

REPORTS ON PAVING GIVEN OUT BY BOARD

Highway Commission Makes No Comment on Findings.

EXPERTS APPROVE SECTION

Work of Blake-Compton Company on Salem-Aurora Road Is Held to Be Satisfactory.

Instead of issuing a statement relative to the investigation of the Aurora-Salem paving on the Pacific highway laid by Blake-Compton company, the state highway commission decided last evening to submit to the public reports it has received from the experts. These reports show that there was no skimping of material; that enough material went into the job to make a five-inch pavement as the contract calls for; that there was no collusion; that the contractors were not trying to cheat; that out of 24 samples cut from the pavement there was an average of 5.2 inches, although only 4 inches were found in several places.

Investigations were conducted by H. Whitmore, division engineer; by E. W. Lazell, chemical and efficiency engineer; by Mr. Muskwitz, of the bureau of federal roads; by Dr. Hewes and Mr. Purcell, government men, and others. Some of the samples cut were measured in the field by Chairman Benson of the state highway commission, in the presence of D. H. Upjohn, secretary to the governor, who said that he was satisfied the measurements were correct.

Reports Declared Verified. In submitting his statement to the highway commission, Herbert Nunn, state highway engineer, says that he verified Mr. Whitmore's statement and going over the work with him, as have others whose names are given in the report.

"It will be remembered," reports Engineer Nunn, "that in the presence of Governor Olcott and the highway commission, on the 29th day of June, many measurements were taken along the edge of this pavement, which showed considerable irregularity and varied between 2 and 5 inches in depth. The average probably being 4 1/2. The official will be noted in the attached report that the measurement over the 1.6 miles brings somewhat higher average."

In Mr. Whitmore's report, which goes into minute details regarding his investigation, the sub of the matter at issue is contained in the following paragraphs:

Summary of Measurements. In West—Left edge of pavement, 123 measurements—4.89 inches; Right edge of pavement, 132 measurements—4.87 inches; Right quarter cut pavement, 8 cuts—4.96 inches; Left quarter cut pavement, 8 cuts—4.96 inches; Average of 24 cut samples, 5.2 inches.

As a result of the measurements taken I am convinced that the finding of this place on the edge of the pavement is the cause of irregularity on the part of the contractor and the inspection of the work, and that there is no collusion between the contractor and any employee of the state.

The results show that there has been enough material put on the road to build a pavement 5 inches thick. It is impossible to get an absolutely perfect road, but there is no reason for dissatisfaction on the part of the contractor and the inspector in the thickness, as was found in several places.

Lazell Report Lengthy. Dr. Lazell presents a report which sums up his findings with the statement that the mixture on the job meets every requirement. The pavement is dense and compact, and his careful calculations disclose that the average thickness of the pavement will be found slightly in excess of five inches. Of four samples, Dr. Lazell found the maximum thickness 5 1/2 inches; the minimum thickness, 4 1/2 inches; and the average thickness, 5 1/4 inches.

His report, which covers the work from the mixture to the thickness of the pavement, follows: Materials used in details used in this pavement consist of gravel, crushed gravel, sand and fine sand, or marked sand. All these materials have been tested and pass specifications.

Control of mixture—The base mixture is made from gravel, sand and fine sand. The top mixture is made from crushed gravel, sand and fine sand. In order to control the mixture a plant inspector at the plant and the inspector makes mechanical analyses or sieving tests of the various materials used and determines the proportions in which these should be combined to give the required mechanical gradation of the mixture.

This inspector made daily reports to my office giving the result of all his work. These reports are carefully checked in order to see that the mixture, either base or top, corresponds to the requirements.

Laboratory control—In order to check the work of the plant inspector samples of the mixture taken at the least are forwarded to this office every other working day. These samples are analyzed for the amount of nitrogen and moisture, and the correction made accordingly. So far 27 of these analyses have been made and in practically every instance the results are within the requirements. In cases where a slight variation occurs both the plant inspector and the engineer are notified, and the correction made immediately.

As a further control, samples are taken every 200 feet and forwarded to the office. These samples are analyzed the same as plants with the exception that the thickness is accurately determined, also the air and mineral voids. The object of having cut samples is not only to determine the thickness of the pavement but by means of the volume, to determine if the pavement has been sufficiently rolled or compacted. The maximum thickness found in the four samples is 5 1/2 inches; the minimum thickness, 4 1/2 inches; the average thickness, 5 1/4 inches.

Method of controlling the thickness of pavement—The weight of each batch of material mixed is known. Further the specific gravity of the compressed pavement is known and from this is calculated the number of square yards which each batch will lay. Calculating from the daily reports received the average thickness of the pavement on the job is 5 1/4 inches. Owing to the inequalities in the sub-base, it is naturally impossible to make a perfectly uniform thickness. This will be readily understood when it is remembered that the trucks hauling the mixture must pass over the sub-base in order to deliver the material to

TRAFFIC EQUALITY IS PROVIDED IN PACT

Experts Accompanying Wilson Explain New Situation.

