

TRAPS AND SEINES FOR SALMON HIT

Abolition After January 1, 1925, to Be Asked.

LEAGUE LAYS ITS PLANS

Comprehensive and Bit Radical Programme for Benefit of Industry Announced.

Announcement was made yesterday of the comprehensive and somewhat radical programme for the benefit of the salmon industry...

Dr. Thomas W. Ross, chairman, made public the programme the league will seek to have enacted into law...

Programme is Announced. The programme, setting forth eight proposals, is as follows:

Immediate abolition of commercial fishing above the confluence of the Columbia and Sandy rivers.

Abolition of all traps and seines after January 1, 1925, and an more liberal license to be operated during this period...

Price of salmon to be fixed by a commission of fishermen and cannerymen, they to choose a banker as chairman...

This commission is to limit the number of canneries on the Columbia and to permit canneries already licensed to move anywhere along the river...

No daylight gill net fishing. Saturday evening to Sunday evening closing. Only one size of gill net mesh to be permitted each box on any one drift.

All fishermen and cannery workers to be American citizens.

Every effort to be made to hatch spring chinook salmon to plant in the Columbia river, instead of the late run of pale, pink fish as is now being done.

Blackback salmon to be hatched in the Columbia, to be hatched in the Willapa lake hatchery and protected for two years after the hatch...

The number of canneries to be limited on all coast streams and bays and that the sole canning rights on some of the smaller streams be leased to plants operating hatcheries and processing quality fish...

All of these canneries to operate under price-fixing schedule. Fish commission to have authority to suspend license enlarged or grant additional licenses when the original lease holder is reprimanded by the new applicant for restocking and maintaining hatcheries...

Hatcheries to be re-established on the upper Columbia where the quality salmon used to spawn before the fishweals blocked the river. Some preparations made to protest against the silver license which destroyed the crop of baby hatchery salmon at Bonneville.

Proposals Are Explained. By way of explaining the various proposals Dr. Ross made this statement:

"The abolition of fishing above the junction of the Sandy and Columbia rivers will do away with the murderous fishweal which absolutely prevents the mother salmon of the finest quality from getting to their natural spawning beds...

These mother salmon are being canned instead of becoming ancestors.

"Traps, seines and fishweals have paid for themselves thousands of times over. There can be no cry of confiscation other than that this gear is confiscating the salmon which belongs to the public."

"Price fixing will prevent bickering and strikes between the fishermen and cannerymen. It is accomplished in California quite satisfactorily. As it is done by the government, it will always be the public's gain if either side refuse the scale because while they argue just so many more fish get into the safety zone. The limitation of the number of canneries will aid in preventing overfishing and make investments reasonably secure from fly-by-night competition."

"The leasing of the sole canning privileges on some of the coast streams is absolutely the only way to build up the quality of salmon. For instance, the Rogue river could be stocked with the finest quality of salmon and in five years this river could be made to yield 100,000 cases, which is nearly half as much as this year's Columbia river spring and summer pack."

"There used to be a hatchery at Ontario, Or. and during its first year it took some 4500 females with about 20,000 eggs. These were the finest quality of salmon in the world. Five years later the fishweals and their leads spread across the Columbia and Ontario hatchery was abandoned, because they were able to get only 152 females."

TACNA-ARICA PACT WINS

Chilean Senate by Vote of 16-14 Adopts Protocol.

SANTIAGO, Chile, Nov. 27.—The senate today by a vote of 16 to 14 adopted the Tacna-Arica protocol with reservations.

Vaden had many friends in Hillsboro but very few intimates because of his retiring, almost timid disposition. None could be found who had heard that any girl had won his affection. His most intimate boy chum, who, it is believed, would know of his marriage, if he was married, has left Hillsboro.

All who knew him vouch for his high moral character. Every acquaintance of the dead youth reiterated the words of the sorrowing mother. "He was a good boy." He attended church regularly while in Hillsboro and never failed to attend the little church at Farmington, near his parents' farm, while visiting them.

