

LOOK TO SENATOR HALL FOR RESULTS ON OUR HIGHWAY

He Has Never Given Up Working Since Movement Started in 1921 — is Acknowledged as Leader in Roosevelt Highway Movement.

(From Daily News, Marshfield)
With the award of contracts for Pistol River and Euchre Creek sections of Roosevelt highway not later than the September meeting of the state highway commission, the entire southern part of this scenic route will be completed in 1926, giving to residents of Oregon a coast route from Coos bay to the California line where it joins with the coast route of that state.

On the north the Roosevelt highway has been completed from Astoria its juncture with Columbia highway, to Newport, leaving only the central portion to be constructed. The men who had the vision and driving power to carry the work this far, are the ones who must and who will carry construction of the Roosevelt highway to final completion.

Hall to Lead
Counties, through which the beautiful Roosevelt highway extends, should do give credit to one man more than to any other for rapid construction of the route. That man is Charles Hall and it is to him that the central coast counties are looking as a leader who will carry this great project to completion.

Senator Hall launched his fight for the Roosevelt Memorial highway in 1921, during his first session in the state legislature. Powerful interests opposed to the route blocked the bill he had submitted to provide \$2,500,000 for the highway but their efforts were successful in the house of representatives only, as the measure passed in Senator Hall's own body.

A measure was passed by both groups, however, placing the Roosevelt Coast highway on the road map of Oregon—the only time the state road map has been added to by legislative enactment since it was made in 1917. This marked the first step in the advancement program of the great highway. Next assurances were given by the highway commission that construction work would proceed on

the Roosevelt highway as rapidly as possible.

Defeat of the proposed one-cent gas tax by the special legislative session was another high point in its progress. This was accomplished by 14 senators who prevented a constitutional majority for the measure in the senate and maintained the principle of gas tax for roads only.

Opposition Changes
The previous state highway commission and other citizens referred to, were somewhat tardy in appreciating the importance of the Roosevelt highway both as a scenic and commercial route. But these commissioners were wholeheartedly behind the highway before leaving office.

The present highway commission has been ahead of the public in appreciation of necessity for completing this road and from the beginning C. H. Purcell, bureau of public roads head, has had a great knowledge of the Roosevelt highway and has ably assisted in its process.

During the 1925 session of the state legislature, Senator Hall guided through a bill which enabled the state highway commission to issue bonds up to the constitutional limitations. This made \$3,500,000 available and the highway commission is rushing to completion the Roosevelt highway which will stand for all time as a great monument to the far-sightedness of its members and of Senator Hall.

Sentiment throughout Oregon has changed toward Roosevelt highway and the opposition, once so powerful, is now favorable. Recently a member of the 1921 Oregon legislature stated that his support of Roosevelt highway measures was prompted alone, during that session, by his friendship to Senator Hall. But he, with the great majority of Oregon citizens, now realizes the great economic importance of this premier scenic and commercial highway.

Senator Hall's road building activities have not been confined to the state highway, however, for his name is prominently connected with Coos county road history since the first attempt to bond this section in 1924. The first bond issue proposed met defeat that year.

In 1915 Coos County Good Roads association was reorganized and with Senator Hall as president, swept the county with a huge vote favoring the \$362,000 bond issue.

State Keeps Pledge.
One of the main features of the campaign was the pledge obtained by Senator Hall from the state highway commission, composed of the governor, secretary of state and state treasurer. The agreement pledged the state to spend substantial sums on Roosevelt-Mvrtle Point highway in event Coos County bonded itself

to build roads within the county. The commission observed this pledge and this work is now completed.

Successful culmination of this campaign marked the beginning of road construction in Coos county. Approximately half the bond issue was spent in grading the Coquille-Marshfield road.

This paper has supported Senator Hall and will continue to support him, taking some pride and credit in his accomplishments and work for this section and for the entire state of Oregon.

Southwestern Oregon, the eighth Senatorial district, has had real recognition since Hall became its senator, and this public declaration is timely and due him.

A LITTLE BIT O' VERSE

By James M. Woodman.
Mother Knows.