CITIZENS' RIGHTS INCLUDED

Work of Supreme Economic Council Is Almost Completed, But at Allies' Request Continued.

NEW YORK, July 8.—President Wilson, on his return to the United States today, brought with him the American draft of the German peace treaty and several protocols, which he will present to the senate Thursday. The German treaty makes 450 printed pages, with French and English texts side by side. It differs in many respects from the original draft which was published in the United States, but in essentials it follows the original draft.

The president also has with him the treaty by which the United States promises to assist France if she is attacked by Germany, which he may present with the treaty and the message which he will read to congress.

The message, which the president wrote on board the George, but which he has not yet read, deals mainly with the general phase of the war and peace.

Specialists Accompany President. The president, who left for Europe December 4, was accompanied by the George Washington by economic and financial specialists including Bernard Baruch, Vance McCormick, Norman Davis, Thomas W. Lamont and Professor Tussig of Harvard.

The supreme economic council at Paris virtually has ended its activities, although Herbert C. Hoover will remain there until a final decision is reached. The American members felt the council should dissolve, but the British and French members favored its continuance.

The returning economists and experts bring much material and information showing the economic phases of regenerated Europe growing out of the peace treaties. On the effect of the German treaty on the United States, a memorandum by Professor Tussig, concerning customs duties and navigation.

The United States gets no special advantages and incurs no disadvantages. We become assured for the next five years of most-favored-nation treatment as regards import duties.

Treaty to Last Five Years. "We become assured also of equal treatment on the same footing as German ships and any others for our shipping in German ports."

"A treaty will have to be concluded for a permanent settlement of the effect when the five-year period is over."

One of the summaries made by Mr. Baruch reviews how the German treaty affects citizens of the United States in their industrial property rights, such as patents and trademarks. Americans, who were prevented during the war from patenting their inventions or registering trademarks in Germany or other signatory countries, may do so now.

The treaty provides that applications for patents in Germany may be made within six months after the treaty becomes effective. Patents made in Germany or any of the other signatory countries by fulfilling the requirements of the war period beginning August 1, 1914.

War Measures Recognized. Measures taken during the war by the United States to license or liquidate German patents are recognized as valid and remain effective. Germany waives liability of the United States for infringement of the patents incident to the prosecution of the war, but the rights of Americans to sue for infringement during the war by the German government or German individuals is not waived.

A memorandum by Mr. Baruch gives the effect of the German treaty in treatment of citizens of the United States. These include usual rights under commercial treaties as citizens of each country to enter and do business and practice professions in the other country. At the instance of the American delegation, it is pointed out the right of citizens of allied and associated powers to enter Germany and own land there was avoided.

The treaty puts American and other allied citizens on terms of equality with German citizens in matters of taxation. The provision as to citizenship takes the place of former treaty provisions with the several German states, so that Germans who become naturalized in the United States cease to have a dual nationality.

Cabinet Members Miss Train. In the rush to get the presidential train started on its way to Washington, two cabinet members, Secretaries Baker and Ladd, and Senator Hoover, were delayed at the station. Secretary Hoover, however, national committee man from California, who were to accompany the party, were left on the platform.

After a hasty consultation with the station master, the trio were bundled aboard a special electric coach, which was run out from the yards and hastened in pursuit of the presidential train. Railroad officials said they had telegraphed ahead to stop Mr. Wilson's special train along the route in order that the electric coach might overtake it.

BERLIN STRIKE CONTINUES. Employers and Men Unable to Settle Transportation Dispute. BERLIN, Monday, July 7.—(By the Associated Press.)—All attempts to arbitrate the transportation strike in Greater Berlin are running against a stubborn attitude on the part of both employers and employees.

The growing impatience of the people of the city is being voiced in many meetings of protest against the continuance of the strike, but so far neither side has shown any signs of yielding.

LEBANON RESIDENT KILLED. John C. Devine Fatally Injured in Fall From Hay Wagon. LEBANON, Or., July 8.—(Special.)—John C. Devine died at the Lebanon hospital last night as the result of a fall from a load of hay. He was thrown to the ground when his team turned suddenly, sustaining a fractured skull.

RATE INJUSTICE IS SHOWN. Country Merchant Pays Highly for Short Haul, Mr. Corey Says. SALEM, Or., July 8.—(Special.)—Does not the sense of justice receive

RETURN FLIGHT DELAYED

R-34 WAITS FOR FAVORABLE HEAD WINDS ALONG COURSE.

Few Minor Repairs to Be Made.

Fuel and Water to Be Quickly Placed Aboard.

MINEOLA N. Y., July 8.—The start of the return trans-Atlantic cruise of the British dirigible R-34 was today deferred from early tomorrow morning, the hour which had been fixed for her departure, for at least 15 and possibly 24 hours.

Weather advices received by the officers of the dirigible from Washington forecast unfavorable head winds along the course selected and this was given as the reason for the further delay.

The engines have been nearly all overhauled, only a few minor repairs remaining to be made and ample supplies of fuel gas and water can be placed aboard at a few hours' notice.