While friends gathered around the youth's mother a stalwart, weather-browned man stood near by. He spoke rarely and few spoke to him. He is Vaden's father. His silence was due to the fact that he is almost totally deaf. His belief in his dead son's righteousness is as staunch as that of the mother.

Hillsboro post No. 8 American Legion, of which Vaden was a member,

EX-PORTLAND AND HILLSBORO YOUTH WHO WAS MYSTERIOUSLY POISONED IN LOS ANGELES.



VADEN E. BOGE.

OREGON MAN POISONED

V. E. BOGE DIES SUDDENLY IN LOS ANGELES.

End Comes Following Lunch for Two—Young Woman, Suspected Wife, Disappears.

(Continued From First Page.)

Letters, cards and \$11 constituted the remainder of his personal effects. When he registered this morning he wore a leather overcoat such as those used by army aviators, according to Lewton. Hotel officials, elevator boys and other hotel employees said they had seen no woman enter the room.

No Trace of Woman Found. A search failed to reveal any evidence of the presence of a woman in the room. Police believe it is possible that Boge might have driven to Los Angeles and a check of all garages was begun tonight.

One card found in his effects, a motor vehicle certificate for the state of Oregon, gave his address as R. F. D. No. 5, Hillsboro. The serial number of the card was 1773. His description on the card tallied with his appearance. According to the card he was 29 years old, 5 feet 11 inches in height, weighed 140 pounds and had brown hair and blue eyes. His occupation was given as student.

An American Legion card showed that he was a member in good standing of the Portland American Legion post No. 6. The card showed that he had paid dues until December 31, 1922. Another card indicated that he was a student at the Portland wiring school, August 28, 1922. He also carried a serial number 210,231—a library card from the Portland library association, which gave his address as 95 East Twelfth street North.

"GOOD BOY," MOTHER AVERS

Friends in Hillsboro Pay Tribute to Boge's Character.

HILLSBORO, Or., Nov. 27.—Loving friends and neighbors of a grief-stricken woman in Hillsboro tonight, she is Mrs. Edward Boge, mother of Vaden E. Boge, whose mysterious death in Los Angeles hotel is puzzling police of that city.

Stunned as much by the inference that her son was a student, as by the fact that he was a student, she was responsible for her son's death, as by the shock of the brief telegram telling her that he was dead. Mrs. Boge is the verge of complete collapse.

"Vaden was a good boy," she said. Again and again she repeated it, "a good boy, a good boy," each time pathetically looking into the faces of friends who had come to her side to help lessen the effect of the shock.

"My boy wouldn't associate with a bad woman," she declared. "And if a woman killed him she would have to be a bad woman, with the police say," he registered with a wife. Vaden wasn't married; for he wasn't the kind of a boy who registers his marriage a secret from his mother. Vaden was a good boy, I tell you.

"Oh, it is all so sudden, so strange. Vaden, dead, my boy dead, and he left home such a short time ago. And he was so ambitious and liked his work so well. Why, he liked his work so well he had intended to go to an electrical school in Los Angeles. He afterwards wrote me that he had decided not to go to school yet because he had been offered such a good job."

Vaden was 25 years old. He graduated from Hillsboro high school last June, his graduation being delayed by 1 1/2 years in the service in the army during the war. He enlisted during his freshman year in high school and was sent to Camp Lewis. Last August he went to Portland and accepted a position with the Western Electric company August 11, being engaged in installing a new switchboard for the telephone company. He left Portland for Los Angeles November 22 to accept a position with the Western Electric company.

Vaden had many friends in Hillsboro but very few intimates because of his retiring, almost timid disposition. None could be found who had heard that any girl had won his affection. His most intimate boy chum, who, it is believed, would know of his marriage, if he was married, has left Hillsboro.

