

## DISAPPOINTED TOWNS DISLIKE ENGINEERS

Employees of Highway Department Are Not Popular.

## NEW ROUTE HELD SAFER

Elimination of Roberts Mountain Road Regarded as Big Factor in Safety to Traffic.

DILLARD, Or., July 23.—(Special).—Engineers of the state highway department no longer stop at Myrtle Creek, Glendale or Riddle in Douglas county. Engineers are unpopular in those places, for the location of the Pacific highway selected by the commission leaves these three towns off the main road.

An engineer, by the way, can always be identified by his leggings or puttees, and the further fact that he is generally a young man, vigorous physically and has the clean-cut appearance of the young men who advertise clothing in the magazines.

In an inspection of the Pacific highway, now being made by State Engineer Nunn and Commissioner Booth, these engineers can be found everywhere. The engineers are generally along the roadside juggling with a mass of figures, maps and papers, and these engineers are all of the same type. Judging from their enthusiasm over their work they could not change places with the president of the United States.

**Mountain Route Eliminated.**  
From Dillard to Myrtle Creek there is a 12-mile contract where a fine piece of grading and base already has been finished, and which will be paved, as far as possible, this season. Two paving plants soon will be installed, and with the water-bound macadam base, the "hot stuff" should be laid with ease. There are short stretches where a gumbo soil exists and these spots will not be paved for the present. Along the south Umpqua there is rock work resembling that on the Columbia river highway.

This route eliminates Roberts mountain, of ill repute. Roberts mountain is safe for the careful driver, provided he is familiar with the road and his brakes are in apple-pie order. Since the days of the automobile, however, it has been a menace. At these points where machines are shot over the edge every few days. Three serious accidents have occurred on the mountain within the past ten days. The Dillard-Myrtle Creek section of the Pacific highway eliminates the mountain by taking a water-level grade. The problem has been somewhat similar to that which was solved by the tunnel at Mitchell point on the Columbia highway.

## People Are Disatisfied.

Residents of Myrtle Creek expected the highway to run through the main street of that town, but the commission had selected a location which leaves the village to one side. At the end of the present bridge, where the new grade has been made, the Pacific highway will cut across the stream over a long bridge, and will slip under the Southern Pacific tracks. This location is considered the best and most suitable, but the people of Myrtle Creek are very dissatisfied although the road runs through the incorporated limits. Riddle is another disappointed community, for the highway passes by several miles away. The Myrtle Creek-Canyonville grade takes the base of a triangle, of which Riddle is the apex. By following the base of the triangle, the mileage is cut down three miles and Riddle is left out. Glendale, too, is the victim of a somewhat similar road situation, and these are the reasons that engineers of the highway commission no longer feel welcome at stop at Myrtle Creek, Riddle or Glendale.

On the Roseburg-Dillard section, where contract has been let for 6.7 miles of grading, of which 3.6 miles will also be macadamized, some progress has been made. There are 2.1 miles to be widened to standard. Within a few months most of this work should be completed, providing there is sufficient labor. South of Roseburg, as far as Myrtle Creek, a small army is at work on the various units and part of this distance will be hard surfaced within a month.

## FUND ASSURES RAILWAY

KLAMATH FALLS MEETS LAST CONDITION FOR LINE.

Subscription for \$50,000 Terminal Makes Certain Building of 40-Mile Sprague Valley Road.

KLAMATH FALLS, Or., July 23.—(Special).—With the completion of the subscription of the \$50,000 terminal fund, Klamath Falls has complied with the last stipulation required by Robert E. Strahorn for the completion of the Oregon, California & Eastern railway into the Sprague river valley, 40 miles north of this city, where a large timber belt lies awaiting development. All arrangements for rushing the construction to this point when the rails reach Dairry this month are being completed.

The first link of the Strahorn system the Klamath Falls municipal line to Dairry, 25 miles east of the city, is now practically completed and is to be formally dedicated at the time of the state convention next month. To build this road and get the project which is to mean so much to the development of Eastern and Southern Oregon under way Klamath Falls bonded itself for \$300,000, as well as raising the sum of \$50,000 as a gift, for the terminal site here.