When things are lost around the house, as oftentimes they are, And someone blames another and brings on a family jar: It seems no matter what it is, a book or coat or hat, The checkerboard or writing pad, the ink or ball and bat, There's one resort, it never fails, I s'pose you've found it so— We holler—"Ma! where's this or that?"— she always seems to know.

Why, my Mother seems to know just where we hid our skates last spring. Likewise, the tops and marbles, and our football, kites and string, The buttons for our Sunday shirt, our handkerchiefs and ties— She sometimes says: "Why don't you look? They're right before your eyes!" But when we lose our socks or shoes, we know right where to go— We holler—"Ma! where's this or that?"— she always seems to know.

Now, life's a curious problem—its cares and joys combined; Its pain and bitter crosses with its happiness entwined, But all I ask is that I may forever live where she is watching o'er the homestead where I'd rather just like me, Are privileged to lose the things we need, our books or clothes— And holler—"Ma! where's this or that?"— 'cause Mother always knows.

With Paris breed sharply to starboard an old-time barkentine lay in the harbor at Baltimore while her skipper scoured the waterfront for old-time seamen capable of handling a ship of her type. The seamen of the younger generation can handle a schooner, but a barkentine is different.

ALL IN DUE ORDER.

(Morning Oregonian.)

A few years ago the Roosevelt highway was a dream, a hope, an inspiration, a vision of a picturesque and beautiful boulevard, painted by the imagination of forward-looking men and women. This great thoroughfare was to skirt the coast of Oregon from north to south over wooded hills, through fertile valleys, across rushing streams, always near the waters of the boundless Pacific. The military idea, too, was behind it, for it was thought that a finished highway near to the ports and fortifications at the shore line of the ocean would have great strategic value in time of war. For this latter reason it was believed that co-operation of federal government might be secured, since preparedness and security from enemy invasion is the prime duty of any nation.

The story of the failure to procure government aid for the Roosevelt highway up to this time is well known. But there has been no failure on the part of the state to go as far as it could with the means at command to make of the highway a reality. The counties, too, along the coast have strained their resources to promote development of the highway plan. Much has been done in the northern section and just now the highway commission is devoting special energies to southwestern Oregon. Here is a part of the state which has been from the earliest days a part of the Oregon geographical unit, but which by reason of difficult communication, has been a neglected and isolated section. Roads have been built to Coos bay, Rogue river, into the Umpqua, but they have been poor and have been traveled only under the compulsion of real necessities. Transportation by water, too, has been attended by many difficulties. For these reasons the face of southwestern Oregon has long been turned towards California, since it was easier to go and come from San Francisco than it was to and from the metropolis of this state.

Completion of the railroad to Coos bay in 1918 brought about a considerable change in the situation, but it was not enough. Later came the paving of the Pacific highway and within the year a broad and fine connecting road has been built from Roseburg to Coquille, Bandon, Marshfield, North Bend and other places at and around Coos bay. These enterprises important as they are, and giving to the Coos bay region easy and immediate means of transportation to and from the Willamette valley and the city of Portland, have been by no means adequate for the needs and expectations of that great region.

But they have, on the contrary, made immediately feasible the magnificent project of the Roosevelt highway. From Bandon by the sea south a large amount of work on the highway has been done and a very great deal more remains to be done. The distance from Bandon to the coast line is not quite 100 miles. Contracts for construction at several points have been awarded and completed and a great many miles of smooth thoroughfare are now available to the traveling public.

The highway commission has under consideration at the present time location of the road at several difficult points and under the advice of competent engineers has reached a decision as to the final route. The road in much of the territory goes through high hills covered with rich forests, fine foliage, beautiful flowers, crystal water courses and productive valleys, and here and there a point is reached where the magnificent stretch of the Pacific meets the wondering eye. Altogether the Roosevelt highway in southwestern Oregon is a real design for a great tourist and commercial thoroughfare, traversing scenes of beauty and compelling interest not excelled anywhere else in the world. It is not to be marvelled at that the people of southwestern Oregon have been so thoroughly interested in completion of this project because they have known as none others could

have known what the highway ultimately could disclose to the world. The highway commission will immediately expend a large amount of money upon this part of the road, so that within another year it probably will be practicable to travel from Portland to Roseburg, Coos bay, Coquille, Bandon, Wedderburn, Gold Beach and Brookings to the California line.