All who knew him vouch for his high moral character. Every acquaintance of the dead youth reiterated the words of the sorrowing mother. "He was a good boy." He attended church regularly while in Hillsboro and never failed to attend the little church at Farmington, near his parents' farm, while visiting them.

While friends gathered around the youth's mother a stalwart, weather-browned man stood near by. He spoke rarely and few spoke to him. He is Vaden's father. His silence was due to the fact that he is almost totally deaf. His belief in his dead son's righteousness is as staunch as that of the mother.

Hillsboro post No. 8 American Legion, of which Vaden was a member,

MR. HOLMAN BALKED ON BRIDGE AWARDS

Fight to Import Engineers Makes Little Headway.

COLLEAGUES NOT IN STEP

Other Members of Board Inclined to Give Voice in Contracts to Commissioners-Elect.

The renowned will of Commissioner Holman seems fated to be balked by his colleagues in the controversy over who shall build the Roseburg and Burnside street bridges. There is no lack of those who predict, indeed, that the last fight to be waged by Mr. Holman before his importment—the fight to award the bridge contracts to foreign engineers—will be lost as decisively as was his cause at the recent election.

A canvass of the situation yesterday left these reiterated and outstanding facts:

That Commissioner Rudeen, the hold-over member of the commission, while desiring to expedite the letting of the contracts, will not be party to any final consideration of the award without the presence and approval of Commissioners-elect Rankin and Walker.

That Commissioner Hoyt, soon to retire from the commission, is of the same opinion, with the difference that he favors leaving the bridge awards as a bequest to the new commission.

That Commissioners-elect Walker and Rankin, the former by campaign pledges and the latter by a recent statement, are both in favor of favoring the letting of the contracts to local engineers, when competition is shown.

That Commissioner Holman, of all his colleagues either incumbent or elect, alone maintains a non-committal attitude and stubbornly refuses to declare for local talent and home industry.

From these declarations of principle and from the lonely stand for the employment of an outside firm, with the consequent saving away of the \$4,600,000 of bridge money, it seems safe to prophesy that Commissioner Holman never will cross the Alps.

Local Engineers to Benefit. It is true that a deal of seeming mystery surrounds the bridge negotiations, but eliminating that which emanates from the vicinity of Mr. Holman little appears to remain. The indications are that local engineers have a fair chance of receiving the contracts, but that preferential consideration which the Oregon law bestows for them.

Commissioner Rudeen was not interested in the committee of the Oregon chapter, American Association of Engineers, when that delegation sought him yesterday. His refusal to attend the meeting prevented his promised meeting with the engineers, and meetings as well with W. E. Kinsey of the central committee of the Oregon chapter of the building trades. These callers, in common with the engineers, were of one purpose—to further the cause of local enterprise.

Mr. Rudeen's stance on the Associated Industries, bent on the same mission, talked with Mr. Rudeen by telephone, and elicited the statement that the hold-over commissioner had no objection to the bridge contracts should be expedited, is of the unalterable opinion that no action should be taken until the contract is awarded to Mr. Rankin and Mr. Walker, commissioners-elect.

I am 100 per cent for local industry," Mr. Rudeen said, "and Commissioner Rudeen is saying, 'but I cannot prevent this matter of awarding the contracts from being decided by the board of commissioners. I will not, however, permit consideration of a final decision without the presence of the commissioners-elect and the board of commissioners.'"

An incident at the commissioners' session yesterday, with or without significance, as one may choose to view it, was the suggestion of Commissioner Hoyt that a reply be sent to the recent message from J. A. L. Waddell of St. Louis, a widely known contractor, who has asked for consideration.

Courtesy of Reply Urged. Mr. Hoyt said that he believed, whatever the tenor of the response might be, this communication should have the courtesy of an answer. His fellow commissioners made no move to approve the suggestion, and the sentence passed on to other details.

Following the open session of the board its members went into executive session, with the exception of Myers present. The matter of the bridge contracts was not discussed, the district attorney said.

