

GRADING OF HIGHWAY COSTLEST ROAD JOB

Construction Most Difficult
Undertaken in U. S.

178.7 MILES ARE PAVED

All of Bed 16 Feet Wide; Astoria
to Pendleton Improvements
Nearing Completion.

Grading of the Columbia river highway represents what is probably the most difficult and costly piece of highway construction yet undertaken in America. This is the official statement of the highway commission, and it gives an interesting insight into the famous highway.

At the close of the 1920 season, there is fully completed on the Columbia river highway 178.7 miles of pavement and 134.5 miles of broken stone and gravel surfacing. All of this pavement is 16 feet or more in width, with an additional width of four feet of broken stone shoulders. Improvement of the Columbia river highway from Astoria to Pendleton is rapidly nearing completion. To complete the highway according to present plans there remains to be done only four miles of grading, 12.5 miles of broken stone and gravel surfacing and 25.5 miles of paving. These figures include 2.3 miles of paving within the limits of incorporated cities. Of the work done the four remaining miles of grading will be completed within a few weeks and plans are under way for the remaining sections of paving and broken stone and gravel surfacing. Contracts for this work will be awarded early in the coming year.

Grading Exceeds Surfacing.
Grading of the Columbia river highway has not only cost more than the surfacing but has presented much greater difficulties. For many miles it has been necessary to construct the roadbed upon the rugged and almost perpendicular walls of the Columbia river gorge, necessitating that the highway be literally carved out of the solid rock.

On the Pacific highway there remains to be done to complete the improvement between Portland and the California line, 43 miles of grading, 55 miles of broken stone or gravel surfacing and 171.8 miles of pavement, of which nine miles of grading, 11 miles of broken stone surfacing and 17.7 miles of paving are now under contract.

When the paving season closed in 1920 there were 173.8 miles of pavement laid. The total length of the Pacific highway is 345 miles. Probably 70 miles will be contracted in 1921 for paving.

It has been necessary to relocate and regrade practically all of the Pacific highway, eliminating many excessive grades, making straighter, crooked alignments, unnecessary distance, dangerous grade crossings and poor drainage.

Time Needed to Settle.
There are sections which have required two years to grade and on account of high fills and the character of the soil, many of the newly graded sections must be allowed two or three years for settlement before they are in condition to receive pavement. All of the heavy grading, except a terrible strain between Myrtle Creek and Canyonville, has now been completed and the placing of pavement will proceed as rapidly as settlement of fills is reached.

Status of the Pacific highway follows: Pavement completed or under contract from Portland to Salem, except Aurora-Canby section, which has been graded on a new alignment and will be graded in 1921; from Salem to Albany, all graded standard roadbed; paved except eight miles south of Salem, which has been graded; Albany to Junction City, graded and gravelled from Albany to Tangent, balance pending; Junction City to Gresham, paved; Gresham to Walker to be regraded in 1921 by Lane county; Walker to a point three miles south of Yoncalla graded and gravelled; from point three miles south of Yoncalla to Wilbur, paved or under contract eliminating Rice Hill grade; Wilbur to Elsie Roseburg to Dillard, graded and gravelled; Dillard to Myrtle Creek, gravelled; Myrtle Creek to Canyonville, under contract for construction; Canyonville to Wolf creek, graded and gravelled; Wolf creek to Grave creek, paved; Grave creek to Grants Pass, paved; Grants Pass to Grants Pass, under contract for graveling; Grants Pass to California line, paved or under contract for paving.

What Status Shows.
Status of the Columbia river highway shows: Paving completed from Astoria to Portland, except one mile in Rainier, held up on account of law prohibiting paving in cities; paving completed, Portland to Hood River; grading and graveling completed from Hood River to The Dalles; grading between The Dalles and Deschutes river to be graded in 1921; new bridge constructed across Deschutes river; grading and graveling between Deschutes river and Pendleton.

On the old Oregon trail the programme calls for construction in 1921 between Pendleton and Huntington. There is now paving and macadam between La Grande and Hot Lake.

