

OREGON ASKS MONEY FOR FOREST ROADS

Campaign for Bigger U. S. Aid Launched by E. J. Adams.

SPECIAL BUREAU WANTED

State Legislation Sought to Send Representatives to Washington to Obtain Increased Funds.

EUGENE, Or., Jan. 25.—(Special).—E. J. Adams, former State Highway Commissioner, launched this week at a meeting of the Eugene Chamber of Commerce a campaign the ultimate end of which is the creation of a bureau in the National capital, having as its purpose the procuring, preparing, compiling and presenting to Congress and the individual members thereof data and information concerning the forest

formation to Congress and the individual members thereof to induce Congress to increase the appropriations for forest roads. This means special representatives sent to Washington to aid the Congressmen and Senators in presenting the matter to the four or five hundred members from other states, until each and everyone will have the figures and facts, an understanding of the situation, and an understanding of the importance of the problem, who are already buried under a mass of detail that forbids their prosecution of an educational campaign.

Campaign Fund Suggested.
"This same work can be done through the State Highway Commission, by special representatives appointed by the Governor or elected by the Legislature in joint session.
"The expense of conducting such a campaign would not be very large, but it is something, and I would suggest an appropriation from the state highway fund to pay the expense, not to exceed \$20,000 this year, and a like amount next year, if necessary, to complete the work. This means to forego the construction of about one mile of road this year and put the money into this educational work, with almost a certainty of getting more than \$1,000,000 a year (100 miles of road) every year for an indefinite time.

"The appropriation should be made at once so we can get to the states of California, Washington, Montana, Idaho, Utah and the other states that have forest reserves and get them to take like action and co-operate in the work while their Legislatures are still in session."
"I well understand that this sug-

not content to write letters, but they go get it.
"Shall we do the practical thing in getting increased appropriations for the forest roads, or shall we content ourselves with complaining, writing letters, signing petitions and continuing to pay the bills?
"Shall we stand behind our Legislature in a go-get-it campaign?
"One word of caution. If the Legislature provides for a special representative in Washington to do this work, all politics must be forgotten. Political service in the past must not be considered. Nothing but the ability of the men chosen, no matter how, must be considered to get the results we want.
"Get the right men and the appropriation will be increased. It can be done."

Grower-to-Consumer Plan Success.
GOLDENDALE, Wash., Jan. 25.—(Special).—Paul McKercher, of White

Salmon, in Western Klickitat County, who is an extensive grower of commercial apples, has just returned from the East, where he personally has been marketing his fruit this year in a grower-to-consumer movement. He reports an excellent demand and good prices and says that the market is still getting better and is holding a portion of his crop in storage at New York on the prospect of higher prices. Mr. McKercher opened a retail store in Minneapolis and sold several cars direct to the consumer. Other fruit was marketed at Butte and several cars were disposed of in Minnesota towns.

Cheyenne Ice Harvest Light.
CHEYENNE, Wyo.—Although an ice crop of the greatest thickness and best quality of many years is available on Sloan's Lake there, the ice harvest is the smallest in quantity. Ice dealers say this is due to the closing of the breweries, none of whose icehouses are being filled this winter.

"U" TO HOLD 20 DEBATES

FRATERNITY LEAGUE TO BEGIN SCHEDULE FEBRUARY 6.

Men's and Women's Organizations Will Compete for Championship of University of Oregon.

UNIVERSITY OF OREGON, Eugene, Jan. 25.—Twenty debates are to be held at the university on the evening of February 6 by fraternity teams—the first on the "doughnut" league schedule. It was at first planned to have all the teams debate at the same time, but difficulty in obtaining 60 judges and the fact that audiences

would be small led to a change of plans.
The teams, negative and affirmative, are starting work under the direction of their coaches, who are members of the faculty or majors in the department of public speaking. Herman Lind, of Portland, is in charge of the "doughnut" league for the men and Helen Brenton, of Eugene, heads the women. Each organization has a manager of debate, who is responsible for the appointing of the teams for his house.
The teams will be marked on a percentage basis, one credit being given for winning the debate in addition to the judges' points. Champions among the men and champions among the women will compete for the championship of the school. After each elimination the question will be changed, so that the debaters and the audiences will get information on many subjects of National importance.
The women have chosen the question, "Resolved, That Germany should be

stripped of her colonies." The men's question is "Resolved, That the allies should not admit Germany to their league of nations until Germany shall have made restitution and reparation as provided in the terms of peace."