A statement issued by the Oregon chapter of engineers, presenting the important public aspect of the bridge controversy, as seen by that organization, is as follows:

Three million dollars was voted for the construction of the new Burnside bridge and \$1,500,000 for the Rose Island bridge. A total of \$4,500,000. The money usually will come from the taxpayers of Multnomah county, and if a large portion of it can be kept and spent among the citizens of this county and locality will have double cause for rejoicing on Thanksgiving day.

The engineering costs on the Burnside bridge will be from \$200,000 to \$300,000 and engineering for the Rose Island bridge will amount to from \$70,000 to \$85,000, a total of \$275,000. This amount will be spent for the following items: Office, materials, extra equipment, salaries of draftsmen and checkers, free of assistants, surveys, making test borings and inspection.

Of the construction work, all foundations for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

More Applications Received. George S. Edmondstone, ex-superintendent of properties of school district No. 1, is among recent applicants for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

COOKING INTEREST KEEN

HOUSEWIVES AND GIRLS WILL ATTEND SCHOOL.

Miss Bernice Lowen to Give Demonstrations and Contest Will Be Held.

Portland housewives and girls who are trained in the art of cooking are planning their affairs for December 4, 5, 6, 7 and 8 so as to be able to spend every afternoon of those days as the guests of The Oregonian at the women's club building on Taylor between Twelfth and Thirteenth streets.

Here they will attend sessions of The Oregonian free cooking school and gain knowledge of modern cookery from Miss Bernice Lowen, noted expert in domestic science.

An opportunity of this kind, arranged on such an extensive scale, has never before been presented to the women of Portland, and the interest in the announcement of the cooking school and the cooking contest is keen.

The sessions are open to all women. Free of charge. Miss Lowen will give a practical lecture every day, illustrating her talk with the preparation of various dishes.

That Commissioners-elect Walker and Rankin, the former by campaign pledges and the latter by a recent statement, are both in favor of favoring the letting of the contracts to local engineers, when competition is shown.

That Commissioner Holman, of all his colleagues either incumbent or elect, alone maintains a non-committal attitude and stubbornly refuses to declare for local talent and home industry.

From these declarations of principle and from the lonely stand for the employment of an outside firm, with the consequent saving away of the \$4,600,000 of bridge money, it seems safe to prophesy that Commissioner Holman never will cross the Alps.

Local Engineers to Benefit. It is true that a deal of seeming mystery surrounds the bridge negotiations, but eliminating that which emanates from the vicinity of Mr. Holman little appears to remain. The indications are that local engineers have a fair chance of receiving the contracts, but that preferential consideration which the Oregon law bestows for them.

Commissioner Rudeen was not interested in the committee of the Oregon chapter, American Association of Engineers, when that delegation sought him yesterday. His refusal to attend the meeting prevented his promised meeting with the engineers, and meetings as well with W. E. Kinsey of the central committee of the Oregon chapter of the building trades. These callers, in common with the engineers, were of one purpose—to further the cause of local enterprise.

Mr. Rudeen's stance on the Associated Industries, bent on the same mission, talked with Mr. Rudeen by telephone, and elicited the statement that the hold-over commissioner had no objection to the bridge contracts should be expedited, is of the unalterable opinion that no action should be taken until the contract is awarded to Mr. Rankin and Mr. Walker, commissioners-elect.

I am 100 per cent for local industry," Mr. Rudeen said, "and Commissioner Rudeen is saying, 'but I cannot prevent this matter of awarding the contracts from being decided by the board of commissioners. I will not, however, permit consideration of a final decision without the presence of the commissioners-elect and the board of commissioners.'"

An incident at the commissioners' session yesterday, with or without significance, as one may choose to view it, was the suggestion of Commissioner Hoyt that a reply be sent to the recent message from J. A. L. Waddell of St. Louis, a widely known contractor, who has asked for consideration.

