

MULTNOMAH FINDS  
ROADS BOND JOKER

County Officials Oppose Portland Being Called to Pay for State's Highways.

WORK HERE ALREADY DONE

Proposal to Pay According to Assessed Valuation and to Be Confined to Basis of Area Held Too Unequal for Portland.

After considering the subject carefully as a body, the board of directors of the Multnomah County, the members of the County Court, Judge Cleaton and County Commissioners Lightner and Hart, yesterday expressed their opinion as being unalterably opposed to the road measure by which it is proposed to bond the state for \$20,000,000 and pay back the state in interest and principal. The taxpayers of Multnomah County, who pay one-third of the state taxes, would be simply assisting to create a "porcupine" road fund for the other counties of the state, their own roads being already the best on the Pacific Coast. The County Court members declared.

Judge Cleaton and the Commissioners asked especially that nothing be published which would, by any construction, put them in a "porcupine" position of being opposed to good roads or good roads legislation along same and sensible lines, but, to use the words of Judge Cleaton, they consider the "proposed road measure topheavy, somewhat theoretical and altogether too expensive." Judge Cleaton stated his attitude briefly.

Commissioner Alesse Favored. "I am in favor of the creation of a state highway commission to act in an advisory capacity to the various county officers of the various counties of the state to any further state aid to roads. Each county should have charge of its own road-building. If the state established a bureau of information on road subjects and hired road experts to advise the county officials, I am certain that county officials would avail themselves of the opportunity to obtain the best and most competent advice. This is as far as the state should go in the matter. I am in favor of the passage of the enabling act providing for the creation of a constitutional amendment permitting counties to issue bonds for road purposes and favor also the proposed laws providing for convict labor on the roads."

Commissioner Hart agreed with Judge Cleaton's views, but Mr. Lightner declared himself in favor of the creation of a state bureau of information on road subjects, expressing the fear that it might fall into the hands of politicians and thus become a heavy expense and build such new ones as are necessary. Neither does Mr. Lightner favor the county bonding act, expressing himself as in favor of "living within the rim of our shilling."

All three were agreed that Multnomah County should not be bonded for road purposes, the roads already being in good condition. The proposed bond appropriation of eight-tenths of a mill, which this year will result in the raising of approximately \$200,000, being sufficient to cover the expenses of building such new ones as are necessary. Speaking for himself and associates, in the presence of his associates and with their full approval, Mr. Lightner discussed the proposed state bond issue question as a citizen and official of Multnomah County. He said: "Let us consider the proposed act, which, if passed, would create the state highway fund. This section provides that 25 per cent of the money, or \$5,000,000, is to be divided among the counties in proportion to their assessed value. The people of Multnomah County pay a third of the state taxes. Then take into consideration the area of the county as compared with the areas of such counties as Harney, Lake, Klamath, Crook and Malheur, and how much of this money would Multnomah get? I do not know just how the areas compare, but take a look at the map. Our county is, I believe, the smallest in the state. Looks as if we would be fourth or fifth in the list. The argument is that Portland and Multnomah County would be benefited indirectly. The matter resolves itself into a question of whether or not the people of Multnomah County consider it a good investment.

Other Counties Alone Profit. "Now let us look at this question from another standpoint. Multnomah County has already spent millions on its roads and has a system of which its people are proud, or at least should be proud. Having built our own roads at great expense, are we willing to pay for building those of other counties? We must remember that the people of Portland have to pay for street improvements on a frontage basis and that they have to keep up the bridges across the Willamette and big county, city and school organizations and the Port of Portland. The proposed road measure would give each county \$1 of state money for every dollar expended by the county. The people of Multnomah County would be entitled to their share of the road money in proportion to the assessed valuation of this county as compared to the assessed valuation of other counties of the state, and to get it the County Court would have to appropriate extravagant sums directly. In other words, we would have to spend a great deal more money than necessary to keep our roads to get our share from the state. In Multnomah County we are spending already all the money really necessary on our roads. Of course, if people might wish to give this money, like our share of the 25 per cent already referred to, to the other counties of the state, but I do not think so. We can afford to be liberal, but not so liberal.

The act confers altogether too much arbitrary power on the Highway Commissioner. Suppose the office should fall into the hands of an incompetent politician. Look at this subject as I will, I can see only possible indirect benefit to the people of Multnomah County in return for the expenditure by them of nearly \$17,000,000. Our road superintendent, Mr. Chapman, is an expert, and Multnomah County has no need of the services of a state highway commissioner. Our county surveyors have always been competent alike. Just think what we could do by spending our \$17,000,000 directly on our own roads."

