7800 MILES OF AID ROAD BUILT

Statistics for the United States for 1928 Released by Government.

WASHINGTON, Dec. 7 (AP) — Complete statistics for the United States for the calendar year 1928 covering all roads constructed by federal, state, and local agencies, compiled by the bureau of public roads of the U. S. department of agriculture, indicate the federal aid has helped materially in the construction of the higher types of surfacings.

In the year a total of 74,788 miles of highways were improved, says the bureau. With state and federal funds and the cooperation of the B. S. bureau of public roads, the states constructed 7,814 miles of roads and 47 miles of bridges in the federal-aid system. With state funds alone the states improved 21,391 miles of state roads, and the counties and other local units constructed 45,531 miles of county and local roads.

Consistent with their superior importance, as shown by traffic surveys, the federal-aid road improvements were generally of higher type than improvements made on other state roads and on the local roads. As fast as funds become available, high-type surfaces are being constructed by states and localities where traffic requires them. Bitulithic-type pavements, which cost less to construct that the high-type, are built where traffic is not so great, and the greater proportion of unsurfaced roads constructed are of local importance.

For purposes of comparison, the year's total mileage is divided into three general types—high type surfacing, of which 8,286 miles were constructed in 1928, consisting of bituminous concrete, Portland-cement concrete, sheet asphalt, and brick; medium-type, of which 7,617 miles were constructed, these being surfaced with waterbound and bituminous macadam; and low-type, of which 55,889 miles were improved, these being graded and drained earth roads, sand-clay and topsoil and gravel.

In the year, the states, with federal aid, improved 3,303 miles of federal-aid roads with high-type pavements and bridges, or 39 per cent of the total; with state funds alone they constructed 3,461 miles, which was nearly 42 per cent of the total of that type built. The counties constructed 1,517 miles of high-type highways, a mileage which was 18 per cent of the total.

Of the medium-type construction, the states, with federal aid, improved 602 miles of federal-aid roads, which was almost 7 per cent of the total. With state funds alone they constructed 2,383 miles, or 31 per cent of the total of that type built. The counties improved 1,652 miles of road of this type, James G. MacDonald, chairman of which was about 61 per cent of the total mileage of the type built in the year.

The largest mileage of low-type roads was constructed by the counties, 29,382 miles, almost 67 per cent of the total built in the year. The states, with federal aid, improved 2,951 miles, or more than 6 per cent of the total, and with state funds alone they improved 15,547 miles, or 26 per cent of the total of these types built in the year.

THIRD JOHN D. BEGINS WORKING

Apprenticeship in Managing Fortune to Be His Lot From Now On.

By Deming Seymour
(AP Feature Service Writer)

NEW YORK (AP)—The third John D. of the Rockefeller dynasty began Monday, Dec. 2, to learn the management of America's most famous fortune.

Fresh from a trip around the world, John D. Rockefeller III took possession of a desk in his father's office, on the twentieth floor of the Standard Oil building at 26 Broadway, to apprentice himself to the business of being a multimillionaire.

That the boy would some day come into the administration of the Rockefeller fortune has been taken for granted since the night he was born, March 21, 1906, in the big brick town house of the Rockefellers just off Fifth avenue on Fifty-second street.

But when he was born the name of Rockefeller was still synonymous with gasoline, and had not yet attained its present significance in the field of worldwide philanthropy.

The guessers in the next morning's newspaper conjectured that if the Rockefeller fortune continued to grow at its past rate, this first male grandchild of John D. sr., would be worth 90 trillion dollars when he was 60.

Wise Spending

John D. III may succeed his father as a powerful figure in the world of oil, but an equally important part of his business training will be in the wise expenditure of the millions of dollars given each year by his family to cultural, religious and welfare enterprises.

For careers both in business and philanthropy, John D. III has been carefully schooled. At Princeton, from which he was graduated last spring with honors, he majored in economics, solicited advertising for the college daily, taught English to foreign employes of the university and served as vice president of the campus religious society.

For several summers he has gone to Europe, generally traveling third class. A year ago he worked for three months in the information section of the League of Nations at Geneva. This summer he has been around the globe, as secretary to James G. MacDonald, chairman of the Foreign Policy association.

The crown prince of the Rockefellers is 23, a modest, slender, smiling lad six feet tall, with wavy hair. He plays tennis well, but tends to more serious pursuits. He neither smokes nor drinks, but is not intolerant of those who do.

His schoolmates at Princeton voted him the member of his class most likely to succeed, and one of the three "most pious" seniors, but they stood in little enough awe of him to call him "Rocky"—a nickname he greatly preferred to that of his prep school days—"Gasoline Gus."

