

FINISH RIVER ROAD IS TAXPAYERS PLEA

Representative Men Urge That All Highway Work Hereafter Be Permanent.

\$245,300 TO BE ASKED

Committee Also Will Recommend Bond Issue of \$1,000,000 to Hardsurface Boulevard and Other Main Thoroughfares.

Fifty or more well-known Portland citizens, representing all classes of taxpayers, met at the Benson Hotel yesterday, and decided to recommend the completion of the Columbia Highway through a tax levy in this year's budget, except for the hard-surfacing, and to recommend further a bond issue of \$1,000,000 for hard-surfacing various important roads in Multnomah County, including the Columbia Highway.

The meeting also adopted a resolution that all improvements on main thoroughfares, hereafter made in Multnomah County, should be of permanent construction, with suitable pavement.

The meeting had been called by Roadmaster Yeon, to consider the road needs of Multnomah County. There was no dissent from the resolution to finish the Columbia Highway in an adequate manner, or to invest \$1,000,000 for the first unit in Multnomah's new hard-surface road system.

These recommendations will be presented tonight at a joint session of the County Commission and the budget advisory committee at the Courthouse. The amount needed for completing the Columbia Highway, exclusive of hard-surfacing, is set at \$245,300.

Election in June Suggested.
It was suggested at yesterday's meeting that the bond issue of \$1,000,000 to be acted on probably at the June election, the money to be used in hard-surfacing the Slavin, Powell Valley, Linnton, Foster and Canyon roads and the highway leading to the Columbia River highway. This also would cover the cost of making the Columbia River boulevard a hard-surface main road.

Some of the men who have been pointing out the mistakes of other counties and states and who have worked under conditions generally discussed the advisability of following out this policy and the speedy returns which might be expected. Taxpayers of all classes, it was argued, would be benefited, either directly or indirectly.

Year's Work Described.
Roadmaster Yeon outlined in brief what has been done in the county during the year, and the object of the appropriation now desired.

The purposes of the bond issue desired are the improvement of the following roads with hard surface:
Sandy road, city limits to Troutdale bridge, ten miles, costing \$153,000.
Troutdale bridge to beginning of the Columbia River highway, eight and six-tenths miles, costing \$144,200.
Columbia River highway to the county line, 29.5 miles, costing \$48,500. Total for Columbia River highway and approaches, \$447,700.

Powell Valley road to Gresham, eight miles, costing \$120,000.
Canyon road, from city limits to county line and five-tenths mile, costing \$50,000. This would have to be brick on account of the steep grade, which cannot be avoided.

Linnton road from city limits to town of Linnton, two miles, \$35,000.
Foster road, from city limits to county line, five miles, costing \$75,000.
Total including Columbia River highway, \$227,700.

Slavin Road Included.
The Slavin road, which also needs surfacing, would cost \$76,000 for a distance of four and one-half miles, making a grand total of \$1,002,700.

The appropriation asked for the Columbia River Highway, to make it suitable for use all the year, is \$1,000,000. It is divided into three parts. The first, of \$38,300, is required to build walls and fences along the part of the road completed, without which Mr. Yeon does not consider it safe to turn tourists out on the road. The second part, of \$135,000, is required to build four bridges and finish the road from Pearce to the eastern county line. The third part, of \$72,000, is required to do some work near the Sandy River, to make it easier of access from Troutdale bridge east. Reducing the 22 per cent grade on the east shore of the Sandy would cost \$40,000, and \$30,000 is wanted to construct an additional bridge.

The greatest argument for all this work is the direct benefit which we might expect in Portland at once following the completion of this road system," said Mr. Yeon.

State Declared Backward.
"We are far behind some of our sister states in the matter of good roads, and further delay will make the proportionate damage to the state much greater."

"Portland at present pays 35 per cent of the state's tax. It pays 30 per cent of the state's tax. Good roads is the remedy which will shift this burden to other parts of the state, not at the expense of those parts because their valuation will rise at once."

"Speaking from the tourist standpoint, suppose the average family from Eastern Oregon or some point decides to slide down the road to Portland. If the party consists of five persons, they will spend at least \$3 a day each. That would be \$15 a day for the party. Any tourist can be expected to stay a week."