CONTRACTOR'S PAY HELD

Street Improvement Work at Centralia Exceeds Estimate.

CHEHALIS, Wash., Feb. 7.—(Special.)—The City Commission has decided to turn over about \$2000 in cash to George A. Robinson, the contractor who built the Cascade-avenue macadam street about five years ago. The case has been to the Supreme Court twice and City Attorney Strudbaker again will take the matter into court to determine to whom the money on hand should be paid.

WEST'S GOOD ROADS BILLS DEFECTIVE

Attorney-General Reveals Plot to Give One Man All Possible Authority.

MOVE IS UNWISE IS ADVICE

State Official Points Out Six Different Errors Made by Commission Named by West—\$40,000,000 to Be Spent by Executive.

Salem, Or., Feb. 7.—(Special.)—Attorney-General Crawford today pointed out six definite defects in the proposed good roads bills of the commission appointed by Governor West and which he asked to express his views as to the bills and their effect gave out an interview in which he declares that the proposed laws in a number of respects are unwise.

One of his objections is that there are four separate acts, each covering a portion of the plan for road building, when one act would be ample and its provisions could be made to harmonize. "One act provides a state highway commissioner to be appointed by the Governor, with a salary of \$5000 per annum, and he to appoint one assistant," said the Attorney-General, "with the approval of the Governor at a salary of \$2500 per annum, and as many engineers, clerks, stenographers and other assistants as the Governor and the commissioners may desire, and their salaries can be fixed by the Governor and commissioner and paid from the fund, thus placing the whole matter entirely in the hands of one man, to wit: the Governor."

One-Man Power Unsatisfactory. "One-man power has never proved satisfactory. Another act creates a fund of \$20,000,000 to be raised on bonds, \$5,000,000 a year for 10 years, and in addition two-thirds of all license taxes on motor vehicles. This will reduce the state's regular income to that extent and it must be made up by direct taxation.

"Also the several counties of the state are supposed to raise the same amount as the state at large, which will be \$20,000,000 and one-half the amount of license taxes on motor vehicles, making a sum total to be expended under the sole supervision of the Governor in 10 years over \$40,000,000. It seems to me this is unwise, placing the fate of human nature and the great temptation it will afford to profit at the state's expense.

"Another defect appears in the provisions allowing a county to expend a certain amount of money and then draw on the state for a similar amount, not providing for the expenditure of the money so drawn. A county could expend its own road money and then reimburse itself out of the money raised from the sale of state bonds.

Word Required by Bidding. "The commissioner is required to advertise for bids for road work and then authorized to reject all bids and do the work by day labor if he wishes so to do.

"The interest on \$40,000,000 per annum at 5 per cent is \$2,000,000, to be raised from the taxpayers annually in excess of which they are now paying which is more than is now raised for all purposes. The effect of the several acts, briefly stated, is:

First—To create a fund of over \$40,000,000 in 10 years, to be expended entirely as the Governor and his appointees may direct, with unlimited power to appoint commission engineers, normal, engineers, etc., and fix their salaries.

Second—To have the work all done by day's work, for any reason it may seem desirable.

Third—It enables counties to reimburse themselves for road money out of proceeds of sales of state bonds.

Fourth—Compels the taxpayer to raise \$2,000,000 annually for interest alone.

Fifth—It does not create a board of the Governor of the State and State Treasurer, or of any other state officer to supervise the expenditure of the money, but leaves it solely with the Governor.

Sixth—The engineering work is not to be done through the State Engineer's office, but unlimited authority is granted to employ such engineers and fix their compensation.

It is wise to place so much power in the hands of one man, and more than to double the yearly taxes, without creating a board to supervise the payment of the bonds."

SEATTLE DOCTOR HURT

Dr. Royal A. McClure in Auto-Car Crash; May Die.

SEATTLE, Wash., Feb. 7.—(Special.)—Dr. Royal A. McClure, of 4715 Fourteenth avenue, was seriously injured about 11 o'clock tonight in a collision between his automobile and an inbound West Woodland street car on First avenue, between Union and Taylor streets. The victim was hurled to the City Hospital.

McClure was driving south on First avenue between the car tracks, when he swung to the right to pass across the track in front of an inbound car. When his machine was nearly broadside on the inbound track the car struck the automobile. The impact crushed the fender and mudguard on the physician's car, throwing Dr. McClure forcibly against the steering wheel.