Simple Tastes

His tastes are simple and he has been reared to live frugally. The best known anecdote about him is one pertaining to his boyhood. He was fooling with an old rowboat on the Rockefeller place at Seal Harbor, Me., and a neighbor lad who came along remarked:

"I should think you'd have a motorboat."

"Who do you think we are?" asked John D. III. "The Vanderbilts?"

Unlike his father, John D. III is not likely ever to have to himself the entire burden of managing the Rockefeller millions. In addition to an elder sister, Abby, who is Mrs. David Milton, John has three younger brothers—Nelson, Lawrence and Winthrop—all in school now and all likely to take their places some day in the direction of Rockefeller enterprises.

GAS FROM BURNING WOOD IS USED TO OPERATE HEAVY MOTOR TRUCKS

Col. Jean P. Imbert of France (inset) and his brother have developed a means to utilize gas from burning wood in gasoline engines. The device was tested on the truck shown. The artist's diagram shows where gas is generated and how it circulates through filters and clarifiers to the engine.

Siamese Twin Fish In State Hatchery

EUGENE, Ore. (AP)—"Siamese twin" fish and many other strange forms are reported from the state fish hatchery at Gate creek. Millions of salmon are being hatched on the salmon trays at the hatchery and among them are freaks of almost every description.

Few of the freaks reach maturity since they fall prey to their stronger brothers. Some of the freaks are to be sent to Washington, D. C. for display.

OFFICE CAT

TRADE MARK REG.

By Jsnius

A man may become a hero in an instant, but he cannot stay a hero very long unless he dies.

* * *

There are still those, who honestly believe that anyone who didn't study a McGuffey reader in a little red schoolhouse, didn't get much of an education.

* * *

THE DUCK: "I take my hat off to our rooster. He's crowed about himself until they've put his statue upon the barn. It pays to advertise."

* * *

THE CHIEF OBJECTION TO PLAIN PEOPLE IS THAT SOME OF THEM ARE SO DARNED PLAIN.

* * *

Nurse: "Bobby, I have a surprise for you."

Bobby: "I know all about it. I even know their names."

Nurse: "Why, Bobby!"

Bobby: "Yes I do. When the doctor told Pa he said, 'Twins!, hell and blazes!'"

* * *

One ingenious Eastern shoe dealer bought his son an automobile so that he could make the girls walk home.

* * *

The larger her chrysanthemum, the less interest she takes in the football game.

* * *

Druggist's Assistant: "Gracious! I just made an awful mistake!"

Druggist: "Wh-what'l you do?"

Assistant: "Gosh, I put up four pimento cheese sandwiches on white bread for a fellow that ordered them on rye bread."

Drive Against Wets Will Cost Several Millions

WASHINGTON, Dec. 5 (AP) — The future cost of an aggressive campaign for enforcement of prohibition laws and prevention of rum smuggling was outlined to congress by President Hoover when he submitted estimates for the 1931 budget.

He recommended that congress provide $15,200,000 for the prohibition bureau, permitting it to maintain the increased force insisted upon by congress. In addition he asked $32,131,040 for the coast guard, an increase of $2,298,965; a total of $43,867,660 for the customs service permitting an increase of $479,500, for more administrative and field officers and $32,017,292 for the department of justice, an increase of $4,079,922 permitting also an increase in personnel.

The proportion of the coast guard, customs and justice funds to be expended on dry law enforcement was not given.

Total Available $15,000,000

Though the requested prohibition appropriation is approximately the same as the amount available to the bureau this year, it is $1,275,000 more than so far actually appropriated for the present year (1930). The carryover from a $1,700,000 supplemental appropriation made by congress last March but credited to the 1929 fiscal year, brings the total available for the current year to above $15,000,000.

The appropriation enabled the bureau to retain its 4,285 employes, 1,506 of whom are listed as prohibition agents, 739 as special agents, 95 as prohibition investigators, and 302 as narcotic agents.

The increase asked for the coast guard will enable it to purchase five fast off-shore boats at a cost of $500,000. One of the difficulties the service has had in contending with rum-runners has been that the smugglers used speedier boats and were able to escape. The coast guard also requested $800,000 for completing the ninth of ten cutters already authorized and $1,320,000 to recondition twelve naval destroyers to be turned over by the navy to replace twelve old ships of that class.

The increase also would permit construction of new communication lines, especially in Florida, $269,000 for rebuilding and repairing stations and funds, and a new station at Quillayute, Washington. Further, a request was made for $320,000 for new seaplanes.

Outstanding Increase

One of the outstanding increases sought was for the customs service to permit an addition of 24 administrative positions at the customs bureau headquarters. This would add $52,390 to last year's expenditures while the remainder of the increase, $440,000, would go for increased field personnel.

The changes also would enable a wide reorganization of the customs bureau administration under Commissioner Ehle and enable it, officials believe, to collect more revenue than the $600,000,000 it generally turns into the government vaults each year. At the same time it would permit a large increase in the number of customs agents and an increase along the Canadian border where the customs, prohibition and coast guard service might combine in their war on smuggling.