"At that rate, which is far below what the average tourist will spend, it will not take many to drop quite an appreciable sum with the Portland hotelmen, merchants and almost every branch of business."

"Crater Lake is the ambition of every tourist in California. It is one of the few spots near the centers of population of that city that allows them respite from the arid climate of their own country during the Summer months."

"For two or three months, when California is at its worst, we are enjoying the finest climate on the earth, and naturally with such a highway we will bring all of them through Eastern Oregon and down to Portland and the beaches."

Farmer Is to Be Gainer.
"It will be an advertisement the value of which can only be guessed."

Amos Benson, who has had an important part in the building of the Columbia Highway, spoke of the relation of the farmer and good roads.

"While I have been in this road business I have had plenty of occasion to meet the farmer and to study the relation of the land to the road and the cities," said Mr. Benson.

"I have paid particular attention to the land which is directly tributary to the road between Gresham and the Columbia. There are approximately 32,000 acres of the finest farming land practically untouched."

"There are 8000 acres between the Sandy and Portland which need de-

Coming

An opportunity such as this has never occurred before and probably never will again-- watch!

1 Pound 35c
Regular 40c

Golden West Week


"The Coffee Festival"

Portland November 30 to December 5 Other Oregon and Washington Cities Dec. 7 to 12

Closset & Devers

The Oldest and Largest Coffee Roasters in the Northwest

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Golden West Coffee is steel cut—no dust—no chaff—strength retained in air-tight cans

5 Pounds \$1.50
Regular \$1.75

Golden West Week

"The Coffee Festival"

Portland November 30 to December 5 Other Oregon and Washington Cities Dec. 7 to 12

Closset & Devers

The Oldest and Largest Coffee Roasters in the Northwest

Dealers order early

velopment, but the farmers say they have no means of transportation. Naturally, such land has little valuation at present and the taxes on it amount to practically nothing.

"Good roads will make this land productive to the extent that it will be able to assume a great part of the county's tax."

"It will help to build up canneries and condenseries in communities like Gresham and Troutdale because the owners will be able to get the products from the land round about."

Auto Trucks Out Cost.
"It will make possible cheap shipment between the farm and the market center. I quote as an example the case of Frank Terris, the good roads farmer up in King County. It used to cost Mr. Terris more to ship his milk to the city on trains, exclusive of cartage at either end, than it would to have the auto deliverers pick it up at his front door and bring to the creameries in the city."

"The truck does the whole job for three-quarters of a cent a gallon, whereas the railroads formerly charged one cent merely for hauling. In addition, Mr. Terris had to deliver the milk at the station, a haul of two miles, and then pay for the cartage at the other end."

"Some say that the railroads might lose and that this would be undesirable. Well, they might, but their business probably would be increased by the increased shipments to other states and the proportionate increase in wealth and demand of the local market."

Washington Figures Cited.
Washington's counties, some of them, have issued levies of as much as 20.46 mills. Chehalis did that. Clarke levied 16.4 mills. King County, in which is Seattle, had a mill tax of 3.3 and besides issued bonds to the extent of \$2,600,000. In addition to that, each of those counties had the state highway tax of 2.5 mills.

It is the desire of the road boosters to get the county appropriation of \$245,300 for the bond issue and plans for the \$1,000,000.

These men believe that if the road can be put in shape for the tourists and Portland people, it will be an easy matter to get the bond issue.

"If the road bond issue should fall through in June, we could complete this road with the money from the county. Then people could become better acquainted with the subject of good roads and it would be an easy matter to pass the bonds the year following," declared Mr. Yeon.

"The committee which meets with the budget committee and the County Commissioners tonight consists of J. C. Ainsworth, J. B. Yeon, W. L. Boise, W. M. Ladd, and Julius L. Meier.