The west side highway, running from Portland through Newberg, McMinnville, Monmouth and Corvallis to Junction City, is more than half paved. The total length of this highway is 113.3 miles, of which 58.5 miles is paved and 54.8 miles surfaced with broken stone and macadam. There remains to be brought to standard grade and alignment three sections, aggregating 23.8 miles. Twenty-nine miles of temporary rock or gravel surfacing remain to be placed to facilitate traffic until the newly graded roadbeds are settled and ready to pave, then 54.8 miles of pavement will complete the highway. Of the work remaining to be done, 16.4 miles of paving and five miles of broken stone surfacing are under contract.

1921 To End Project.
Of the 38.5 miles of paving not under contract, the ten miles between Monroe and Junction City will be in condition to pave in 1921, but the balance cannot be paved before 1922 or later.

The status of the West Side highway shows paving completed or under construction between Portland and McMinnville, except six miles gravelled. Paved between Portland and Forest Grove, macadamized from Forest Grove to Gaston; graded from Gaston to Yamhill; paved from Yamhill to McMinnville; paved from Amity to Holmes Gap, Rickreall to Monmouth, Benton-Polk county line to Corvallis; paved or under contract from Corvallis to Junction City. The Dalles-Canyonville highway situation discloses that from The Dalles

to Three-Mile creek there is pavement; from Madras to Bend it is under contract for grading and graveling; from Bend to Allen Ranch, gravelled; under contract for grading and graveling from Algoma to Klamath Falls.

Culls Said to Be Sold as Fancies in Portland.

"Gift Box" of Fruit Declared to Be Poor Grade and Spoiled.

HOOD RIVER, Or., Dec. 29.—(Special.)—Complaints of abuses by alleged unscrupulous retailers and growers themselves in marketing cull apples in Portland in the guise of extra fancy Hood River apples continue to be heard here. En route to California, Mrs. George H. Lynn of this city stopped for a visit with Portland relatives. The children had just received a box of apples, sold as "a gift box of famous Hood River Spitzenbergs." Mrs. Lynn obtained the top of the box, which measured 5 1/2 x 7 1/2 x 10 1/2 inches, about the size of an ordinary shoe box. It carried the name of a prominent local orchard. She writes of the gift apples as follows:

"My father bought two boxes, paying \$1.25 each. One he sent to my grandmother in Iowa and the other he brought out to the children here. Now, I will have to write to grandmother and tell her that they are an absolute lie. The box contained 30 Spitzenbergs. Think of it. In that box that came to the children one was all rotten, one was half rotten, two had rotten spots as large as a dime, two had large worm holes clear into the core, four with worm stings, not one was extra fancy, five would have gone in the fancy grade, and all the rest were C grade or cull. It is a crime to blame such things on Hood River. The children will not eat them, and mother will have to try cooking them."

Another complaint from Portland is that unscrupulous dealers purchase empty boxes bearing the rubber stamp impression of reputable local growers as well as the grade name and fill them with cull fruit. Such fruit, it is said, is sold for fancy prices.

Local dealers complain that Portland merchants will not buy best quality of apples. Local shippers estimate that not more than 1500 boxes of extra fancy apples have been sold on the Portland market this year.

THUG ROBS AGED MAN

Isaac Riley, St. Johns, Assaulted and Loses Life's Savings.

Isaac Riley, St. Johns transfer man, 80 years old, was robbed of \$880, his life's savings, and brutally beaten by an unidentified assailant who attacked him as he entered his stable before daylight yesterday morning. The thug hit the aged man over the head with a length of air-brake hose as Riley opened the stable door. Riley fought with all his strength, striking back with his fists, but his feeble blows were of no avail.

Riley carried the money upon his person. The thug stripped this from him and fled. In the darkness Riley failed to obtain a clear description of his assailant.

Riley and his wife live in an old house on the east end of St. Johns ferry slip. The money saved by years of toil had not been entrusted to a bank, nor invested, but was carried around by Riley. Mrs. Riley frequently had remonstrated with her husband against his practice but no argument would tempt Riley to put his treasure out of his sight. Too old to continue his transfer business, Riley had decided to buy a few acres of land. According to his custom, Riley rose early and went to the stable to milk about 5 A. M. His injuries received in the scuffle were painful but not serious.

LUMBER OUTPUT LESS

Hood River Companies Reduce Production 25 Per Cent.

