

\$7,900,000 BONDS FOR ROADS URGED

Programme Discussed at Portland Meeting and Approved With Enthusiasm.

FEDERAL GRANT \$1,900,000

Belief Expressed That Additional Cars Due to Improvement of Highways Would Enable Work to Be Increased.

(Continued From First Page.)

ment under the Shakerford Act. The \$2,000,000 thus raised would be used for forest and post roads, \$1,300,000 for forest roads and \$2,500,000 for post roads. The balance of the money raised would be devoted to the paving of roads where counties have constructed the roadbed.

The present license on automobiles would be increased a sufficient amount so that the revenue derived, added to what is obtained under the present millage tax of quarter of a mill, would pay the interest on the bonds, the redemption in 25 years and leave a sufficient amount to pay maintenance of the roads constructed.

Increased License Proposed.

The tentative plan would be to increase the present license on small cars to \$15 a year, large cars to \$25 and trucks to \$50 a year. There are now 22,000 small cars, 13,000 large cars and 1200 trucks in the state. The figures are compiled on the basis of the present number of machines in the state.

As spokesman for the local good roads people favoring the plan, L. N. Day outlined the details at the session yesterday. He pointed out the present road difficulties in the state, due to the necessity of these roads passing through National forests or passing through remote and sparsely settled sections to reach congested sections. He said the system of county unit roads is inadequate and that results can be accomplished only by the state taking over the work on a comprehensive and scientific basis.

Prompt Action Urged.

"It is time for us to act," said Mr. Day. "The dollar for dollar, up to \$1,900,000 to aid in road construction, and we must act now to get the advantage. We cannot sit idly by while the state goes to our north and that to our south go ahead with big highway systems."

"Provision must be made for handling uncompleted roads or projects that are now bonded up to the limit. We cannot let these investments be lost. Because the automobile does the damage to roads, it is necessary to make the automobile pay. It will be a saving to the automobile as a matter of fact. One trip over a road does no more harm to a car than the increased license would amount to in years. The move now is for the improvement of the rural sections. Improvement within cities are not contemplated. Farmers certainly are not so shortsighted that they will turn down such a plan."

Bruce Dennis Is Advocate.

"The auto owner," said Bruce Dennis, of La Grande, "not only can afford to pay the added license, for it will be saved to him in tires and repairs, but he should pay it, for nothing is so destructive to permanent roads as the auto and auto truck."

"This plan will not only enable the state to meet the Federal Government half way in the construction of forest roads which will open up the forest areas to settlement and make Crater Lake and Mt. Hood and other mountain scenic places accessible, but it will make possible the construction of rock roads—known as post roads—from Eugene through the mountains to the California line, from Eugene to Coos Bay, from Roseburg to Coos Bay, from various points in the Willamette Valley to Tillamook, Yamhill and other coastal points; from the Columbia River through Deschutes, Jefferson, Crook, Kinman, Lake and Harney counties to the California line; from the Columbia through the John Day Valley to the Idaho line and through Northeastern Oregon to Umatilla and Union counties."

Paving Is Proposed.

"In addition we can pave or hard-surface the highway now built but not paved down the Columbia River from the Multnomah County line to the sea-side; also on the west side of the Willamette River through Washington, Yamhill, Polk, Benton and Linn Counties to Harrisburg and down the east side of the Willamette through Clackamas, Marion and Linn Counties to a junction at Harrisburg and thence to Eugene, thereby opening up and connecting the lower Willamette Valley with paved highways."

"Also, more than 100 miles of paved highways in Wasco, Umatilla and Union Counties which will connect with rock post roads, making a continuous, all-year-round highway from the Pacific Ocean direct to Pendleton, La Grande and Baker can all be done with the present number of auto vehicles. With all of these good roads the number of autos will increase by leaps and bounds, and by five years from now the income will be sufficient to make possible the paving of as much more highways."

Portland Is Unselfish.

John McCourt spoke in behalf of retention of the present board of control as the State Highway Commission. He also spoke in behalf of the plan of raising money, saying that it is the reasonable way of financing the great good roads development which is inevitable if the state is to keep pace with Washington and California.

W. L. Boise, who presided at the meeting, said Multnomah County pays 38 per cent of the taxes of the state and has the greatest number of automobiles, yet would receive the least benefit from the plan. "We are not selfish in the plan," said he. "We have paved our roads and paid for them ourselves. We now want to help the rest of the state. Think of a condition where only during a few weeks of the year we can cross our state with roads as they are now."

