

Ch FEDERAL HIGHWAY AID

Twenty-five Million Becomes Available by New Act of Congress.

WASHINGTON, D. C., Nov. 21.—Twenty-five million dollars becomes available for the construction of highways in the various States, the money to be spent under the supervision of the Bureau of Public Roads, Department of Agriculture, under the Federal Highway Act, signed recently by the President. In addition, \$15,000,000 is appropriated for national forest roads. The \$75,000,000 represents the Federal Government's appropriation for the work of building highways in the various States and must be matched dollar for dollar, by funds from the State treasuries, except in States where more than 5 per cent of the area is unappropriated public land. The \$75,000,000 appropriated is for the fiscal year ending June 30, 1922, and \$25,000,000 of the sum is available on January 1, 1922. Here is how the money will be apportioned among the 48 States:

Of the appropriation of \$15,000,000 for the improvement of national forest roads \$5,000,000 is made available for the fiscal year ending June 30, 1922, and \$10,000,000 for the following fiscal year.

The Federal Highway Act in a general way resembles the Federal Aid Act of 1916, but contains several new features. Administration of the act by the Secretary of Agriculture, and under him the Bureau of Public Roads, remains unchanged.

Apportionment of the fund to the States is almost the same as the previous act, the fund being divided into three parts, 1 part apportioned according to population, 1 according to area, and 1 part according to mileage of rural and star mail routes. A new feature is the stipulation that no State shall receive less than one-half of 1 per cent of the total fund which, in this case, amounts to \$365,625. This stipulation will increase the amount received by 4 of the smaller States, i. e., Delaware, New Hampshire, Rhode Island and Vermont.

Change in Allotments

There is considerable change, however, in the manner in which a State may use its allotment. Each State must select a connected road system not exceeding 7 per cent of its road mileage for improvement with Federal aid. This system will be divided into two classes, one of which will be known as interstate highways and the other as intercounty highways. The interstate highways must not exceed three-sevenths of the system selected; on them not more than 60 per cent of the State's allotment can be spent without the joint approval of the Secretary of Agriculture and the State highway department. The intercounty highways, which consist of the remainder of the system selected, will receive the remainder of the State's allotment.

Except in States where more than 5 per cent of the area is unappropriated public land the 50 per cent allotment is increased by an amount equal to one-half the percentage of unappropriated public land in the State. Before any funds can be paid to a State, the State must appropriate money, under the direct control of the State highway department, to match the Federal allotment, and for its maintenance of Federal aid highways.

All highways in the interstate system must have a surfaced width of at least 18 feet, unless a narrower width is deemed permissible by the Secretary of Agriculture. In case a Federal-aid highway is not properly maintained by a State, the State will be given 90 days notice by the department; at the end of that time if the highway is not in good condition of maintenance the Secretary of Agriculture will maintain it out of the State's allotment and refuse to approve any new projects until reimbursement is made by the State.

What the new appropriation will mean to the country can be judged by the use to which the \$275,000,000, previously appropriated has been put according to officials of the United States Department of Agriculture. Practically \$200,000,000 of that money has been put to work in projects which are either entirely completed or now under construction. The exact amount was \$199,823,427 on October 31. To match this amount these States have appropriated \$265,529,009 making a total of \$465,352,437.

Mileage Large

The roads to be paid for by this money, if placed end to end would encircle the earth and extend from New York to San Francisco on the second lap, the total mileage of the

roads under construction and completed being reported by the Bureau of Public Roads as 27,000 miles on October 31. Of this mileage 9,555 miles is in projects which are entirely completed and the contractors discharged. The balance of 17,445 miles is in projects which are still under construction, but which were 69 per cent complete on October 31. In these projects there is therefore the equivalent of 12,000 miles of completed road, so that the completed road to date totals over 21,000 miles.

The average cost per mile of the roads built with Federal aid has been between \$17,000 and \$18,000. More than half the money has been spent for roads with the highest types of surface, such as concrete, brick and bituminous concrete, but a very large mileage of roads of the cheaper type, such as gravel and sand-clay has been built where such types would withstand the wear of the traffic.

Prior to five years ago the Federal Government took no active part in the road construction of the country. To day about one-half of all the roads that are being built are being aided by the Government financially, and the construction is subject to the inspection and approval of Federal engineers.

Work For Quarter Million

It is estimated by engineers of the United States Department of Agriculture that the Federal aid roads under construction on October 31 were giving employment to about 250,000 men either directly on the actual road construction or indirectly in the production and transportation of the material which enter into the construction.

The new act, just signed, will, it is stated, keep these men at work, so far as weather conditions will permit and thereby prevent the unemployment situation from becoming more serious. Without the new appropriation many of the States would soon have been forced to curtail their work for the lack of funds.