At the City Hospital Dr. McClure suffered two or three convulsions indicating internal injuries.

Dr. McClure is one of Seattle's best-known physicians and has been engaged in practice in Seattle for a number of years. His office are in the Alaska building, together with those of the Coroner, Dr. James C. Snyder.

NORMAL SCHOOL IS ACTIVE

Thoroughness Keynote in Training Teachers at Monmouth Institution.

MONMOUTH, Or., Feb. 7.—(Special.)—The mid-year graduating exercises of the Normal School closed Wednesday with the commencement programme of the class, and it is a matter of favorable comment that the Normal School has resumed the work of training teachers on sound basis, with thoroughness as the keynote, justifying the announcement of President Ackerman, at the opening of this school last September, after it being closed two years, that the faculty would first look to thorough work and the standard

NEW PIANOS FOR RENT

At Bush-Lane Piano Company, 355 Washington street.

Railroad Demurrer Overruled.

EUGENE, Or., Feb. 7.—(Special.)—Judge Harris today overruled the demurrer of the Southern Pacific Company to an equity suit of the Pacific Great Western.

The overruling of the demurrer today throws out the contention of the Willamette-Pacific, and paves the way to an injunction that will prevent the Pacific Great Western from proceeding with its condemnation suit and will also prevent it interfering in any way with the Pacific Great Western in its efforts to obtain a right of way.

Men's Cravenette O'Coats. Clean-up sale on high-grade overcoats and raincoats; \$25.50 and \$35 coats now \$18. Jimmy Dunn, room 318 Oregonian building.

WEST'S GOOD ROADS BILLS DEFECTIVE

Attorney-General Reveals Plot to Give One Man All Possible Authority.

MOVE IS UNWISE IS ADVICE

State Official Points Out Six Different Errors Made by Commission Named by West—\$40,000,000 to Be Spent by Executive.

Salem, Or., Feb. 7.—(Special.)—Attorney-General Crawford today pointed out six definite defects in the proposed good roads bills of the commission appointed by Governor West and which he asked to express his views as to the bills and their effect gave out an interview in which he declares that the proposed laws in a number of respects are unwise.

One of his objections is that there are four separate acts, each covering a portion of the plan for road building, when one act would be ample and its provisions could be made to harmonize. "One act provides a state highway commissioner to be appointed by the Governor, with a salary of \$5000 per annum, and he to appoint one assistant," said the Attorney-General, "with the approval of the Governor at a salary of \$2500 per annum, and as many engineers, clerks, stenographers and other assistants as the Governor and the commissioners may desire, and their salaries can be fixed by the Governor and commissioner and paid from the fund, thus placing the whole matter entirely in the hands of one man, to wit: the Governor."

One-Man Power Unsatisfactory. "One-man power has never proved satisfactory. Another act creates a fund of \$20,000,000 to be raised on bonds, \$5,000,000 a year for 10 years, and in addition two-thirds of all license taxes on motor vehicles. This will reduce the state's regular income to that extent and it must be made up by direct taxation.

"Also the several counties of the state are supposed to raise the same amount as the state at large, which will be \$20,000,000 and one-half the amount of license taxes on motor vehicles, making a sum total to be expended under the sole supervision of the Governor in 10 years over \$40,000,000. It seems to me this is unwise, placing the fate of human nature and the great temptation it will afford to profit at the state's expense.

"Another defect appears in the provisions allowing a county to expend a certain amount of money and then draw on the state for a similar amount, not providing for the expenditure of the money so drawn. A county could expend its own road money and then reimburse itself out of the money raised from the sale of state bonds.

Word Required by Bidding. "The commissioner is required to advertise for bids for road work and then authorized to reject all bids and do the work by day labor if he wishes so to do.

"The interest on \$40,000,000 per annum at 5 per cent is \$2,000,000, to be raised from the taxpayers annually in excess of which they are now paying which is more than is now raised for all purposes. The effect of the several acts, briefly stated, is:

First—To create a fund of over \$40,000,000 in 10 years, to be expended entirely as the Governor and his appointees may direct, with unlimited power to appoint commission engineers, normal, engineers, etc., and fix their salaries.

Second—To have the work all done by day's work, for any reason it may seem desirable.

Third—It enables counties to reimburse themselves for road money out of proceeds of sales of state bonds.

Fourth—Compels the taxpayer to raise \$2,000,000 annually for interest alone.