Major Pritchard, executive officer, said the airship would take the southern track four or five hundred miles north of the Azores.

The enforced stay of the R-34, made necessary by unfavorable weather reports and repairs to her motors, brought hundreds of visitors to Roosevelt field today.

Twice last night the dirigible began to settle toward the ground, but her movement was detected in time for the crew to release a part of the water ballast and injury to the machinery by coming in contact with the ground was prevented.

JAY WALKING TO CEASE

Astoria to Mark Crossings to Guide Pedestrians.

ASTORIA, Or., July 8.—(Special.)—Pedestrians in Astoria will be compelled to quit jay walking. Crossings of the principal thoroughfares in the downtown district soon will be marked.

Councilman Arnold declared in the council that automobile drivers were receiving sufficient attention from the police in the matter of traffic relations, but that pedestrians were being entirely overlooked. It has become a common practice, he said, for walkers to dart out from between automobiles parked on the narrow streets, in such a manner that the fact motor accidents did not occur is nothing short of a miracle.

SCHOOL LAW INTERPRETED

War Veterans Must Attend State Institutions, Is Ruling.

SALEM, Or., July 8.—(Special.)—Veterans of the late war who desire to attend Oregon schools and colleges only according to a ruling made today by Attorney-General Brown, in an opinion interpreting parts of the new law.

No Oregon veteran can go to college in another state and receive the \$25 a month which this state allows, is his decision.

GROGER HAS SMALLPOX

Store of George V. Ely at Oregon City Closed.

OREGON CITY, Or., July 8.—(Special.)—Among the new cases of smallpox reported during the past few days to City Health Officer Norris, is George V. Ely, Oregon City grocer. The grocery store has been closed.

Dr. Norris has been strict regarding the cases of smallpox. Only three cases have been critical. A number of cases outside of Oregon City have been reported to the county health officer.

MORE OFFER TO ENLIST

Oregon and Washington Boys Make Application for Army.

Most recent calls for army recruits come from Corregidor Island, the great fortification 23 miles out of Manila, Philippine islands, and from the coast defenses around New York City. Alaska is another district where a recruit may be assigned through his own choice and there are a lot of citizens who are those who made application for enlistment yesterday were Louis D. Albee.

ROAD CHANGES APPROVED

Paving of Pacific Highway Strip Near Eugene Assured.

EUGENE, Or., July 8.—(Special.)—The right of way for practically all the changes to be made in the Pacific highway between Eugene and Centralia has been obtained and the way is now clear for paving that portion of the road, a distance of 12 miles. How-

BIG DOUBLE BILL

BETTER TIMES

Featuring ZASU PITTS

The Feminine Charlie Chaplin

A romance of laughter and tears—a grand little cure for pessimism. Nancy didn't wait for her ship to come in—she swam out and got it!

ATTRACTION EXTRAORDINARY!!

U.S. NAVY BAND

45—Skilled Musicians—45

Under directorship of Bandmaster Kennedy. First and only appearance in Portland, and Portland music-lovers' opportunity to get a soul full of the sort of music they like—from jazz to grand opera. Band appears at 2, 3:30, 8 and 9:30 P. M.

STARTS TODAY

THREE DAYS ONLY

ICE-COOLED

DIRECTION OF JENSEN & VON HERBERG

Coming—Saturday—"The Devil's Trail"

Aberdeen, Wash., motor transport corps; Irving L. Pettibone, 465 East Forty-second street, air service; Harold G. Zanders, 288 Buffalo street, cavalry; Abraham L. Hestcock, Eagle, Idaho, air service; Charles W. Dixon, Bend, Or., infantry; Clarence E. Gibbs, Portland, cavalry; border service; Haakon Wolden, Vancouver, Wash., border service; Ames E. Helm, Portland, infantry, recruiting duty, Portland, Or.; Oscar E. Holladay, Portland, motor transport corps.

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Chehalis Lets Paving Contract.

CHEHALIS, Wash., July 8.—(Special.)—Albers & Son of Chehalis today won an award of a paving job in Centralia residence district, their bid being \$35,745.32. The paving will be concrete.

Masons to Picnic. CENTRALIA, Wash., July 8.—(Special.)—July 23 has been set as the tentative date for Lewis county's annual

Daily and Sunday Table d'Hotel Dinner 5:30 to 9—\$1.25

Music and Dancing Weekday Evenings

Ye Oregon Grill Broadway at Stark

Man Postpones His Funeral "I am 66 years old and for past two years have been suffering so badly from stomach and liver troubles, bloating and colic attacks that I did not expect to live more than a few months and was arranging my affairs and even my funeral. Three doses of Dr. Williams' Wonderful Remedy have entirely cured me." It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. Druggists everywhere.—Adv.

Unburn Apply VapoRub Lightly—it soothes the tortured skin. VICK'S VAPORUB YOUR BODYGUARD—30¢, 60¢, 1.00

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Advertisement for 'Better Times' featuring Zasu Pitts and the U.S. Navy Band. Includes details about the show, band members, and performance times.