BOY PROMOTED IN THE NAVY

LOSTINE, Nov. 22. (Special).—Carlton Zweifel, son of Mrs. James Gillespie, who enlisted in the U. S. navy in March 1920 has written his mother of being promoted from second machinist's mate on a tug boat at Hampton Roads, Virginia, to the submarine school at the national submarine base at New London, Conn. He will have an eight weeks' course of study to go through there, composed of the various details of the submarines, and then a special eight weeks' study of the special type of engines used on submarines. He went by boat from Hampton Roads to Cape Charles and from there took the train for New York and New London. He was in charge of three other sailors in training and all the baggage and transportation funds and found it quite a responsibility, especially in transferring through New York City. Carlton was a former Lostine school boy and is not 20 years old yet. He has made rapid advancement since he enlisted at Portland a year and a half ago.

He sent his family here a beautiful electric stand made from a French 75 shell by himself and a 1st machinist's mate on the tug boat he formerly was on. The shell part of the lamp is beautifully engraved and highly polished with a background on a pebbled surface. It is mounted on a base of highly polished wood of fine quality and also has a crown of the same wood at the top in which the lighting fixtures are mounted. It is a lamp of rare beauty and he writes his mother that he can get a good mechanics' course in his naval

training. He has enlisted for three years and does not know what will come after the submarine school but perhaps it may be training on a submarine under water.

Lloyd Cook was an Enterprise visitor several days ago between trains. Mr. and Mrs. Howard Williamson came in to Lostine this week after having returned to their home on Mud creek last week. They are stopping with Mrs. William Daisley, a sister of Mr. Williamson.

Mrs. Edna A. McKensie returned home last Thursday from a visit to her daughter's home, Mrs. Ann Craig of Enterprise and Mrs. Chellis Allen of Wallowa.

Mr. and Mrs. Ray Cook of Pendleton came in last week and visited his mother, Mrs. George Hill until Sunday when they left for a visit with Mrs. Cook's parents, Mr. and Mrs. Jim Gershan at Lebler before returning to Pendleton.

The Neighborhood club met last week with Mrs. Earl Allen and this week with Mrs. S. M. Crow to tie out comforts to be sold later. The ladies of this club have the expenses of having the Presbyterian church repaired.

Rev. and Mrs. Shields of Wallowa attended the meeting of the Neighborhood club Wednesday and conducted mid-week services at the church that night.

Miss Mayne Peterson, county health nurse, was in Lostine and Evans last week weighing and tagging the children according to her standard charts.

Albert Daisley has gone to Weiser, Idaho, with the highway contractors from Wallowa to work on that construction work this winter.

The Rebecca lodge initiated several new members into their fold on Tuesday night, Chris Cook and Prior Holmes. After the business session a general social time was enjoyed by all with refreshments.

S. P. Crow and Dick Cook are having new barns built on their farms near town. Mr. Crow's barn is finished on his farm that is occupied by George Wart. Mr. Cook was injured about the face and shoulders, Wednesday, when they were raising the frame for his barn and it collapsed, hitting Mr. Cook. No one else was hurt.

Mrs. Bell Ward received word last Sunday of a serious accident to her nephew William Warnock, near Cal-

gary, Canada, formerly a Lostine boy. He and a companion were grinding drills on an emery wheel when some sparks created by friction fell into some dynamite near them, causing an explosion that put one of Mr. Warnock's eyes out and damaged the other and hurting him in other ways and his companion worse than he was hurt. They were found by relatives attracted by the noise of the explosion and taken to a hospital at Calgary where their injuries were attended to and they are both expected to recover.

Mr. and Mrs. B. F. Leonard and family and Mrs. Effie Cook went to Wallowa Armistice day and had dinner with Mr. Leonard's mother, Mrs. Lizzie Templeton and the men of the party attended the football game in the afternoon.

Mrs. Chris Johnson was a La Grande business visitor on Monday, returning home Tuesday.

Mr. and Mrs. Wash Owenby of near Enterprise, but formerly old settlers in the hills north of Lostine went out on Monday's train, leaving this part of the country for the winter which they will spend in California with her father, Mr. Knight, an old time resident of Elgin who has



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THANKSGIVING SALE

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Following are only a few suggestions of the bargains you will find at this sale:

- 42-piece set of dishes, Mayfield pattern.....\$17.91
- 42-piece set of dishes, white and gold pattern.....\$12.49
- 42-piece set of dishes, Vermont pattern.....\$22.43
- 42-piece set of dishes, Blue Bird pattern.....\$14.42
- 42-piece set of dishes, plain white.....\$ 9.28
- Aluminum Percolators.....\$1.69, \$6.48, \$6.98
- Aluminum Roasters.....\$2.25, \$6.50 and \$6.70
- Steel Roasters.....75c and 98c
- White Porcelain Roasters.....\$4.23
- Blue Porcelain Roasters.....\$3.98

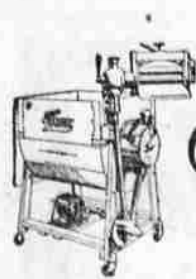
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50c

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