The people of Oregon are proud of the Columbia river highway, the Pacific highway, the Oregon Trail, the John Day highway and many other beautiful and wonderful roads. They will have reason to be doubly proud of the magnificent road system of the state of Oregon when the Roosevelt highway shall have been completed in southwestern Oregon and northwestern Oregon. The intermediate sections will be taken care of in due order.

Changing fish to water or a different temperature from that to which they are accustomed will, according to a Danish scientist, after several generations, produce a new type, modified in form and structure especially in the rays of the fins and the number of vertebrae.

An optimist is a man who does not care what happens so long as it doesn't happen to him.

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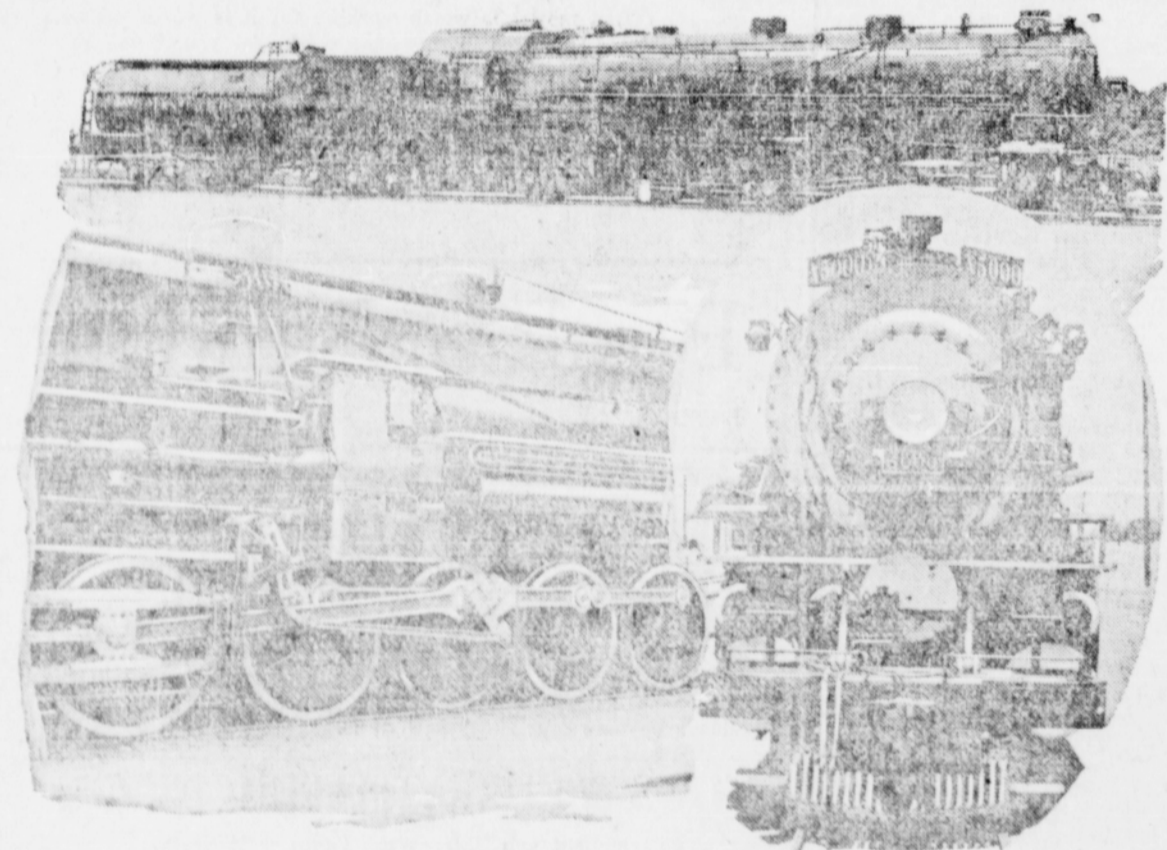


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Most Modern Locomotive Serves West



Views of the new three-cylinder Southern Pacific type locomotive which Southern Pacific Company is placing in mountain service. This is the most powerful slide unit locomotive built. Full length view of the locomotive is shown at the top. Lowest left—Detail showing the five driving wheels on one side and the feed water heater. Lower right—Front view showing the three cylinders, one on each side and one in the middle.