Fifth—It does not create a board of the Governor of the State and State Treasurer, or of any other state officer to supervise the expenditure of the money, but leaves it solely with the Governor.

Sixth—The engineering work is not to be done through the State Engineer's office, but unlimited authority is granted to employ such engineers and fix their compensation.

IRRIGATION AID SHOWN

CO-OPERATIVE EXPERIMENTAL RESULTS MADE PUBLIC.

INDICATIONS GIVE EXTENT OF WHAT MAY BE ACCOMPLISHED THROUGH PLAN INSPECTED BY O. A. C.

WEST STAYTON, Or., Feb. 7.—(Special.)—The commencement address on behalf of the class was made by Miss Morrison, Superintendent Alderman presented the diplomas and Governor West addressed the class with a practical presentation of the need of an educated citizenship to support the new responsibilities of every voter under the Oregon system, which he advocated, showing the need in this work for preparation by every teacher.

The board of regents were in session here today, looking for a site on which to erect a new dormitory, for which purpose the \$50,000 appropriation is now available. A number of options on sites were offered by the owners, at reasonable prices on the land needed. No definite action was taken at the adjournment here today but will be held here on the 10th, and it is expected to begin the erection of the building and heating plants early in the summer.

The figures show increases by irrigation during the dry growing season of:

Table with 2 columns: Crop and Yield Increase. Rows include: Kale, Irrigated six times, 2 inches, every ten days (82.4); Irrigated four times, 2 inches, every 15 days (51.2); Irrigated, lima, lima, lima, lima, lima, lima (82.8); Irrigated, lima, lima, lima, lima, lima, lima (100.2); Irrigated, lima, lima, lima, lima, lima, lima (128.2); Irrigated, lima, lima, lima, lima, lima, lima (150.2).

In a study of these results it must be remembered that the experiments of this kind, only one year in duration, it is absolutely impossible to draw any final conclusions that can be relied upon for future practice. The results obtained give indications to some extent of what may be accomplished, but until corroborated by repeated trials, no conclusions can be drawn to the possibilities or best practices can be drawn.

The rather poor preparations of the ground, late planting and the dry season makes all of the check plots unquestionably lower in yield than might or would be obtained under normal conditions and treatment, without irrigation. Hence, the yields obtained on the irrigated plots show an exaggerated gain. On the other hand, with better leveling and distribution of water, better plowing and better adaptation of crops used, irrigation probably would give larger yields than those obtained.

The report is authorized by H. D. Souder, professor of agronomy at Corvallis, while his assistant, W. L. Powers, had immediate charge of the experiments and compiled the table of results.

The work in the field was done under direction of Hartman & Thompson, managers of the Willamette Valley Irrigated Land Company. The canal was commenced in the early Spring, and water became available in July and August. Had it been available earlier, the results probably would have been still better, as irrigation was badly needed last year in June.

MINER RACES WITH TIME

Alaskan Breaks Record From Dawson to Coast to See Dying Mother.

SEATTLE, Wash., Feb. 7.—(Special.)—On a 2000-mile race against time, from Sixty Mile River, 60 miles below Dawson, to the Puget Sound coast, who is dangerously ill at Vancouver, B. C., R. J. Thompson, a Yukon mining man, this morning arrived from the North on the steamship Jefferson, of the Alaska Steamship Company.

On January 28 Thompson received a telegram saying his mother was not expected to live a few hours. He left for White Horse, about 600 miles away. From White Horse he telegraphed the master of the Jefferson, that time was the vessel was held until his arrival by train at Skagway.

Thompson was five days in reaching Skagway from Sixty Mile River, which is the fastest time ever made from Dawson to the coast either in Summer by steamer or by Winter stages.