The increase in department of justic appropriation also would provide in part for an increase in personnel. This would be in addition to the flying squadron of ten criminal lawyers organized in the present year by Attorney General Mitchell to aid United States attorneys throughout the country in their prosecution of prohibition law violators.

Prolific Family

A resident of Horsmonden, Kent, England, who reached her ninety-second birthday, was married when only sixteen, and had ninety-eight grandchildren and seventy-seven great-grandchildren. Twelve of her fourteen children survive her.

Blue Ghosts Of St. Mary's Are Like Chevrolet

A ghost is not a pleasant individual to meet either in the daylight or when one is whistling while going through a darkened cemetery to relieve nervousness. One ghost is bad enough, but consider what it means to the football teams on the Pacific Coast who confront the "Four Blue Ghosts" of St. Mary's college, turned out by the magic hand of Edward "Slip" Madigan, coach at that institution. Critics are agreed that Madigan's backfield is one of the best in the country and one possessed of great possibilities.

"Nibs" Price, at the University of California and Coach McEwan of Oregon, have already felt the evil hand of the weird quartet from St. Mary's. The Golden Bear was pushed back on his haunches by the devilish, ball-carrying wraiths from St. Mary's, but a determiner Bear withstood a savage onslaught on his three year line and refused to be scored upon. It was quite a scare for the Bear who doesn't especially relish a diet of "ghosts."

The University of Oregon, under the tutelage of Captain McEwan, who is remembered in the east for his sterling work as coach of the West Point cadets, met the "Four Blue Ghosts" in San Francisco and lost decisively. Before that time University of California, Los Angeles branch; and Gonzaga university, Spokane, Wash.; also vainly attempted to solve the mysterious offensive of the "Blue Ghosts."

Recently a student at St. Mary's, a proud owner of a Chrevrolet Six roadster, suggested to his fellows that the "Blue Ghosts" gathered momentum as quickly as the high-compressioned engine on his Chevrolet. He said that there was nothing mysterious about the "ghosts," but that they were a well-coached, deceptive outfit that were so smooth in attack that one could not see the hidden power. He said the Chevrolet with its ease of motion was deceptive also inasmuch as the valve-in-head engine supplied effective speed without "pressing" itself.

Boyle, the fleet right half, was the star of the California game. His swerving, elusive tactics brought many a heart-ache to the California rooting section. He was the high-yardage man of the day.

Stennet is regarded as one of the best passers, ball-carriers, and punters in the country while Simas and Pitchford, the other members of the quartet, are football players in every sense of the word.

AUTO FEES CUT ABOUT A FOURTH

Secretary of State Sends Out Six Tons of Mail—License Blanks.

SALEM, Ore., Dec. 7 (AP)—Reductions of approximately 25 per cent will greet the automobile owner when he makes application for license for his motor vehicle the first of the year. This is in addition to a change in the beginning of the registration year, which will permit motorists to obtain licenses for a half year only at this time.

Changes made by the 1929 legislature put the licensing of all motor vehicles on a weight basis. Provision has been made for the three-quarter and one-fourth year license, in addition to the annual and half-year applications now possible. The retention of the 1929 metal number plate after the first of the year has been provided to do away with the issuance of two sets of metal plates in one year. A windshield sticker will serve for the first six months, to be used as an identification of the vehicle just as the plates will also serve that purpose. Then on July 1 the law becomes effective providing July 1 instead of January 1 as the date for buying new licenses.

Annual Fees Listed

Annual fees for the registration of motor vehicles equipped with pneumatic tires will be as follows after January 1:

Weighing 1700 pounds or less, $10.

Weighing over 1700 pounds and not over 3000 pounds, 90 cents per 100 pounds or fraction thereof.

Weighing over 3000 pounds and not over 4500 pounds, $1 per 100 pounds or fraction thereof.

Weighing over 4500 pounds, $1.10 per 100 pounds or fraction thereof.

Motor trucks, trailers or semi-trailers with one or more solid tires will pay 50 per cent additional over the regular fee. Additional license fees and charges are imposed by law upon motor carriers, contract haulers and certain commercial carriers operating for compensation or profit.

Applications January 1st will be accompanied by remittances for one-half the annual license fee, which will bring the owner a license to operate his car for the period ending June 30.

Secretary of State Hoss Tuesday sent out six tons of mail, or 300 large sacks full, all of its being license application blanks going to vehicle owners. There were 275,000 pieces of mail, each warning some owner that the time is near at hand when he must get his new license.

The postage bill on the big mail shipment is $2700, most of the missives going for 1 cent by special permit. Portland will get 64 sacks, the southern part of the state 87, and points north and east 125, while 25 sacks will be redistributed at the Salem postoffice for points near the capital.

