

BIG SUM AVAILABLE FOR MARKET ROADS

Highway Commission Policy Definitely Formulated.

WORK BEGINS THIS YEAR

Ten Per Cent Limitation in Law Restricts Multnomah County to Less Than \$100,000

Under the market road act there will be available about \$2,000,000 during this and succeeding years for the development of strictly market roads in the various counties. Through the action of this law the state will eventually be webbed to the most remote sections by feeder roads. The law was enacted in 1919, with some amendments at the special session in 1920, and it will be placed in operation this year.

Because of the importance of laying a suitable groundwork for future development of the market road system, the state highway commission has for months been working out a policy for applying the enactment. The result of this exhaustive research and investigation has been embodied in a set of regulations which has just been issued by the commission.

The market road fund is raised by a 1-mill levy on all taxable property in the state. For 1920 the amount so raised will be \$900,453.47. This sum will be matched by the collective counties, so there will be, in round figures, about \$2,000,000. The state market road fund is controlled by the highway commission and apportioned to the various counties upon the basis of assessed valuations. No one county, however, shall receive more than 10 per cent of the total amount of the fund, nor shall any county receive a sum in excess of what is raised by itself for the same purpose.

Other Counties Get Surplus.

Funds which a county is unable to take up, either by reason of the 10 per cent limitation or by failure to qualify for its full pro rata share, become available for apportionment to those counties which qualify under the limitations stated. It will be impossible for a county to take up more than the second year any of its pro rata share of the state funds for which it fails to qualify during the first year unless there remains in the fund a balance for which no county is able to qualify, in which event such balance shall be carried over and become part of the state fund for the next year.

Based upon assessed valuation alone, Multnomah county would be entitled to \$335,754.54 from the state market road fund, but on account of the 10 per cent limitation on the funds available to any one county, only \$33,575.45 can be apportioned to that county. This leaves \$302,179.09 of Multnomah county's pro rata share to be pro rated among the other counties. This will insure that the amount available to each of the counties outside of Multnomah county will be in excess of 1.2 mills on the dollar of assessed valuation.

Work Will Be Concentrated.

The state highway commission desires that in so far as possible work to be done under the market road act be concentrated in large units, and that the improvements be continuous and uniform. The market road act does not contemplate the expenditure of market road funds for maintenance work or for husbanded and disconnected improvement. It is expected that sections selected for market road construction will be graded to uniform standards over their entire lengths, properly drained, and provided with such surfacing as traffic conditions may warrant.

No definite standards will be established for market road construction. The width of road, maximum gradient and minimum radius of curvature will be varied to suit the conditions met with on different projects, and the determination of these standards will be made in conference with the county courts concerned.

Before proceeding with the survey for any market road project, a representative of the state highway commission will meet with the county court for the purpose of taking up matters in regard to the general location of the road and the general standards of construction to be followed, as regards grades, curvature, roadbed widths, etc. The proposed project will be gone over on the ground and agreements reached as to all general features involved, with a view to having a full understanding between the county court and the highway commission before any work in connection with the survey is started.

For purposes of determining approximately the cost of a market road project or the amount of work which can be expected to be done with market road funds available, the engineer will prepare cost estimates for work involved. These cost estimates will be based upon unit prices for which similar work is being contracted by the state highway commission, but the commission assumes no responsibility if the actual cost of the work overruns these estimates.

Plans Must Be Approved.

Surveys, plans, specifications and estimates made by engineers outside of the state highway department must be approved and accepted by the highway commission before state market road funds will be allowed to be expended upon the project concerned.

In conclusion, the highway commission announces that all work on market roads must be performed in a manner satisfactory to the commission and until such time as such work is so completed and accepted by the commission, approval of plans for additional market road construction may be withheld.

Interior Alaska Towns Get Christmas Mail.

Burlinson Service Roundly Scored by Northern Residents.

SEWARD, Alaska, Feb. 27.—(Special.)—They are just about getting the papers now, or will get them in a week or so, telling about an many more shopping days before Christmas or other interesting news items of November and early December vintage. That is why the people up at Ruby and Opike and Tatlatooka and roundabout are saying so many unkind things about Mr. Burlinson and talking about organizing a private mail service of their very own.

As the report comes, the idea is an organization extending to and including Fairbanks, if that interior metropolis will affiliate, and the employment of private carriers who will take the mail off the government's hands at Cordova. A system of contributions based on the service received would provide the money to keep it

up. And there is a faint hope that the government itself might share part of the expense in view of being relieved of its present expense.

The interior mail service has always been both slow and irregular, and it is unjust to lay the blame exclusively upon Mr. Burlinson. At all events it has not been much worse under his administration until the past few months. When all Alaska mail was removed from mail status and reclassified as common freight on August 1 a year ago there was naturally a great incidental delay and much loss of mail matter everywhere throughout the territory, but the interior was less affected than the coast country—the interior was used to that sort of thing—but when all interior mail was recently rerouted by way of Fairbanks, thus adding a further delay of from two to six weeks, the patience of the interior people snapped right in two, and the movement for a private mail service is the result.