ROAD WORK IS POSTPONED

Government Not to Proceed With Hood Highway This Season.

HOOD RIVER, Or., Jan. 25.—(Special).—According to a letter received by C. A. Bell from C. B. Mead, of the United States Forestry Service office in Portland, the Federal Government will not proceed with work on the proposed loop highway around the East Side of Mount Hood and connecting the Barlow road with the Columbia River Highway, this year.
Mr. Mead says the road will be built from Zig Zag to Government Camp during the coming summer.

WHY OREGON MUST OPERATE UNDER A HANDICAP IN THE CONSTRUCTION OF HIGHWAYS UNTIL THE FEDERAL GOVERNMENT IS PREVAILED UPON TO GIVE FINANCIAL ASSISTANCE.

Contained in the following tables, compiled by E. J. Adams, former State Highway Commissioner, are two fundamental reasons why Oregon should be given Federal assistance in building roads through the National forest reserves within the boundaries of the state:

State	Area, Sq. Mi.	Population	Assessed Value	Mi. Road
Oregon	36,659	825,741	\$ 92,413,080	40,000
New York	49,204	10,273,276	12,076,420,887	80,112
New Hampshire	9,431	442,508	398,545,480	14,020
Vermont	9,464	243,699	231,571,877	15,982
Massachusetts	8,266	3,719,156	6,005,412,801	18,881
Rhode Island	1,248	614,315	682,561,778	2,121
New Jersey	8,223	2,243,017	2,431,605,023	14,317
Connecticut	4,965	1,244,479	1,172,051,740	14,061
Totals	90,812	19,605,547	\$23,042,469,601	168,894

The seven states named in the above table, with a combined area less than Oregon's, but with a population 23 times and an assessed valuation 25 times as large as Oregon's, have only four miles of road to construct as against one in Oregon. In addition to this, over 50 per cent of the area of Oregon is untaxable. Over 22 per cent of the area of the state in National forest reserves, on which the assessed valuation, based on the tax rates in the localities in which these reserves are located, would be as follows:

Class	Acres	Per Acre	Total
Merchantable timber lands	6,779,261	\$11.00	\$74,572,091
Non-merchantable timber	3,436,656	4.00	13,746,624
Alpine lands	701,690	2.00	2,105,370
Grass and barren lands	1,168,686	3.50	4,090,400
Immature timber lands	1,067,233	5.00	5,336,165
Totals	13,153,546		\$98,850,250

Owned by private parties and subject to taxation, these lands would pay approximately \$1,400,000 into the state treasury annually.

reserves in Oregon and the necessity for road construction through them as a matter of development in the state, and to secure a material increase in the appropriations by Congress for the forest roads.

Mr. Adams calls it a "Go Get It" campaign. It is not contended that Oregon alone shall stand the expense and do all of the work necessary to secure increased Government appropriations for this purpose. Mr. Adams, with others interested in highway matters, who are sponsoring his plan, have outlined their campaign with the view of carrying it into California, Washington, Idaho, Montana, Utah and the other states in which are located forest reserves. The immediate aim is to obtain passage by the present Legislature of a measure which shall allow representatives to be sent to Washington and to provide an appropriation to meet the expenses of the work. It was to this direct end that the Eugene Chamber of Commerce passed a resolution approving Mr. Adams' plan and calling upon Lane County's Representatives in the Legislature to support the proposal, which is soon to be placed before that body for consideration.

Big Oregon Area Untaxed.
Similar action to that taken by the Eugene chamber is being urged upon all like organizations throughout the state.

In presenting his proposal Mr. Adams emphasized that 60 per cent of the area of the state of Oregon is untaxed, and more than 25 per cent of the total area is within National forest reserves; that 13,153,546 acres embraced in the forest reserves, if owned by private persons and subject to taxation, would be on the assessment rolls at approximately \$100,000,000, and would contribute to the state about \$1,400,000 in taxes annually; that under the provisions of the Shackelford bill, providing an appropriation of \$10,000,000 for the construction and maintenance of roads and trails within or partly within National forests, Oregon gets only \$127,784 a year, or more than \$1,000,000 less than the state is losing annually in taxes from the Federal Government.