OREGON shippers and travelers have the world's most powerful single unit freight and passenger locomotive at their service.

The first of sixteen new three-cylinder Southern Pacific type locomotives have just reached the Pacific Coast and are being placed in heavy freight and passenger service by Southern Pacific Company in the Siaktyou and Sierra-Nevada mountains.

The locomotives are of a distinctly new type, developed by the American Locomotive Company in co-operation with Southern Pacific's mechanical experts. Everyone has something of the small boy's interest in locomotives and wherever the new locomotives have been seen they have attracted unusual interest, both from the public and railroad employes on account of their size, power and design.

The new locomotives will all be in service before the peak traffic movement in the fall.

"They are the most modern development in locomotive construction and are good evidence of Southern Pacific efforts to develop and improve its facilities to keep pace with the progress of this Western country," J. H. Dyer, general manager, said in commenting on the new types of the rails. "The West requires the best of transportation, for its products move many miles to market. The new locomotives represent our desire to take advantage of every worthwhile improvement in railroad industry."

The outstanding feature of the new locomotives is the third cylinder, placed inside of the main frames and slightly above and between the two outside cylinders. The adding of the third cylinder has an effect similar to that obtained by increasing the number of cylinders in an automobile engine from four to six.

In addition to providing increased power and economy in use of steam, the third cylinder will distribute the stresses on two driving axles instead

of one. The locomotives weigh 632,400 pounds and have a tractive power of 26,530 pounds, or weigh 115.58 pounds per one horsepower. Their hauling capacity is one-fourth more at a speed of 25 miles per hour on a 2.2 per cent grade than that of the most powerful locomotive heretofore in use by the company.

The locomotives are 101 feet 1 inch in length and 16 feet 3 inches in height. They have a 4-10-2 wheel arrangement and a total wheel base of 87 feet 2 1/2 inches. Each of the driving wheels is 63 1/2 inches in diameter. The tender has a capacity of 12,000 gallons of water and 4,400 gallons of fuel oil.

In addition to the sixteen three-cylinder locomotives, the Southern Pacific is further increasing its motive power by building in its own shops eighteen 4-8-2 mountain type locomotives to be used in its transcontinental passenger traffic. These locomotives have been making through runs of 815 miles.

The KITCHEN CABINET

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Too much idleness fills up a person's time much more completely and leaves him less his own master than any other sort of employment whatever.—Burke.

FOOD FOR THE FAMILY

For a company dessert one might try an angel food baked in a round deep tin. Cut a slice off the top, remove the center, fill with vanilla ice cream, cover with crushed fruit and serve at once.

With a cupful of feed or hot tea, crackers covered with jam and topped with whipped cream are delicious as a dessert.

Braised Tongue.—Cook a beef tongue slowly until tender with a slice of onion, and a bay leaf added to the water while cooking. Remove the tongue, remove the skin and place it in a casserole; add the water in which the tongue was cooked, thickened with three tablespoonfuls each of flour and butter mixed; add a pint of stewed tomatoes strained, a small carrot chopped, a clove of garlic, one-half tablespoonful of Worcestershire sauce, a few dashes of red pepper and simmer with the tongue for two hours. Serve from the casserole.

Cherry Tart.—Take a can of rich cherries, either canned or preserved, drain from the juice, and add to it a slight thickening of cornstarch or arrowroot. Cook until the starch taste is entirely removed. Into a baked pastry shell put the cherries, pour over the thickened juice and set in a warm oven fifteen minutes. Serve with sweetened whipped cream. Orange jelly served in a baked shell topped with whipped cream is delicious.

If you are fond of roquefort, make a roquefort salad. Take a crisp head of lettuce well washed and dried, chill and arrange in a salad bowl which has been rubbed with a cut clove of garlic, add four tablespoonfuls of the best olive oil, one of vinegar, one of chianti sauce, one-half teaspoonful of salt and a few dashes of cayenne. Mix well, toss over the lettuce broken bits of roquefort cheese, as much or little as one likes; add the dressing and serve all very cold.

Dates stuffed with small portions of peanut butter, make a most nourishing dessert for a busy day.

Nellie Maxwell

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