CONTRACTOR HAS WRECK

M. J. REISNER ACCUSED OF DRIVING WHILE DRUNK.

Bakery Wagon Tipped Over and Another Auto Careened Into Auto Ends on Sidewalk.

"Use a little common sense, judge. Lemme go home. I wanna go home," pleaded M. J. Reisner, contractor and builder with offices at 164 West Park street, as he was brought before District Judge Hawkins yesterday morning after the automobile he had been driving had tipped over a bakery truck and crashed into an automobile standing at the curb at Fifth and Salmon streets.

"I plead guilty to having had a couple drinks of moonshine, judge, but as to the collision, there's nothing to it, judge, that bakery wagon was going 10 miles an hour," he insisted.

"Ask my lawyer," Reisner pointed to Deputy Sheriff Beckman, who had escorted him into the courtroom.

"I'm not your lawyer, I'm a deputy sheriff," protested Beckman.

"You told me you were my lawyer," accused the man under arrest.

"I will ask the court not to consider the plea of this man at this time," interrupted Thomas Maguire, deputy district attorney. "He may not wish to plead guilty on second, sober, thought."

Reisner was taken up to the county jail in lieu of bail. He is charged with driving an automobile while intoxicated.

According to witnesses, Reisner drove into the truck of the Barker bakery, driven by G. Troutman, tipped it over, crashed into the machine of Charles Doty, deputy sheriff, and ended up on the sidewalk in front of the jail entrance to the courthouse. Deputy Sheriff Beckman and Kendall took him in custody.

WOMEN'S TEAM CHOSEN

Debaters of Pacific University Are Selected After Tryouts.

PACIFIC UNIVERSITY, Forest Grove, Or., March 6.—(Special.)—The women's debate team for the Willamette Pacific women's debate in April was held last night. Those chosen for the team are Miss Lyla Short of Gales Creek, Miss Ellen Anderson of Cherry Grove, Miss Margaret Martin and Miss Nellie Walker of Forest Grove and Miss Maud Barrett of Bridgeport. Sub alternates: The judges were faculty members, Miss Alice Willard, Miss Anna E. Bagstad and Professor F. E. Taylor.

The question is "Resolved: That the principal cause for America's present wave of anarchy lies in unjust labor conditions in this country." Miss Martin and Miss Barrett, representing the Kappa Delta society, were victorious over the Alpha Zeta men's team on the same question last week.

This is the first year that Pacific has had a special team of women debaters and interest in the new departure is keen.

Hood River Girl Wins First Prize.

HOOD RIVER, Or., March 6.—(Special.)—Upper valley friends of Miss Irma Coulter, who is now attending school in Tacoma, have just learned that the young student has won the second prize for Tacoma in the nation-wide essay contest on "Advantages of Enlistment in the United States army." In 1917 Miss Coulter won a Shetland pony on an essay written in a contest with the following for a subject: "What We Can Do to Win the War."

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PROFITEERING PEST PAINS LOS ANGELES

City Sadly Sees Tourist Cash Going Elsewhere.

PREMATURE EXODUS IS ON

Landlords and Apartment House Keepers Have Worked Havoc, Says G. L. Hutchins.

Profiteering by landlords and apartment housekeepers in Los Angeles is driving thousands of tourists east fully six weeks prior to the usual tourist exodus, according to George L. Hutchins, former manager of the Portland Rose Festival, who is in Portland on business. Mr. Hutchins considers Portland his home, although he now lives in Los Angeles, where he is interested in the motion-picture industry.

"The railroads have been forced to add extra sections to the eastbound trains to handle the rush of tourists out of Los Angeles," said Mr. Hutchins. "In former years the tourists came west during February and did not begin to scatter to the north and east until late in March. The profiteering landlords and apartment housekeepers have done an incalculable injury to the reputation of Los Angeles as a winter resort."

"Thousands of tourists who have been coming to Los Angeles every winter for many years will never return. The profiteering is not done by

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the great majority of landlords, but by a minority who are taking advantage of an acute shortage of homes in Los Angeles."

Mr. Hutchins said that the eastern tourists' attention should be called to the Columbia river highway while they are on the Pacific coast.

"The work of Frank Branch Riley in the east is bearing fruit," said the former Rose Festival official, "but much remains to be done. I talk with many tourists and they all want to see the famous highway. It is Portland and Oregon's greatest asset. But there are many who do not realize that when they reach Los Angeles it is a comparatively short trip to Portland."

Oregon Interests East.