Despite all this the burden of maintaining law and order and performing other necessary functions of government falls upon the owners of less than 40 per cent of the area of the state for the entire area. The forest reserves are not in any one body, but are scattered throughout the state, and, in most cases, lie between settled portions of the state and require highways through them to permit of commercial communication between the settled portions.

Government Relief Needed.
"Under the conservation policy these forest lands are held for the benefit of unborn generations, share and share alike," said Mr. Adams. This being true, then the burden of maintaining a government over them should be borne by all of those who will benefit, and not by a few who happen to live in the same state where they are.

"To suggest taxation of Federal property, though it is held as a speculation and not for immediate use, would be to overturn a principle that is too well established to be changed.
"To suggest the opening of the reserves to settlement and immediate improvement would be to abolish the conservation policy that has been well established and would not promise success even though it might be desirable, which is a question. There is one thing, however, the Government can do to deal justly with these states that have the forest reserves within their boundaries, and that is to help in a substantial way to build the roads through the forest reserves. This will be a benefit not only to the settlements on either side and the state as well, but of additional value to the very lands owned and held by the Government.

"The Government has recognized this principle to a limited degree in the Shackelford bill, passed by the 64th Congress, taking effect July 1, 1916. But the relief afforded by the Shackelford bill is not sufficient.

State Chamber May Be Medium.
"Memorials, petitions, letters and telegrams may give expression to pent-up feelings, but as a means of getting justice done for Oregon they are of no value. They simply provide fillers for waste baskets.
"There is one way of getting it, and that is to go get it.

"I would suggest that the Legislature, now in session, make provision, perhaps through the Oregon State Chamber of Commerce—which represents the entire state, is non-political, and organized for the purpose of developing the state—to procure, prepare, compile and present the data and in-

gestion, to keep special representatives in Washington for a certain period, may be new, but it is the practical way. The members of Congress from the Eastern and Middle Western States have no conception of conditions in the Far West and it takes time and patience, data and maps and information of all kinds, as well as personal contact, to give them the correct viewpoint. When they get it we will find that most of them desire to treat us fairly.
"If a state is interested in a lawsuit before the United States Supreme Court, it is not content to file a brief that the court is quite sure to read, but it sends the Attorney-General there to present the argument orally. Business men wanting an important decision are

THIN PEOPLE NEED BITRO-PHOSPHATE

How It Increases Weight, Strength and Nerve Force in Two Weeks' Time in Many Instances.

"Take plain bitro-phosphate" is the advice of physicians to thin, delicate, nervous people who lack vim, energy and nerve force, and there seems to be ample proof of the efficacy of this preparation to warrant the recommendation. Moreover, if we judge from the countless operations and treatments which are continually being advertised for the purpose of making thin people fleshy, developing arms, neck and bust, and replacing ugly hollows and angles by the soft, curved skirt effect and curved slash pockets, there are evidently thousands of men and women who are thin because their excessive thinness and weakness are usually due to starved nerves. Our bodies need more



Miss Josephine Davis, reporting her own experience with BITRO PHOSPHATE, says: "It is remarkable what it did for me. After a few days I began to regain my strength, felt full all the time, was able to sleep soundly and all my little troubles seemed to disappear. I gained twelve pounds in four weeks."