The city has deeded the municipal line to Dairry, built by Mr. Strahorn, to the railroad builder in return for \$300,000 of stock in the Oregon, California & Eastern railway and Strahorn has used this deed as collateral security to borrow funds to extend the road.

Announcement of the contract for the completion of the line north from Dairry to Sprague river valley is expected daily.

## HANDS ARE HELD USELESS

Two Americans Demonstrate to British What Cripples May Do.

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LONDON, July 23.—(Special Cable).—Two remarkable Americans, Judge Q. D. Carley of Texas and Michael Dowling of Minnesota, are to lecture at a meeting of the London war pensions committee next Friday. They suffer disabilities which would seem to handi-

cap most men for life. Judge Carley has lost his right arm at the shoulder and his left arm at the elbow, while Mr. Dowling has lost both legs at the knee, his left arm at the elbow and half his right hand. Yet Mr. Dowling is president of one of the largest banks in Minnesota.

"Any sensible man who wants to do a lot of writing, for instance, will cut off his fingers, which only get in the way," says Mr. Dowling.

"There is nothing that cannot be done equally well with mechanical hands as with natural ones," declares Judge Carley. "This affair of mine (his mechanical hand), I invented myself. Besides writing, I use it in eating and I can wash and dress myself, drive a motor car—do anything, in short."

"Anything except tie a bow neck tie," corrected Mr. Dowling, as he filled and lighted a pipe.

## WHEAT YIELD EXCESSIVE

PALOUSE HARVEST TO RUN TO 110 PER CENT OF FORECAST.

Inland Empire Grain Conditions Said to Be Far Beyond All Expectations by Dealers.

SPOKANE, Wash., July 23.—(Special).—That the wheat yield throughout Washington is much heavier and of much better quality than the most optimistic expectations in this state, is the opinion of local grain dealers who are constantly receiving favorable reports from the wheat districts. J. G. Starr, of Joplin, Mo., head of the Starr Grain company of this city, arrived last week and has been looking over the grain situation in this state. He has just completed a trip through the Palouse districts, and says that the wheat will go from 30 to 45 bushels to the acre in this section.

"This is my first trip to Spokane in four years," said Mr. Starr. "I believe that this country is the greatest grain producer in the United States. Although crops look good in Kansas, Nebraska and Missouri, they consider 25 bushels to the acre a great crop. Although I understand this was an especially dry year, the wheat in the Palouse district certainly is above the average that I have seen."

Mr. Warrmoth, of the same firm, reported that there would be a 110 per cent crop all through the Palouse. He said that 60 per cent of the wheat was in the shock and that threshing is beginning in that section.

Charles Johnson, manager of the Globe Grain company, has just made a trip west of the city and into Yakima. This section has been affected seriously by the dry weather.

"Around Cunningham the wheat will go from 15 to 25 bushels," said Mr. Johnson. "In the Horse Heaven country, where they expected only 3 to 4 bushels, they will get from 12 to 14. Reports from all sections indicate that the crop situation is not nearly as bad as has been predicted."

## LANE TO GET COAST ROAD

County Commissioner Makes Inspection of Route.

EUGENE, Or., July 23.—(Special).—M. H. Harlow, county commissioner, is down on the Lane county coast looking after a piece of road work with which the forestry department promises to assist. This is in Lane county district No. 29, north of Heceta Head light-house, and is a portion of the through road that is projected up and down the coast.

Owing to the shortage of labor it may be difficult to make the improvements this year, according to Mr. Harlow.

## Cove Cherry Crop Worth \$50,000.

COVE, Or., July 23.—(Special).—So rapidly were cherries ripening the latter part of last week that the Karl J. Stackland packing shed offered all who would not lay off for cherry fair day pleasures twice their average daily earnings of \$2 cents a crate. Christie Musick, Cove's blue-ribbon packer, whose average has been 7.50 a day this season, made \$15 that day, and the high wage and half the smaller orchards' handicap of contract at half price, 5 cents a pound, it is estimated Cove cherries will yield not less than \$50,000, which is half the estimate of a full crop under normal conditions.

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## HIGHWAY BIDS WILL BE OPENED AUGUST 5

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## NINE BRIDGES TO BE BUILT

Nearly \$2,000,000 May Be Expended for Structure and Several Culverts.