Many Attend Meeting.
Those present at the meeting were: C. H. Carey, W. L. Boise, J. B. Yeon, S. Benson, A. S. Benson, Julius L. Meier, Frank Kierman, Samuel Hill, Edgar B. Piper, W. Merriman, R. H. Atkinson, C. S. Jackson, J. F. Carroll, M. J. Geary, H. W. Corbett, Phil Metchan, Jr., T. H. Sherrard, William C. Alvord, H. J. Blaessing, Harry C. Cabell, M. C. Silva, C. A. Morden, J. C. Ainsworth, Horace D. Ramsdell, Gay Lombard, C. N. Hugink, W. M. Ladd, Charles F. Berg, S. S. Hewitt, E. D. Timms, J. L. Daly, Edward Boyce, G. A. Benedict, Dr. C. W. Cornellius, John Hall, A. B. Clarke, Fred Larson, H. C. Campbell and W. D. B. Dodson.

The resolution adopted was as follows:
Resolved, That it is the sense of this meeting that the budget committee appointed by the Board of County Commissioners be urged to recommend to the said board a tax levy to include for the ensuing year as follows:

Completion of the Columbia River highway, ready for surfacing, \$238,300.
Constructing Sandy River cut-off to Columbia River highway, \$60,000. Total \$298,300.

Resolved, That it is the sense of this meeting, representing the taxpayers of Multnomah County, that the policy of road construction and road improvement in this county shall be for permanent roads, so that all main thoroughfares shall be fully hardsurfaced and as a means to that end we recommend that the county levy a tax of \$1,000,000 to hard-surface the Columbia River highway; also to hard-surface the road to Gresham and other roads to be determined, the election for same to be held on the first Monday of June, 1915, at date of regular city election, or at a special election sooner.

That we further recommend that John B. Yeon should be appointed to have charge of the completion of the Columbia River highway, and hard-surface above mentioned.

That a committee of five be appointed by the chairman to present and urge the foregoing recommendations to the budget committee and Board of County Commissioners.

Upon the motion of W. M. Ladd a vote of confidence and hearty indorsement was extended to S. Benson, J. B. Yeon and E. E. Covert for the manner in which they have supervised Multnomah County's work in the last year. This motion was seconded by W. L. Boise.

Committeeman Is Silent.
"Until the matter is formally presented to us at tonight's meeting, I should not venture an opinion as to what the budget committee will do with the request," declared J. N. Teal, member of the budget committee, last night, when asked the probable disposition of the taxpayers' resolution asking for road money.

FIRE ENGINES SEEN
City Commissioners Witness Test of Auto Apparatus.

TWO MAKES GIVE EXHIBITS
Speed of 50 Miles Attained on Linnton Road and 20 Per Cent Grade Climbed at 19-Mile CHP—Two Machines to Be Bought.

With Mayor Albee and members of the City Commission as spectators, fire-fighting machines of the type the city proposes to buy this week were given official speed and hill climbing tests yesterday on Linnton road and in North Portland. The big machines each loaded with men whizzed over the slippery surface of Linnton road at a speed of 50 miles an hour, making bends and doing hair-raising stunts of other kinds. Later they plugged their way up 20 per cent grades.

The city is going to buy two machines, one a chemical truck and the other a service truck. Among the bidders were the American LaFrance Company and the White Motor Car Company. The American LaFrance machines used in the test were selected from cars now in the service, while the White Company fixed up a machine with the same motor and the same weight as will be on the fire machine in the White type of car is purchased. The White truck was loaded down with lead and men.

Members of the City Commission took up a position half way down a straight stretch of a mile and a quarter on the Linnton road. The big LaFrance pumping engine was turned loose first and buzzed over the slippery course at a maximum speed of 50 miles an hour. The White truck followed and attained a speed of 45 miles an hour. Later it made 50 miles. The second American LaFrance machine was not in good working order and did not reach high speed.

After this test the machines were taken to the hill at Twenty-ninth and Thurman streets. One American LaFrance machine climbed a 20.6 per cent grade at a speed of 18 miles an hour and a 19 per cent grade at a speed of 20 miles an hour. The second American LaFrance made both grades at 15 miles an hour. The White truck made 11 miles on the first grade and 12 miles on the second.

After this the machines went on a trip around the heights, climbing a kind of grades. None of them was lacking in any particular, it was said. The Council has opened bids for the two machines and may consider awarding the contract at today's meeting. Several other companies have submitted bids but did not have machines to enter in yesterday's contest.

