about the finned life along their line of march on both river and creek.

Screens have been placed at the upper end of the project along both water courses to prevent fish from running down stream and being grated in the pump now carrying the river above construction work under Riverside avenue bridge.

The construction of the creek involves about 30 per cent of the work to be done on flood control. Part of the construction involves some extensive rerouting of the old creek bed, especially in the redevelopment area where the new creek will run down what formerly was Garfield street.

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Traveler Tours Space Using His Thumb

By Cynthia Lowry
AP Newsfeatures Writer

New York (AP) — DeVon Smith, who calls himself the world's champion hitchhiker, is thumbing his way to Los Angeles and a job on an auto assembly line after a summer taking, as he says, "the first interplanetary trip on earth."

Smith, 34, hitchhiked 12,000 miles around the country visiting towns with cosmic cognomens ranging from California to New York, from Florida to Minnesota. His itinerary carried him over the following stellar trail:

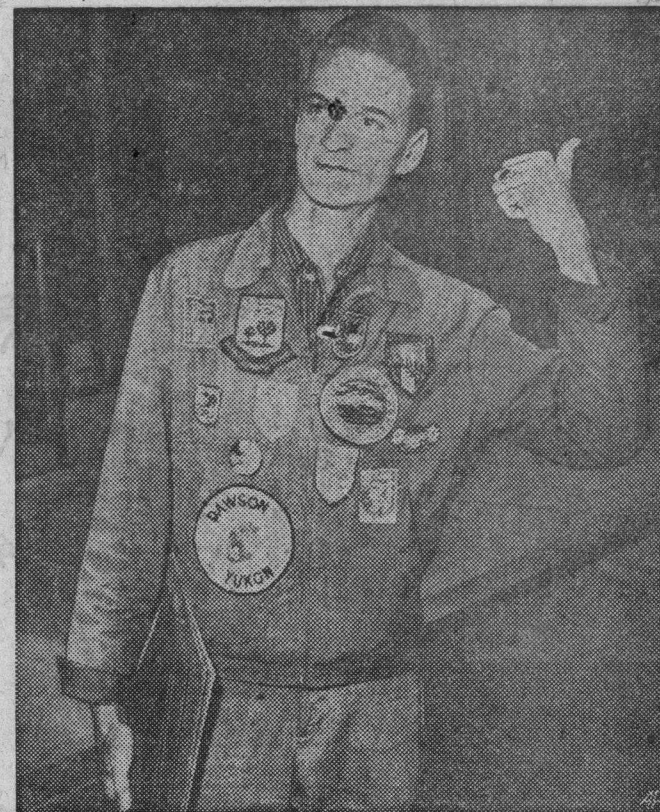
Mercury, Tex.; Star, Tex.; Eros, La.; Star, Miss.; Sun, La.; Jupiter, Fla.; Star, N. C.; Pluto, W. Va.; Moon, Va.; Neptune, N. J.; Ceres, N. Y.; Apollo, Pa.; Mars, Pa.; Vesta, Minn.; Venus, Neb.; Star, Idaho, and then back to Earth, Tex. —where, logically, the official hitchhike ended.

In the course of the 54-day trip, Smith hitched rides in 278 automobiles and 15 trucks. The whole trip cost him \$191, but that included such extra items as dry-cleaning his red cotton hiking uniform, emblazoned by his self-proclaimed title of champion hitchhiker, plus the motto, "Have Thumb, Will Travel." He carried a full size suitcase and a sleeping bag and said he had little trouble finding rides because so many people had seen him on preliminary appearances on a couple of network television appearances.

Before he started on his interplanetary route, Smith had racked up a total of 158,000 hitchhiked miles thumbing his way around Europe and North America. Next year — or maybe even this fall — he'd like to try South America.

"I like to travel," said the blond, slightly built young man, "and hitchhiking is the cheapest way to do it. You meet such interesting people. And you learn a lot about the country."

His only regret was that on the most recent trip, he had to skip a few star-named communities — Star, Okla., Ore. and Ala.; Sun, W. Va.; Moon, N. D. and Ky.; Neptune, Tenn. and Ohio; Ceres, Calif. and Va.; Vesta, Neb. and Va., and Venus, Tex., Fla. and Pa. "Maybe some other trip," he said, hopefully, picking up his possessions and starting on the long road back to L. A.



HAVE THUMB, WILL TRAVEL: Smith, who claims he's hitchhiked 158,000 miles.

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