SALEM, Or., July 23.—(Special).—Bids for macadamizing, grading, paving and constructing bridges and culverts aggregating a cost of between \$1,500,000 and \$2,000,000 have been solicited by the state highway commission. The bids will be opened in Portland on August 5. The contemplated improvements include 98.5 miles of grading and macadam, 40.8 miles of paving, nine bridges and a number of culverts. The projects as segregated in the call for bids follow:

Baker county, Baker-Haines section old Oregon trail, grading and macadam 9.7 miles.  
Benton county, Corvallis south section, west side Pacific highway, paving 8 miles.  
Clatsop county, Astoria-Seaside section, Columbia river highway, grading and paving 14.8 miles.  
Columbia county, Rainier city section, Columbia river highway, grading.

**Pacific Highway Included.**  
Deschutes county, Bend to Jefferson county line section, The Rainier-California highway, grading 23.0 miles.  
Douglas county, Fossil section, Pacific highway, grading and macadam 8.5 miles.  
Roosevelt-Wilbur section, Pacific highway, macadam 5.3 miles.

Canyonville to Myrtle creek section Pacific highway, grading 9.5 miles.  
Canyonville to Daleville section, Pacific highway, macadam 11.1 miles.  
Josephine county stage road pass Wolf creek section Pacific highway, macadam 4.5 miles.

Lane county, Walker-Cottage Grove section, macadam 3 miles.  
Platte-Douglas county line, Pacific highway macadam, 1.4 miles.  
Marion county, Salem-Brooks section Pacific highway, paving 4.2 miles.  
Umatilla county, Athena-Milton section Oregon-Washington highway, paving 11.8 miles.

Union county, Lone Pine-Hot Lake section old Oregon trail, macadam 3.9 miles.  
Wasco county, The Rainier three-mile section, The Rainier-California highway, paving 2 miles.  
Wheeler county, Butte creek section John Day highway, grading 9.5 miles.

Yamhill county, Yamhill to Gaston, Forest Grove, McMinnville highway, grading and macadam 7.9 miles.

The state will furnish trucks complete on the above mentioned projects at a rate based on \$3.50 per hour for a 3½ ton truck, which includes driver.

Clackamas county, one bridge on the Canby-Aurora section of the Pacific highway over the Molalla river near Canby.  
Jackson county, one bridge over Miller's Gulch and one bridge over Birdseye creek on the Pacific highway near Rogue river. Three reinforced concrete bridges over Neil creek on the Pacific highway Ashland.

Polk and Yamhill county, three bridges and four culverts on the Amity-Holmes section of the west side highway.  
Wheeler county, one 70-foot, one 80-foot and one 100-foot wood trestle spans on the John Day highway near Spray.

## WAR ON JITNEYS STARTS

Centralia Council Will Try to Bar Buses From Streets.

CENTRALIA, Wash., July 23.—(Special).—First reading of an ordinance intended to relieve the North Coast Power company, operating a traction line between Centralia and Chehalis, from jitney competition, was passed by the city commission yesterday. It prohibits jitneys using certain streets in the south end of the city for more than two round trips a day.

By not using the streets in question the jitneys will be forced to use a circuitous route between the two cities. A similar ordinance was recently passed in Chehalis, which it is understood the



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jitney drivers' union is preparing to contest.

## EUGENE GIRL DISCHARGED

Miss Barbara Booth, Medical Aid, Ends Camp Lewis Service.

EUGENE, Or., July 23.—(Special).—Miss Barbara Booth, daughter of Mr.

and Mrs. H. A. Booth of this city, has just returned home after spending six months as head aid of the medical department of the reconstruction work for wounded soldiers at the base hospital at Camp Lewis.

Miss Booth and nine other young women, working under her supervision, received their discharges three weeks ago. The hospital at Camp Lewis will now be known as a post, Miss Booth says, because there will be a large number of patients and army regu-

tions call for a hospital with only 100 beds, seven nurses and ten doctors.

## Umatilla Grain Burns.

PENDLETON, Or., July 23.—(Special).—Fire of an unknown origin burned 150 acres of grain this afternoon on the E. W. McComas ranch and possibly 150 acres on the E. J. Burke ranch south of here.

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