Rabies Justify Ashland Muzzling.
ASHLAND, Or., Nov. 24.—(Special.)—The local Board of Health has ordered the dog muzzling ordinance to remain in force until February 1, 1915, at least, in the meantime watching results, to indications of rabies hereabouts. Another dog was killed near Talent. After

SHE DARKENED HER GRAY HAIR
A Kansas City Lady Darkened Her Gray Hair and Stimulated Its Growth by a Simple Home Process.

She Tells How She Did It.

A well-known resident of Kansas City, Mo., who darkened her gray hair by a simple home process, made the following statement: "Any lady or gentleman can darken their gray or faded hair, stimulate its growth and make it soft and glossy with this simple recipe, which they can mix at home: To half pint of water add 1 oz. of bay rum, 1 small box of Barbo Compound and 4 oz. of glycerine. These ingredients can be purchased at any drug store at very little cost. Apply to the hair every other day until the gray hair is darkened sufficiently, then every two weeks. This mixture relieves scalp troubles and is excellent for dandruff and falling hair. It does not stain the scalp, is not sticky nor greasy and does not rub off. It will make a gray-haired person look 10 to 20 years younger."—Adv.

Help the Stomach Digest Your Food

When the stomach fails to digest and distribute that which is taken, the bowels become clogged with mass of waste and refuse that ferments and generates poisons that are gradually forced into the blood, causing distress and often serious illness.

Most people naturally object to the drastic cathartic and purgative agents that shock the system. A mild, gentle laxative, positive in its effect and that will quickly relieve constipation is Dr. Caldwell's Syrup Pepsin, sold by druggists at fifty cents and one dollar a bottle. It does not gripe or cramp, but acts easily and pleasantly and is therefore the most satisfactory remedy for children, women and elderly persons. For a free trial bottle write to Dr. W. B. Caldwell, 451 Washington street, Monticello, Ill.

Positively every article sold will be guaranteed as to quality and value.

For Further Particulars of the Sale See the Windows or Come to the Store at Once

Sale Starts at 9 A. M. Today at 114 Third Street

Bet. Washington and Stark

H. A. BODLE, Selling Agent

FIRE MACHINES THAT TOOK PART IN HAIR-RAISING SPEED TESTS ON LINNTON ROAD YESTERDAY.



Upper—Chemical Truck That Made 50 Miles an Hour. Center—Service Truck That Made Best Hill-Climbing Record. Bottom—Truck Weighed Down With Lead and Men, That Made 50 Miles an Hour.

an examination of the head of the dog and the head of a horse the dog had bitten, the State Board of Health declared that the disease was rabies. In view of these conditions, the City Council will pass an ordinance regarding dogs running at large more drastic than ever in its provisions.

The world's coconut products for 1912 are valued at \$350,000,000, while the production of gold for the same year was less than \$200,000,000.

LIQUIDATION SALE!

\$25,000 Jewelry Stock to Be Sold Regardless of Cost.

TODAY STARTS A SALE OF JEWELRY (the entire stock of new and carefully selected jewelry of the Oregon Jewelry Co. at 114 Third Street, between Washington and Stark Streets), that from the point of value-giving will be the very greatest sale in the history of the city.

This firm, after ten years in business, is confronted by a condition that calls for the immediate liquidation of their entire stock.

Positively everything in the store will be reduced, much of the merchandise (including everything that is carried in a high-class jewelry store) will be sold for less than regular wholesale cost.

Here we give an idea of the prices that will prevail (they are taken at random from the great stock):

- 26-piece Knives, Forks and Spoons—the celebrated Wallingford Sterling silver filled, on nickel silver. Regular price \$18.50, now.....\$8.73
- Expandable Bracelet Watches, values to \$12.50, now.....\$5.48
- Ingersoll Watches, regular \$1.00, now.....79c
- Alarm Clocks, while they last.....45c
- \$2, \$3, \$4 Standard Brand Watch Chains.....\$1.50
- Elgin and Waltham Watches (warranted), values to \$17.50.....\$7.98
- Birthday Rings, solid gold mountings, now.....\$1.88

Positively every article sold will be guaranteed as to quality and value.

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