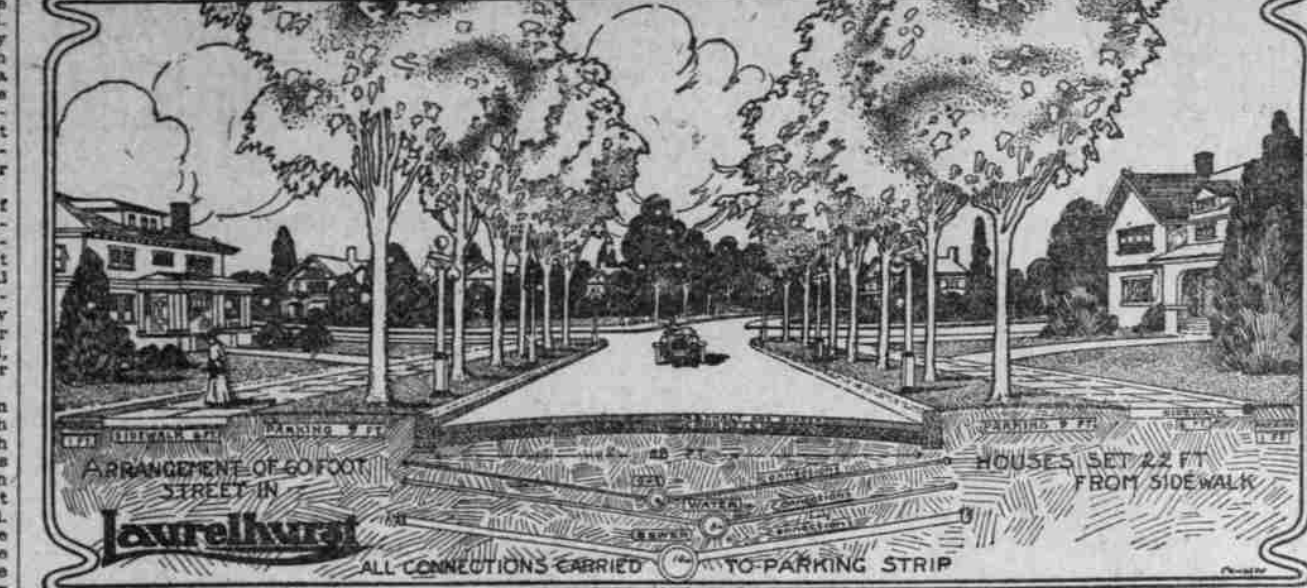
EMPLOYES' LAW URGED

Labor Organizations Ask Strict Enforcement of Statute.

SALISBURY, Or., Feb. 7.—(Special.)—Representative of labor organizations have called upon Governor West, urging what they deem a strict construction of section 5660 of Lord's Oregon laws, which provides that all employees of the state be allowed to work no longer than eight hours a day. The statute seems to be somewhat ambiguous and whether this applies to mechanics and laborers who are employed by contractors holding contracts under the state is a moot question.

However, Governor West probably would recommend to the State Board that this interpretation be placed in effect. When questioned tonight as to his attitude he said that personally he is in favor of such a law, and Secretary Olcott, when questioned, also said he is in favor of it. While the matter has never been put up to the Board, it is probable that it will be adopted.

Rush to Pay Taxes Is On. OREGON CITY, Or., Feb. 7.—(Special.)—The tax collections today were three times larger than ever before on the first day. More than \$2000 was paid in a few minutes, and the cash will continue for a week. Chief Deputy Sheriff Staats, who has charge of the collection, has two assistants and all of them are busy receiving the money. Sheriff Mass said Wednesday afternoon that the property owners seemed more anxious to get to obtain the rebate, than ever before, that they were ready to pay their taxes early this year, in order. The rebate period will expire March 15.



Buy where the greatest number buy. Build where values increase fastest. Live in a refined, elevating environment.

Laurelhurst

The Addition with Character. Don't buy until you see Laurelhurst, and then you won't buy anywhere else. Laurelhurst has the class over any other residence property in Portland. Nearly \$2,000,000 has been expended in making Laurelhurst a fit place for a beautiful residence park for you.

Discriminating business men, men of affairs, professional men and high-salaried employes are turning towards Laurelhurst as the one residence park in Portland, possessing every attraction requisite to an ideal home life.

Laurelhurst is less than 15 minutes by car from the shopping center of the city and is reached by four carlines—Rose City Park, East Glisan street, Laurelhurst special car and Mount Tabor lines.

Lot prices—\$850 and up; 10 per cent cash and 2 per cent a month. For a short time longer we shall allow a 15 per cent discount to builders. This discount amounts to from \$200 to \$350 a lot. It will be withdrawn soon and the list prices restored.

If you contemplate building in Laurelhurst it will pay you to select your lot at once and get this discount. You will never have another chance to buy a Laurelhurst lot for so little money as now.

MEAD & MURPHY, Sales Agents. PHONES: MAIN 1503, A 1515. 522 CORBETT BUILDING. Office at Tract—Phone East 989. Ask for Salesman.

O. A. C. WORK GREAT

Carl R. Gray Says Farmer Needs Scientific Training.

STATE SHOULD GIVE AID

Oregon's Problem Is That Four-Fifths of State Is Without Agricultural History or Precedent and Education Is Needed.