HOOD RIVER, Or., Dec. 29.—(Special.)—A report of lumber concerns operating in Hood River indicates a decrease of about 25 per cent in the 1920 production over that of 1919. The heaviest cut in the county was made by the Doe mill of the Oregon Lumber company, the production of which was approximately 16,000,000 feet. The Oak Grove Lumber company cut approximately 1,000,000 feet, and the Mount Hood Lumber company, the plant of which is near Parkdale, produced 1,250,000 feet of lumber and manufactured about 50,000 apple boxes. The Wind River plant of the Bridal Veil Lumber company at Cascade Locks, which has a daily capacity of 150,000 feet, did not operate the full season. Figures are not available on this plant.

Indications point to a production the coming year about equal to that of 1920.

DR. W. C. DUEBER IS DEAD

Member of Well-Known Family Passes Away at Tillamook.

Dr. W. C. Dueber, aged 35, a well-known dentist formerly of Portland but for the past year a resident of Tillamook, died there Monday, according to word received by members of his family here. Dr. Dueber was a son of the late C. A. Dueber, a salmon packer identified with the community here for a long time. He was born, raised and educated here and had a wide circle of friends and acquaintances. He is survived by his widow, Mrs. Mazie Dueber, his mother, Mrs. Mary Dueber, and three brothers, H. P. Dueber, E. A. Dueber and L. P. Dueber. The funeral will be held at 10 o'clock this morning from the Madeleine church, and interment will be in Mount Calvary cemetery.

WAR RELIEF IS PRESSING

Idaho Former Service Men to Seek Aid From Next Legislature.

BOISE, Idaho, Dec. 29.—(Special.)—The 16th Idaho legislature will be asked to pass relief legislation for the war service men. They are not satisfied with the legislation passed by the legislature two years ago. The measure to be presented to the next legislature will provide for emergency relief of disabled and destitute veterans of the world war, until the federal government comes to their aid.

The need of such relief, though not generally known, is so urgent that delay in providing it will, ex-service men in Idaho assert, constitute "a crime of ingratitude."

Banks Get Warning.

HOOQUAM, Wash., Dec. 29.—(Special.)—Local banks have been warned against a new counterfeit bank note. It is made from photo-mechanical plates, is of poor workmanship, printed on a fair quality of paper without silk threads or imitations of the real note. It is an imitation of a Chicago federal reserve bank note, and the portrait of Lincoln is much darker than on the original. The seal in the corner is green instead of blue.

EVERY ARTICLE REDUCED EVERY ARTICLE REDUCED EVERY ARTICLE REDUCED

The News! The News!

THE WONDERFUL NEWS THAT HAS CAUSED WIDESPREAD
AMAZEMENT—THE NEWS THAT IS IN EVERYBODY'S MOUTH.

Every Article Reduced!

(Contract Lines and Groceries Excepted)

IN MEIER & FRANK'S GREAT

JANUARY CLEARANCE SALES

Now in Progress All Over the Store

THE MEIER & FRANK epoch-making announcement spread broadcast by the newspapers last Sunday has caused universal wonderment. It told of our determination to put into effect immediately and until further notice a NEW SUBSTANTIAL REDUCTION in price on EVERY article in the store (contract lines and groceries excepted). That we have done so and that the most wonderful enthusiasm has resulted on the part of the public, our employees—everyone—is now history. It seems as though all the people of Portland and many from outlying parts were availing themselves of the economies.

Every Article Reduced

(Contract Lines and Groceries Excepted)

That is the message of this tremendous down-price movement involving the entire great merchandise stocks of the Meier & Frank Store from end to end, from top to bottom—a new horizontal reduction on every article in every department of this 14-story building. The most staple goods, the newest goods, the finest goods to be had.

The Largest and Most Complete Assortments in the West

Nowhere else in the west will you find such great assortments, nowhere will you find more dependable qualities, nowhere will you find better styles, nowhere will you find newer goods, nowhere will you find lower prices at any time and now, in the light of this tremendous further lowering of prices, nowhere will you find buying opportunities to equal those so omnipresent at Meier & Frank's.

The Time to Take Advantage Is NOW!