"This session of the Legislature must not adjourn without enacting some good, sensible law for good roads," said Gus Moser, president of the State Senate. "I think this is the best plan I've heard suggested."

"This bill appeals to me," said Robert N. Stanfield, Speaker of the House. "I believe the Legislature will be willing to hold over a few days rather than let good roads legislation go by unacted for."

"It is too bad," said Representative W. E. Schimpff, of Astoria, "that this plan has not been submitted before now. I feel it is very late now to try to do anything with it, although I would not attempt to discourage an attempt."

"My suggestion would be," said Representative O. Laurgaard, of Portland, "that this plan be incorporated in the present road legislation before the session."

"While I am not endorsing your plan now," said Representative W. H. Gore,

of Medford, "I am not condemning it. All I can say is, get it before the Legislature at once."

Law to Be Drafted.

In view of the favorable expressions from the various legislators, the good roads supporters arranged after the meeting to prepare the plan in definite form and to submit it to the Legislature as early as possible. All legal phases of the proposition have been attended to and will be guarded in the measure as submitted.

Those who attended the session were W. L. Boise, of Portland; Gus C. Moser, of Portland, President of the Senate; Robert N. Stanfield, of Stanfield, Speaker of the House; Representative A. C. Callan, of Portland; Representative Lionel C. Mackay, of Portland; Representative William E. Schimpff, of Astoria; Senator Julien A. Hurley, of Vale; Senator W. T. Vinton, of McMinnville; Representative H. Gordon, of Portland; Representative W. H. Gore, of Medford; Representative L. E. Bean, of Eugene; Bruce Dennis, of La Grande; J. S. Barton, of Coquille; Gilbert W. Allen, of Portland; Jay H. Spion, of Prineville; A. S. Benson, of Portland; John B. Yeon, of Portland; Senator C. A. Barrett, of Athena; L. N. Day, of Portland; Senator M. D. Shankle, of Clatsop; John McCourt, of Portland; Senator Frederick Stelwer, of Pendleton; Representative Arthur K. Peck, of Coos Bay; Representative C. C. Clark, of Clatsop; Representative C. C. Clark, of Arlington; Senator Conrad P. Olson, of Portland.

Ex-Governor West Favorable.

Ex-Governor Oswald West said last night he is in favor of the automobile being required to foot the bill if bonds are issued for good roads development.

"If bonds are to be issued," said he, "I favor an automobile tax to pay the interest and redemption of the bonds and for the maintenance of the roads. It is the automobile that tears up the roads and there is no reason why the burden should be placed on the taxpayer. The roads ought to be built or at least maintained by the automobile."

APPLE FUTURE GLEAMS

HOOD RIVER ASSOCIATION FORESEES FINE 1917 BUSINESS.

With Active Market, Organization Is 60 Carloads Short of Filling Its Orders, It Is Declared.

Prompt Action Urged.

Admiral-Fiske has talked with Naval officers and aviators alike. The Navy men have declared that guns fired from a rolling warship could never hit a torpedo plane, especially if the plane is moving rapidly, either overhead or on the surface of the water. Aviators have said that they would find no difficulty in doing the work. To be put out of commission the torpedo plane would have to be struck in a vital place. Aerial battles abroad have proved that the wings of an aeroplane may be riddled with bullets without impairing the effectiveness of the craft.

Whether or not the Navy ultimately

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CHROME IS TO BE MINED

SOUTHERN OREGON ACTIVITIES TO BE EXTENDED.

Output of Ore Is Expected to Be Increased Vastly This Summer, as All Deposits Will Be Worked.

GRANTS PASS, Or., Feb. 11.—(Special.)—

Practically every chrome deposit in the Illinois Valley will be worked next Summer, say local mining men, and last year's output of about 4000 tons of ore probably will be greatly exceeded. Collar, Moore & Collar, owning property about 25 miles from Waters Creek terminal of the new railroad, who shipped 2100 tons last year, are putting in machinery and expect to turn out at least 3500 tons in 1917. The property is so far from the railroad that truck transportation is a big item in the cost of getting the ore to the market, but, with the extension of the road, the haul will be cut to about two and a half miles.

American manufacturers, shut off from their old sources of supply by the war, must turn to deposits in Southern Oregon, Northern California and the Dakotas, and practically every person and corporation controlling chrome deposits in this district are preparing for an active season.

Incidentally, the preparedness programme of Congress has much to do with the activity in the development of chrome deposits. Chrome is used in the manufacture of armor plate.