OREGON AGRICULTURAL COLLEGE

Corvallis, Feb. 7.—Carl R. Gray, speaker of the Hill lines in Oregon, spoke yesterday at the convocation exercises at the Oregon Agricultural College. He said:

"I wish to speak of the practical experience of a railroad man in relation to agriculture. I began life in a country which was almost totally destroyed by a great war—that was our own South. Little was left of its agriculture, which at the best period before that time was almost totally a cotton crop. Slavery needed not the war's intervention. It was the worst economic incubus in the

history of the country. One decade more would have seen the bankruptcy of the South agriculturally, as well as economically on account of it. "Scientific methods are generally applauded, and rightly; but to the man who has not had the opportunity to acquire the necessary knowledge they are sometimes nothing more than theories of which he is jealous. To business men generally, and to the railroad men in particular, all that is implied by scientific management is of interest.

Scientific Work Required. "By following out this line of work it has been possible for the railroad operators to give the cheapest transportation in the world. The Great Northern has the cheapest transportation in America, although it traverses a country which was broken and a wilderness. This is scientific management.

"The same must be true of agriculture. There is a wonderful interest in the whole country in the farm life and the farm management. We have boasted that this country can go to war and remain rich. That time is rapidly passing. In the past three years we have seen our exportation of breadstuffs fall 50 per cent, and in a few years we shall have to be on the lookout for a place in which to purchase for ourselves.

"Thirty years ago a farmer had to raise enough for himself and one other person. Today the farmer must raise enough for himself and two other people.

O. A. C. Has Great Work. "We have here in the Oregon Agricultural College one of the best things in the whole country. We should see that this institution is amply supported—for in it are the very foundations of the whole state's prosperity."

DOCTORS GAVE HER UP

Mrs. Stuart Finally Saved By Lydia E. Pinkham's Vegetable Compound—Her Story Interesting.

Elmo, Mo.—"I think your Vegetable Compound is wonderful for it has helped me. I had four doctors and they said I had female trouble and a tumor, and nothing but an operation would help me. I could not sit still long enough to eat, and could sleep hardly any I was in so much misery with pains in my side and back.

"A year ago last spring my doctor gave me up, and he was surprised to see me this spring and to see my condition. I give Lydia E. Pinkham's Vegetable Compound the praise wherever I go for I know I would not be here today or have our fine baby boy if I had not taken it."

—Mrs. SARAH J. STUART, R.F.D. No. 2, Box 16, Elmo, Mo. The success of Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, is unparalleled. It may be used with perfect confidence by women who suffer from displacements, inflammation, ulceration, tumors, irregularities, periodic pains, backache, bearing-down feeling, flatulency, indigestion, dizziness, or nervous prostration. Lydia E. Pinkham's Vegetable Compound is the standard remedy for female ills.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read, and answered by a woman and held in strict confidence.



Use the CARMEN—NOT dangerous cosmetics—and acquire beauty without waiting or rubbing. Just a touch of CARMEN Complexion Powder and your healthy, blushing beauty of youth will be restored, to remain yours all your life without showing powder. CARMEN is different from other powders—no danger—no powder effect—no staining of skin or tissues. Its delightful fragrance is pronounced—the CARMEN Complexion Powder. CARMEN Complexion Powder. Stafford-Miller Company, 515 Olive Street, St. Louis, Mo.

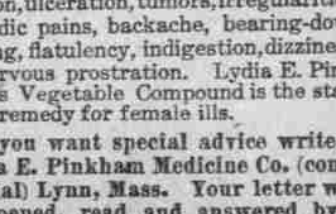
DON'T SUFFER

with enlarged veins—they're dangerous as well. Our Silk and Rubber Elastic woven-to-fit Stockings will always relieve and often cure. Self-Measure Blanks free or we'll fit you at our store.

Private Rooms, Skilled Men and Women Attendants. Woodard, Clarke & Co.

CASCARETS TONIGHT! IF BILIOUS HEADACHY, NERVOUS, CONSTIPATED

Cascarets immediately cleanse and regulate the stomach, remove the sour, undigested and fermenting food and foul gases; take the excess bile from the liver and carry off the decomposed waste matter and poison from the intestines and bowels. A Cascarets tonight will straighten you out by morning—a 10-cent box will keep your entire family feeling good for months. Don't forget the children.



10 CENTS. Never grip or sicken. "CASCARETS WORK WHILE YOU SLEEP."