OREGON SEEKS NEW CITIZEN— MR. "A. MALI"

HOOD RIVER, Ore. (AP)—This state wants a new settler named Aphelinus mali and is going out to bring him bodily if he won't come of his own accord.

Aphelinus mali is a little insect of the bee and wasp order only about one thirty-second of an inch long that finds its great pleasure in life feeding upon the woolly aphis, which in turn is a major jest of fruit trees. While the aphis are numerous in Oregon, as yet their parasitic enemy has not followed them here, so steps are being taken, to introduce him.

Leroy Childs, superintendent of the Hood River branch experiment station of the Oregon State college has just gone to the Riverside experiment station in California to spend three months studying the habits of this parasite under the direction of Dr. Harry Smith, one of the world's foremost authorities on biological control of insects.

To introduce this parasite in Oregon involves studying its habits of life and reproduction and the actual rearing of enough of them to be sure that one does not also introduce parasites of the parasites. Meanwhile the home experiment station at Corvallis is carrying out similar studies of the aphis so that the subsequent meeting will be a happy one—for the orchardists.

563 STUDENTS ARE WITHOUT CHURCH LIFE

EUGENE, Ore. (AP)—Out of 2866 students on the University of Oregon campus who registered the first of this quarter 563 students failed to state some church preference. Presbyterians lead, according to the religious survey recently completed on the campus. Twenty faiths are represented. One Hindu student on the campus gave Buddhism as his choice.

The results of the survey are: Presbyterian 604; no preference stated, 563; Methodist 342; Episcopal 261; Christian 229; Catholic 185; Christian Science 178; Congregational 136; Baptist 135; Lutheran 65; Jew 33; Unitarian 24; Latter Day Saints 10; Evangelical 7; Seventh Day Adventist 6; Friends 2.

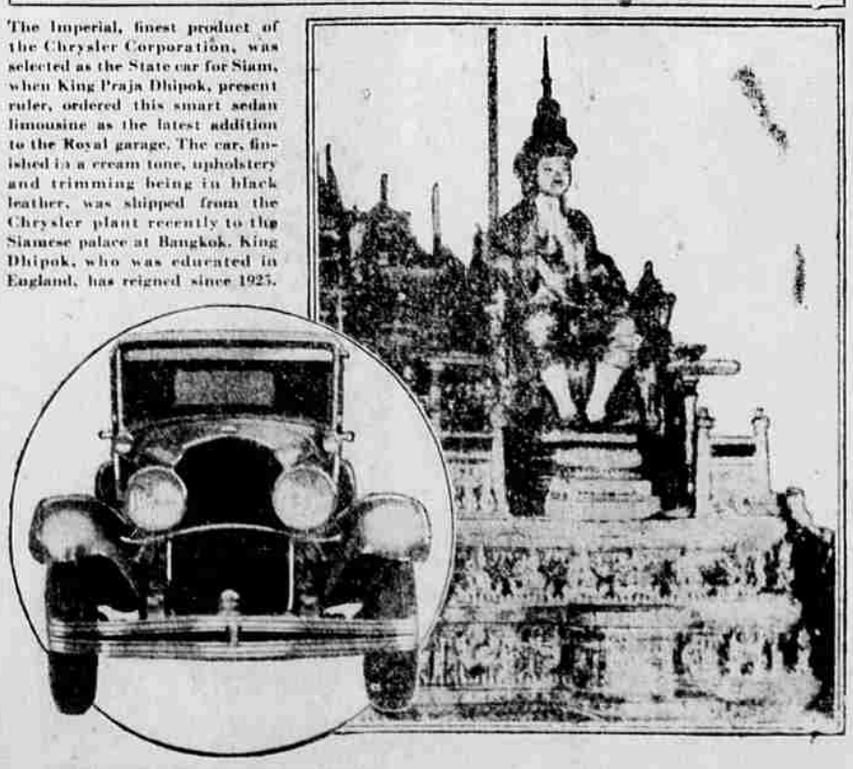
There was onue preference stated for each of the following: Navarine, Buddhist, Greek Orthodox, Bible Standard and Four-Square Gospel.

One whaling company in the North Pacific this year captured 225 whales.

American antelope are so numerous in Idaho as to constitute a farm nuisance.

King of Siam Buys Chrysler Imperial

The Imperial, finest product of the Chrysler Corporation, was selected as the State car for Siam, when King Praja Dhipok, present ruler, ordered this smart sedan limousine as the latest addition to the Royal garage. The car, finished in a cream tone, upholstery and trimming being in black leather, was shipped from the Chrysler plant recently to the Siamese palace at Bangkok. King Dhipok, who was educated in England, has reigned since 1925.



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