Courtesy of Reply Urged. Mr. Hoyt said that he believed, whatever the tenor of the response might be, this communication should have the courtesy of an answer. His fellow commissioners made no move to approve the suggestion, and the sentence passed on to other details.

Following the open session of the board its members went into executive session, with the exception of Myers present. The matter of the bridge contracts was not discussed, the district attorney said.

A statement issued by the Oregon chapter of engineers, presenting the important public aspect of the bridge controversy, as seen by that organization, is as follows:

Three million dollars was voted for the construction of the new Burnside bridge and \$1,500,000 for the Rose Island bridge. A total of \$4,500,000. The money usually will come from the taxpayers of Multnomah county, and if a large portion of it can be kept and spent among the citizens of this county and locality will have double cause for rejoicing on Thanksgiving day.

The engineering costs on the Burnside bridge will be from \$200,000 to \$300,000 and engineering for the Rose Island bridge will amount to from \$70,000 to \$85,000, a total of \$275,000. This amount will be spent for the following items: Office, materials, extra equipment, salaries of draftsmen and checkers, free of assistants, surveys, making test borings and inspection.

Of the construction work, all foundations for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

More Applications Received. George S. Edmondstone, ex-superintendent of properties of school district No. 1, is among recent applicants for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

COOKING INTEREST KEEN

HOUSEWIVES AND GIRLS WILL ATTEND SCHOOL.

Miss Bernice Lowen to Give Demonstrations and Contest Will Be Held.

Portland housewives and girls who are trained in the art of cooking are planning their affairs for December 4, 5, 6, 7 and 8 so as to be able to spend every afternoon of those days as the guests of The Oregonian at the women's club building on Taylor between Twelfth and Thirteenth streets.

Here they will attend sessions of The Oregonian free cooking school and gain knowledge of modern cookery from Miss Bernice Lowen, noted expert in domestic science.

An opportunity of this kind, arranged on such an extensive scale, has never before been presented to the women of Portland, and the interest in the announcement of the cooking school and the cooking contest is keen.

The sessions are open to all women. Free of charge. Miss Lowen will give a practical lecture every day, illustrating her talk with the preparation of various dishes.

That Commissioners-elect Walker and Rankin, the former by campaign pledges and the latter by a recent statement, are both in favor of favoring the letting of the contracts to local engineers, when competition is shown.

That Commissioner Holman, of all his colleagues either incumbent or elect, alone maintains a non-committal attitude and stubbornly refuses to declare for local talent and home industry.

From these declarations of principle and from the lonely stand for the employment of an outside firm, with the consequent saving away of the \$4,600,000 of bridge money, it seems safe to prophesy that Commissioner Holman never will cross the Alps.

Local Engineers to Benefit. It is true that a deal of seeming mystery surrounds the bridge negotiations, but eliminating that which emanates from the vicinity of Mr. Holman little appears to remain. The indications are that local engineers have a fair chance of receiving the contracts, but that preferential consideration which the Oregon law bestows for them.

Commissioner Rudeen was not interested in the committee of the Oregon chapter, American Association of Engineers, when that delegation sought him yesterday. His refusal to attend the meeting prevented his promised meeting with the engineers, and meetings as well with W. E. Kinsey of the central committee of the Oregon chapter of the building trades. These callers, in common with the engineers, were of one purpose—to further the cause of local enterprise.

Mr. Rudeen's stance on the Associated Industries, bent on the same mission, talked with Mr. Rudeen by telephone, and elicited the statement that the hold-over commissioner had no objection to the bridge contracts should be expedited, is of the unalterable opinion that no action should be taken until the contract is awarded to Mr. Rankin and Mr. Walker, commissioners-elect.

I am 100 per cent for local industry," Mr. Rudeen said, "and Commissioner Rudeen is saying, 'but I cannot prevent this matter of awarding the contracts from being decided by the board of commissioners. I will not, however, permit consideration of a final decision without the presence of the commissioners-elect and the board of commissioners.'"