BISHOP HUGHES TO SPEAK

Laymen's Missionary Conference at Tappan to Hear Prelate.

TACOMA, Wash., Feb. 11.—(Special.)—

Bishop Matthew Hughes of Portland will be one of the speakers at the Laymen's Missionary Conference to be held at the First Methodist Church here next Tuesday. Bishop Hughes' subject has not been announced, but he will discuss some phases of denominational activity for laymen.

Other speakers will be Dr. William E. Doughty of New York, educational secretary of the Laymen's Missionary movement; Dr. F. A. Aker, Dr. Herbert S. Johnson, Dr. Ernest F. Hall, and Dr. H. H. Kelsey.

Women Want Movies Censored.

WILMINGTON, Del., Feb. 6.—A movement for a state board of censors for moving pictures has been started by the members of the New Century Women's Club, following an address on such censorship by Dr. Ellis F. Oberholzer, secretary of the Pennsylvania State Board of Censorship.

Man, Who Eloped, Banished.

AURORA, Ill., Feb. 5.—Albert Powers was banished from his home town of St. Charles as an outgrowth of the elopement with his 17-year-old niece, Hensie Haynes, last August. Powers has been in the Kane County jail at Geneva, waiting trial.

Read The Oregonian classified ads.

AMERICAN INVENTS AIRPLANE TORPEDO

Device Held by Navy May Make Single Pilot Worthy Foe of Battleship.

CITIZENS TO MAKE TEST

Rear-Admiral Fiske Believes Weapon Would Have Decided Battle of Jutland—Aviator Would Be Relatively Safe.

NEW YORK, Feb. 11.—(Special.)—Plans for a weapon which will challenge the present dominance of the submarine in sea warfare has been for five years unused—in the possession of the United States Navy.

It is a weapon which the inventor, Rear-Admiral Bradley A. Fiske, believes would have decided the great naval engagement of the present, the Jutland fight. It was further revealed today that private citizens, instead of the United States Navy, are planning to put into operation this device as an essential preparation against possible war.

This new weapon, patented in 1912, is the torpedo plane, a device for the launching of Whitehead torpedoes.

Torpedo Guided From Airplane.

Simply expressed, the idea is this: An airplane or hydroplane carries beneath it a Whitehead torpedo. The aviator, when six or seven miles away from the battleship he wishes to destroy, volplanes in the direction he wishes it to be fired. When comparatively few feet above the water, he pulls a lever. The torpedo is released and the starting lever simultaneously thrown back. The torpedo falls into the water, just as if it had been dropped from a destroyer, and having also the initial velocity of the plane. The aviator rises again. The torpedo speeds on to its mark.

The apparatus makes a trained army pilot with a \$20,000 airplane a worthy foe for a \$20,000 dreadnought.

Aircraft Comparatively Safe.

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It is the mark of the one genuine, unadulterated Aspirin.

Ask for Bayer Tablets of Aspirin

and see that every package and every tablet bears

"The Bayer Cross—Your Guarantee of Purity"

Pocket Boxes of 12, Bottles of 24 and Bottles of 100

The trade-mark "Aspirin" (Reg. U. S. Pat. Office) is a guarantee that the monoacetic ester of salicylic acid in these tablets is of the reliable Bayer manufacture.

LEGISLATION IS TOPIC

SENATOR GILL EXPLAINS RECENT WORK AT SALEM.

Military Training Provided for Willing Boys; Anti-Picketing Measure Regarded as Too Drastic.

"Good Legislation," was discussed last night by Senator John Gill at a meeting in the chapel of the Unitarian Church, Yamhill street and Broadway. Mr. Gill explained several of the bills that have been passed and others that are pending, including the military training bill, the anti-picketing bill and medical college appropriations.

"The military training bill," said Senator Gill, "provides for voluntary military training in high schools. The purpose is to train willing and able boys in military lines so that in time of need for protection of our Nation or state they will be valuable citizens. It is a step in the right direction for National protection."

"We went to Salem believing the anti-picketing bill should be passed. When we got there we were informed that the subject is covered by statute already. The pending measure, I fear, is too drastic to be constitutional."

"An important bill that has been passed is that providing means of giving medical and surgical aid to indigent children. Another is that pertaining to paying employees semi-monthly or within 15 days of the time their earnings are due. Another is the corrections in the widows' pension act. A discussion followed Senator Gill's address.

Spruce Men Won't Talk.