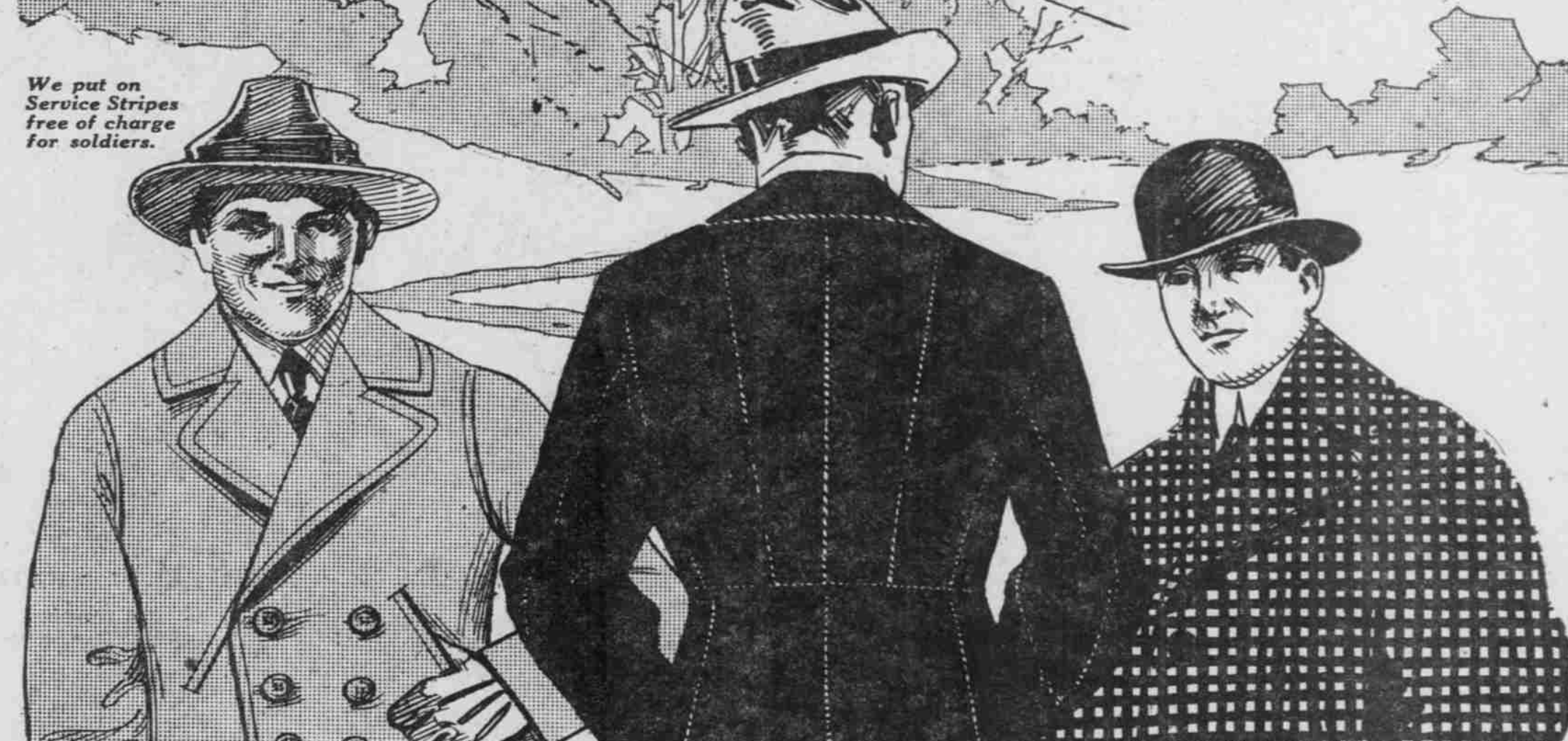
phosphate than is contained in modern foods. Physicians claim there is nothing that will supply this deficiency so well as the organic phosphate known among druggists as bitro-phosphate, which is inexpensive and is sold by most all druggists under a guarantee of satisfaction or money back. By feeding the nerves directly and by supplying the body cells with the necessary phosphoric food, bitro-phosphate quickly produces a welcome transformation in the appearance, the increase in weight frequently being astonishing.

The increase in weight also carries with it a general improvement in the health. Nervousness, sleeplessness and lack of energy, which nearly always accompanies excessive thinness, soon disappear, dull eyes become bright and pale cheeks glow with the bloom of perfect health.

CAUTION—Although Bitro-Phosphate is unsurpassed for relieving nervousness, sleeplessness and general weakness, owing to its remarkable flesh growing properties it should not be used by anyone who does not desire to put on flesh.

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THREE SAMPLE OVERCOATS ARE REPRODUCED HEREWITH.
—To the left the "ESSEX" model, a wonderful coat for stormy weather. Has new effect in slash breast pockets and sloping side pockets. High waisted, double breasted, with heavy roll convertible collar, welted seams. Quarter silk lined.
—In the center is the "BELPART"—a fine, stylish waistline model with pleated back, flared skirt effect and curved slash pockets. Double breasted, quarter silk lined, with convertible roll collar.
—To the right is the "YORK". This is a single-breasted, very popular, loose-fitting model, in a semi-conservative style.

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