An incident at the commissioners' session yesterday, with or without significance, as one may choose to view it, was the suggestion of Commissioner Hoyt that a reply be sent to the recent message from J. A. L. Waddell of St. Louis, a widely known contractor, who has asked for consideration.

Courtesy of Reply Urged. Mr. Hoyt said that he believed, whatever the tenor of the response might be, this communication should have the courtesy of an answer. His fellow commissioners made no move to approve the suggestion, and the sentence passed on to other details.

Following the open session of the board its members went into executive session, with the exception of Myers present. The matter of the bridge contracts was not discussed, the district attorney said.

A statement issued by the Oregon chapter of engineers, presenting the important public aspect of the bridge controversy, as seen by that organization, is as follows:

Three million dollars was voted for the construction of the new Burnside bridge and \$1,500,000 for the Rose Island bridge. A total of \$4,500,000. The money usually will come from the taxpayers of Multnomah county, and if a large portion of it can be kept and spent among the citizens of this county and locality will have double cause for rejoicing on Thanksgiving day.

The engineering costs on the Burnside bridge will be from \$200,000 to \$300,000 and engineering for the Rose Island bridge will amount to from \$70,000 to \$85,000, a total of \$275,000. This amount will be spent for the following items: Office, materials, extra equipment, salaries of draftsmen and checkers, free of assistants, surveys, making test borings and inspection.

Of the construction work, all foundations for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

More Applications Received. George S. Edmondstone, ex-superintendent of properties of school district No. 1, is among recent applicants for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

MR. HOLMAN BALKED ON BRIDGE AWARDS

Fight to Import Engineers Makes Little Headway.

COLLEAGUES NOT IN STEP

Other Members of Board Inclined to Give Voice in Contracts to Commissioners-Elect.

The renowned will of Commissioner Holman seems fated to be balked by his colleagues in the controversy over who shall build the Roseburg and Burnside street bridges. There is no lack of those who predict, indeed, that the last fight to be waged by Mr. Holman before his importment—the fight to award the bridge contracts to foreign engineers—will be lost as decisively as was his cause at the recent election.

A canvass of the situation yesterday left these reiterated and outstanding facts:

That Commissioner Rudeen, the hold-over member of the commission, while desiring to expedite the letting of the contracts, will not be party to any final consideration of the award without the presence and approval of Commissioners-elect Rankin and Walker.

That Commissioner Hoyt, soon to retire from the commission, is of the same opinion, with the difference that he favors leaving the bridge awards as a bequest to the new commission.

That Commissioners-elect Walker and Rankin, the former by campaign pledges and the latter by a recent statement, are both in favor of favoring the letting of the contracts to local engineers, when competition is shown.

That Commissioner Holman, of all his colleagues either incumbent or elect, alone maintains a non-committal attitude and stubbornly refuses to declare for local talent and home industry.

From these declarations of principle and from the lonely stand for the employment of an outside firm, with the consequent saving away of the \$4,600,000 of bridge money, it seems safe to prophesy that Commissioner Holman never will cross the Alps.

Local Engineers to Benefit. It is true that a deal of seeming mystery surrounds the bridge negotiations, but eliminating that which emanates from the vicinity of Mr. Holman little appears to remain. The indications are that local engineers have a fair chance of receiving the contracts, but that preferential consideration which the Oregon law bestows for them.

Commissioner Rudeen was not interested in the committee of the Oregon chapter, American Association of Engineers, when that delegation sought him yesterday. His refusal to attend the meeting prevented his promised meeting with the engineers, and meetings as well with W. E. Kinsey of the central committee of the Oregon chapter of the building trades. These callers, in common with the engineers, were of one purpose—to further the cause of local enterprise.