"Oregon is fast attracting the attention of eastern people. The fact that the most wonderful timber in the world stands in the great northwest is attracting attention, and so are the lands in the northwest available for agriculture."

"Although I am living and working in Los Angeles, Portland is my home, and some day I will return here to live. It is the best city on the Pacific coast today, and I say this in all seriousness, because Portland has greater prosperity than any other city on the coast, and has finally awakened to its opportunity."

NEW SCHOOL IS WANTED

Hood River to Vote on \$41,000 Bond Issue March 19.

HOOD RIVER, Or., March 6.—(Special.)—Petitions to the school board, asking for a bond issue and a special tax for construction of a new grade school to replace the old Park-street school, declared totally inadequate, have been presented. Tax payers signing the petition number 167. An election of the tax payers to vote on a \$41,000 bond issue and a special tax of \$20,000 has been called for Saturday, March 19.

Members of the Hood River woman's club, who circulated the petitions, declare that they met with encouragement and that signatures were easily obtained.

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Columbia Records Are Here!

The March list is especially good, as it includes the favorites that we have been waiting for. Al Jolson, Nora Bayes and other popular artists contribute to this list. We invite you to step in and get the new Columbia Record Catalogue.

DOUBLE 8 1/2 RECORDS. AL JOLSON'S BIG HIT. You Ain't Heard Nothing Yet. Come On, Play With Me. Campbell and Burr Vocal Duets. Swing Low, Sweet Chariot. Again. My Love Song. Lullaby Time. Out of a Clear Sky. Let Rest of World Go By. Ring. When You're Alone. Wait, You'll See. All I Have Are Sunny Weather Friends. Now I Know. Bye-Lo. I'll Always Be Waiting for You. I Want a Daddy. I Might Be Your Once in a While. I Am Climbing Mountains. Golden Gate. Not in a Thousand Years. Smile, Dear.	DOUBLE 8 1/2 RECORDS. ART HICKMAN'S DANCE ORCHESTRA. Tell Me Why. PEGGY. Patches. Sweet and Low. Rainbow of My Dreams. Burmese Blues. My Baby's Arms. On Streets of Cairo. Wonderful Pal. Nobody Knows. NEW DANCE RECORDS. My (Oh). Fox Trot. Barkin' Dog. Blues My Naughty Sweetie Gave. India-Oriental Fox Trot. Ben Hur Chariot Race—March. Under Orders—Band March. Whistling Rufus. Nightingale and the Frog. Ask Us for the New 1920 Columbia Record Catalogue.	MISCELLANEOUS RECORDS 10-Inch, Double, \$1.00 Lonesome, That's All. Little Bit of Honey. 12-Inch, Double, \$1.25 Dreamy Alabama—Waltz. Pretty Little Rainbow—Waltz. Nobody Ever—Fox Trot. N. Y. Hippodrome Medley. Oh What a Pal Was Mary—Waltz. Carolina Sunshine—Waltz. Nora Bayes' Latest, \$1.25 In Your Arms. Just Like a Gypsy. Vocal Favorites, \$1.00 The Rooster, sung by Manuel. At Dawning, sung by Manuel. Sacred Quartet, 8 1/2 Hark! Herald Angels Sing. Oh, Come, All Ye Faithful.
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Hawaiian Nightingale—Waltz.

I've Got My Captain Now.

Vamp.

Hand in Hand Again—Waltz.

Boleyn—Fox Trot.

Let Rest of World Go By.

Oh, What a Pal Was Mary.

You Ain't Heard Nothing Yet.

I Know What It Is to Be Lonesome.

I'm Climbing Mountains.

I'm Forever Blowing Bubbles.

My Isle of Golden Dreams.

Your Eyes Have Told Me So.

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Q·R·S

PLAYER ROLLS

for

MARCH

Dealers who offer you Q·R·S Rolls have your future patronage in view

March Word Rolls

1051—Afghanistan. Fox Trot. Played by "Zex" Contrey.	1047—Please Learn to Love. (From "Buddies") Waltz-Ballad. Played by Phil Ohman.
1024—All That I Want Is You. Waltz-Ballad. Played by Ted Baxter and Max Kortlander.	1028—Sugar. Fox Trot. Played by Pete Wendling.
1044—Bell Hop Blues. (From "Look Who's Here") Fox Trot. Played by Pete Wendling.	1049—Swanee. Outh Step. Played by Max Kortlander.
1026—Buddha. One Step. Played by "Zex" Contrey.	1043—Sweet and Low. Waltz. Played by Ted Baxter and Max Kortlander.
1033—Ching a Ling's Jazz Bazaar. Fox Trot. Played by Max Kortlander.	1042—That Naughty Waltz. Waltz. Played by Victor Arden and Phil Ohman.
1034—Come On and Play With Me. One Step. (My Sweet Babe) Played by Pete Wendling.	