Lower prices are definitely here---at Meier & Frank's. Lower prices on the world's best merchandise. Now is the time to get all the clothes and other things needed for yourself, for the family, for the home.

All Charge Purchases
Made Today

and tomorrow will go on the January accounts,
which are dated February 1.



EVERY ARTICLE REDUCED EVERY ARTICLE REDUCED EVERY ARTICLE REDUCED

LOAN HELD IS BENEFIT

PROFESSOR FAVORS AIDING VETERANS TO GET FARMS.

Oregon Would Reap Results of All Bonus Plans Except That of Cash Payment, Is View.

OREGON AGRICULTURAL COLLEGE, Corvallis, Dec. 29.—(Special.)—Paid up insurance, farm loans and payments for education granted to Oregon's ex-service men unquestionably would be of economic benefit to the state, according to Dr. W. H. Dreesen of the department of economics and sociology.

The plan of giving a cash compensation to the men who stood so nobly behind the country in time of need is the least desirable, Dr. Dreesen said. "However, I do not mean to say that I do not approve of the other methods that have been presented before congress, for we should pay our debt of gratitude."

Speaking of the proposed bonus bill which has been framed by the American Legion, and which offers the veterans their choice of \$15 a month for the time they spent in the service, or a farm or home loan of \$2000, Dr. Dreesen said: "If favor only that portion of the bill which offers the loan. Payment of cash sums to several million men might foster a desire for luxuries on the part of many. It is well known that men lost sight of money value when they were constantly facing the chance of being sent into the front lines."

HOME LOOTED, CAR STOLEN

Robbers Bind, Gag Man on Street, Then Ransack House.

CHEHALIS, Wash., Dec. 29.—(Special.)—William "Speaker" Doty pool-hall operator, was bound, gagged and robbed at midnight Monday night. Speaker had just reached home when three men attacked him. His house was ransacked.

Two hundred dollars in money, a diamond stickpin, a gun, clothing and other effects were taken, following which the trio jumped into their victim's auto and escaped. The car was found near Bunker, Wash.

Fishermen and Solons to Meet.

ASTORIA, Or., Dec. 29.—(Special.)—A call has been issued for a meeting of the fishing interests on both sides of the Columbia with the officials of the fisheries departments of

Oregon and Washington and members of the legislatures of the two states from the counties bordering on the Columbia river to be held in this city January 6. The object of the meeting is to agree on legislation required for the protection of the fishing industry.

V-SHAPED SIGNS TO GO

City Council Does Away With Impediment to Traffic.

V-shaped signs, commonly known as "sandwich" boards will no longer be permitted on downtown streets for advertising purposes. The city council yesterday by unanimous vote barred the use of such boards as an impediment to traffic.

This action resulted from the petition of the Portland Y. M. C. A. seeking to use the "sandwich" board in advertising national thrift week, January 17 to 23. The petition was

denied. Complaint has frequently been made by representatives of the building owners' association and merchants in the downtown district against the use of the signs.

CALIFORNIA TOWN SHAKEN

Inhabitants of Willows Roused by Early Morning Quake.

WILLOWS, Cal., Dec. 29.—An earthquake shock, so severe that it aroused all inhabitants of the town, occurred here at 2:15 this morning. So far as has been reported no damage resulted.

FAILING-MCCALMAN CO.

WHOLESALE HARDWARE

Distributors of PLUMB'S AXES AND TOOLS

CONVERSE TIRES MOTUL OIL

The earth shock was apparently not felt in other nearby towns as telephone messages to Chico, Woodlands, Sacramento and Redding failed to reveal any record of shocks there.

Phone your want ads to The Oregonian. Main 7070, Automatic 580-95.

Early Morning Quake.

WILLOWS, Cal., Dec. 29.—An earthquake shock, so severe that it aroused all inhabitants of the town, occurred here at 2:15 this morning. So far as has been reported no damage resulted.

WANTED

Thoroughly Experienced Optometrist

for high-grade establishment. T 244 Oregonian.

88-90 Front Street Phone Main 6590



Printers

Bookbinders

Desks

Filing Cabinets

GLASS & PRUDHOMME

COMPANY

65-67 Broadway, Portland.