Mr. Rudeen's stance on the Associated Industries, bent on the same mission, talked with Mr. Rudeen by telephone, and elicited the statement that the hold-over commissioner had no objection to the bridge contracts should be expedited, is of the unalterable opinion that no action should be taken until the contract is awarded to Mr. Rankin and Mr. Walker, commissioners-elect.

I am 100 per cent for local industry," Mr. Rudeen said, "and Commissioner Rudeen is saying, 'but I cannot prevent this matter of awarding the contracts from being decided by the board of commissioners. I will not, however, permit consideration of a final decision without the presence of the commissioners-elect and the board of commissioners.'"

An incident at the commissioners' session yesterday, with or without significance, as one may choose to view it, was the suggestion of Commissioner Hoyt that a reply be sent to the recent message from J. A. L. Waddell of St. Louis, a widely known contractor, who has asked for consideration.

Courtesy of Reply Urged. Mr. Hoyt said that he believed, whatever the tenor of the response might be, this communication should have the courtesy of an answer. His fellow commissioners made no move to approve the suggestion, and the sentence passed on to other details.

Following the open session of the board its members went into executive session, with the exception of Myers present. The matter of the bridge contracts was not discussed, the district attorney said.

A statement issued by the Oregon chapter of engineers, presenting the important public aspect of the bridge controversy, as seen by that organization, is as follows:

Three million dollars was voted for the construction of the new Burnside bridge and \$1,500,000 for the Rose Island bridge. A total of \$4,500,000. The money usually will come from the taxpayers of Multnomah county, and if a large portion of it can be kept and spent among the citizens of this county and locality will have double cause for rejoicing on Thanksgiving day.

The engineering costs on the Burnside bridge will be from \$200,000 to \$300,000 and engineering for the Rose Island bridge will amount to from \$70,000 to \$85,000, a total of \$275,000. This amount will be spent for the following items: Office, materials, extra equipment, salaries of draftsmen and checkers, free of assistants, surveys, making test borings and inspection.

Of the construction work, all foundations for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

More Applications Received. George S. Edmondstone, ex-superintendent of properties of school district No. 1, is among recent applicants for the job of designing one or both of the new bridges. His application was placed on file by the county commissioners, as was also that of Lucius & Lucius, Portland engineering firm.

COOKING INTEREST KEEN

HOUSEWIVES AND GIRLS WILL ATTEND SCHOOL.

Miss Bernice Lowen to Give Demonstrations and Contest Will Be Held.

Portland housewives and girls who are trained in the art of cooking are planning their affairs for December 4, 5, 6, 7 and 8 so as to be able to spend every afternoon of those days as the guests of The Oregonian at the women's club building on Taylor between Twelfth and Thirteenth streets.

Here they will attend sessions of The Oregonian free cooking school and gain knowledge of modern cookery from Miss Bernice Lowen, noted expert in domestic science.

An opportunity of this kind, arranged on such an extensive scale, has never before been presented to the women of Portland, and the interest in the announcement of the cooking school and the cooking contest is keen.

The sessions are open to all women. Free of charge. Miss Lowen will give a practical lecture every day, illustrating her talk with the preparation of various dishes.

That Commissioners-elect Walker and Rankin, the former by campaign pledges and the latter by a recent statement, are both in favor of favoring the letting of the contracts to local engineers, when competition is shown.

That Commissioner Holman, of all his colleagues either incumbent or elect, alone maintains a non-committal attitude and stubbornly refuses to declare for local talent and home industry.

From these declarations of principle and from the lonely stand for the employment of an outside firm, with the consequent saving away of the \$4,600,000 of bridge money, it seems safe to prophesy that Commissioner Holman never will cross the Alps.

Local Engineers to Benefit. It is true that a deal of seeming mystery surrounds the bridge negotiations, but eliminating that which emanates from the vicinity of Mr. Holman little appears to remain. The indications are that local engineers have a fair chance of receiving the contracts, but that preferential consideration which the Oregon law bestows for them.