CENTRALIA, Wash., Feb. 11.—(Special.)—Spruce manufacturers of South-

Read The Oregonian classified ads.

PERU'S REPLY IS PROTEST

All Rights Reserved for Protection of Citizens in U-Boat Warfare.

LIMA, Peru, Feb. 11.—The Peruvian government has sent its reply to the German Minister respecting Germany's notification of submarine warfare and the new danger zone. In its note the government declares it reserves all rights for the protection of Peruvian citizens, ships and cargoes to which neutrals are entitled under international law.

"However deplorable may be extremes to which the belligerents are carrying hostilities," continues the note, "no under new threats to neutral trade the Peruvian government must declare it cannot admit the resolution of which your government has given notification, because the Peruvian government considers it opposed to international law and the legal rights of neutrals."

Read The Oregonian classified ads.

Blossom Time in the Golden State

A friend just back from Southern California says: "The weather was fine, in fact too warm for heavy clothes. Many were bathing at the beaches. Oranges were ripe in the valleys, while the mountains nearby were covered with snow."

With warm, sunny weather it will not be long before the blossoms on the trees will be everywhere announcing that Spring time is here.

Take a vacation trip now where life is different; where climate surroundings and amusements are out of the ordinary. Spend a different February.

Three Trains Daily

Scenic Shasta Route

will take you there in comfort.

City Ticket Office, 131 4th St.
John M. Scott, General Passenger Agent.

Southern Pacific Lines

CALIFORNIA ORANGE DAY, MARCH 10.

Regent Charles Fisher, of the University of Oregon, from Salem, was among the persons from outside of the city attending the service.

Two motor cars were required to transport the floral offerings to the cemetery.

MARKED TRIBUTE IS PAID

Funeral of Ray Goodrich Is Largely Attended at Eugene.

EUGENE, Or., Feb. 11.—(Special.)—Governor Withycombe, business men of Eugene, faculty members and students of the University of Oregon, Regent Charles Fisher and townspeople in general today attended the funeral for Ray Goodrich, ex-vice-president of the First National Bank and regent of the University of Oregon.

Mr. Goodrich died in Boston one week ago, following an operation for an affection of the brain. His body was brought to Eugene last night by Mrs. Goodrich and Frank L. Chambers.

Rev. J. S. McCallum, ex-pastor of the First Christian Church, conducted the funeral service. The pallbearers were Van Wilson, Harry G. Keeney, Henry Tromp, Olaf Houglum, Archie W. Livermore and R. Claude Gray.

Students and faculty members joined in the funeral procession near the University of Oregon campus.

Governor James Withycombe and

WOMEN WILL CELEBRATE

Hood River Club Has Programme for "Admission Day."

HOOD RIVER, Or., Feb. 11.—(Special.)—Members of the Hood River Women's Club and citizens of the city are looking forward with keen anticipation to the celebration of "Admission day" by the club Wednesday afternoon, when the principal speakers will be J. D. Lee, a pioneer of Portland, and E. L. Smith, of this city.

Mr. Lee will tell of early incidents of the path of the pioneer down the Columbia River. Mr. Smith's talk will deal with Mid-Columbia River Indian legends. Mrs. V. C. Brock, who has charge of the programme, states that Oregon songs will be rendered by Hood River's talented singers.

On the evening of Thursday, February 22, the Woman's Club will present Dr. E. H. Lindley, of Reed College, in a lecture here.

Valuable Telephone Service

The value of any telephone service depends upon the number of people who may be reached over the telephone.

During the year 1916 there were added to our Portland system 3907 telephones, which increase is greater than for the two preceding years, and we expect 1917 will show a much larger gain.

Growth of Our System in Portland

Jan. 1, 1890	720
Jan. 1, 1900	4,540
Jan. 1, 1905	14,501
Jan. 1, 1910	24,883
Jan. 1, 1911	29,133
Jan. 1, 1912	34,338
Jan. 1, 1913	39,101
Jan. 1, 1914	41,211
Jan. 1, 1915	43,046
Jan. 1, 1916	44,892
Jan. 1, 1917	48,799

Pacific service is prompt and reliable. Its general use is its best indorsement. The extent of our local service is measured by the 48,799 telephones in use in Portland January 1, 1917.

Through our long-distance system telephone service is extended to all principal cities and towns on the Pacific Coast, including British Columbia.

OUR AIM

To Furnish Reliable and Prompt Telephone Service.
To Deal Courteously With Everybody.

THE PACIFIC TELEPHONE and TELEGRAPH COMPANY

