

580 MILES OF WORK ON ROADS LEFT OVER

Most of Contracts Let in
1920 to Be Completed.

THIS YEAR TO BE BIG ONE

33 Miles of Paving and 76 Miles
of Grading Already Awarded
by Body Since December.

Highway contracts uncompleted in 1920 and carried over to 1921 aggregated 580 miles. Of this, 72 miles represented unfinished paving contracts; 269 miles of broken stone or gravel surfacing and 239 miles of grading. In addition there were contracts for 55 bridges.

This year the state highway commission has awarded 154.2 miles of paving and 76.6 miles of grading. Next month the commission expects to award contracts for paving many miles of the Pacific highway in addition to a number of grading contracts out for 55 bridges.

This is to be a big year in the highway game. Most of the contracts carried over from 1920 will be completed, if not all. Several of the contracts awarded this spring will also be finished before the end of the season.

Other Contracts Awarded.
In 1919 and 1920 the commission let contracts for 2697 miles and during that period 1477 miles were completed. In the biennium contracts were awarded for 415 miles of hard surface of which 347 miles were finished; of 263 miles of broken stone and gravel surfacing, all were finished and of 1000 miles of grading 761 were completed.

With equipment on the ground, contractors will resume operations as soon as weather conditions permit and the unfinished jobs of last year will soon be wiped off the slate. By the time the rains set in during September or October there will be many paving gaps connected on the Pacific highway. On all the main highways there has been work scattered here and there and now these links are to be joined together. As these gaps are closed the public will begin to realize the extent of the commission's labors.

Important Trip Stated.
A trip of especial importance will be taken by the three commissioners and the state highway engineer this week. They plan going over the Pacific highway from end to end and determining what shall be done with each section this year. Everything that they find suitable for paving will be ordered paved.

The commission will meet with the county officials and leading citizens of Douglas county to see what can be done about co-operation from that county. Unless Douglas county is willing to assist on a 50-50 basis, the commission's programme of building a highway from Roseburg through to Coos bay and thence down the coast through Curry county to California state line will be hampered.

Propositions from a dozen counties which the commission have under advisement are to be disposed of during the trip. These propositions are in eastern, central, southern and western Oregon. Decision on these matters will constitute the road policy for the commission for the current year.

Map Questions to Be Up.
The question of placing new roads on the map will be one of the matters. Commissioner Barrett says that in regard to placing new roads on the map where a county has the benefit of its share or more than its share of state money, he is of the opinion that no new roads should be added.

"But there is a vast difference," continued Mr. Barrett, "between a small post road which taps an established district, such as the John Day valley, thereby giving its inhabitants, who are now bottled up and for the past 40 years have been fed up with pure air and mountain scenery, a chance to get out to civilization without going 100 miles in either direction."

Connecting Link Used.
Between Albany and Corvallis there is a road maintained by Benton county and all the Pacific highway traffic uses this connecting link. The county wishes the commission to make it a state road. This may be done, but the sentiment among the commissioners is opposed to placing on the map the cross-country road from Woodburn to Newberg, even though Marion county offers \$122,000 on a 50-50 basis to have the road paved, and Yamhill county is willing to pay half the cost of paving on its end of the road.

When the commission has returned from the Pacific highway trip, it plans making a trip through eastern Oregon to settle some disputed points in that direction. The desire of the commission is to have everything shaped up for starting a big programme at its April 15 meeting. Once this programme is under way the commission will then ease up on the letting of contracts and it will be the business of the engineering department to speed the jobs along.

HIGHWAY GRADE SCENIC

10-MILE STRETCH NEAR HOOD
RIVER TO BE PAVED.

Road Winds in Four Loops to Top
of Columbia River Bluff With
Far Outlook Below.

HOOD RIVER, Or., March 12—(Special)—In the grip of contracts totaling an approximate \$1,000,000, the state highway commission awarded to the A. D. Kern company the task of laying 10.5 miles of the Columbia River highway between Hood River and The Dalles. Six and a half miles of the new grade to be paved the coming summer has for the most part been cut along the Columbia canyon between here and Mosier. The new grade was completed and officially opened following gravel surfacing last May.

The length of proposed paving will begin at a new concrete bridge constructed three years ago by the state and Hood River county across Hood river. After a few hundred feet of a widened county road up the east side of the Hood river canyon the highway by a series of four loops passes to a high elevation on the gorge of the greater river. The direct distance to the top of the loops is less than 1000 feet. All the way around, by sharp but graceful curves, a car must travel more than 2000 feet. A mile east of Hood River the new grade passes out of sight of the Columbia into a series of narrow ca-

lines and lesser canyons. For three-quarters of a mile the tourist may revel in the quietness of these nooks, where already the warmth of spring sunshine has brought to blossom expanses of rock lilies and where later the landscape will be brightened by the blooms of dogtooth violets. Then suddenly, if the motorist is heading east, he bursts around a curve and again overlooks the wide Columbia and the neat plots of truck gardeners on the Washington bank opposite.

ENTRANCE TESTS RAISED

ADMITTANCE TO UNIVERSITY
BASED UPON NEW RULES.

Changes in Requirements Affect
All High School Students as
Entering Freshmen.

UNIVERSITY OF OREGON, Eugene, March 12—(Special)—The faculty of the university has made several important changes in entrance requirements which affect all high school students intending to enter college. A minimum of ten units in English, mathematics, languages, history and science are now required of all entering freshmen, instead of the nine units formerly needed in those subjects.

The remaining five of the 15 units may be chosen from other courses. The six recommendations adopted by the faculty were submitted at the last meeting by the committee on admissions. They were practically the same as those submitted by the committee from the college section of the State Teachers' association, which met in Salem.

As modified by the committee on admissions, the recommendations in part are as follows:
Entrance without deficiency shall be contingent upon presentation of at least ten units in English, mathematics, foreign languages, including Latin, laboratory science and history, including civics.

The number of units in English shall be at least three.
The remaining five units may be taken in any subject regularly or occasionally offered in the high school course of study in this state.
Each subject must be taken for at least five units of work outside the five departments take significant amounts of each subject to the end that the five units may not be devoted to specialties of a number of these electives.

NEW SCHOOL AUTHORIZED

Recent Legislation Paves Way for
Centralia to Act.

CENTRALIA, Wash., March 12—(Special)—The holding of a special election in Centralia to vote bonds to the amount of \$70,000 for the erection of a new high school was made possible by the passage of house bill No. 73 by the state legislature, permitting the current tax levy to be counted as an asset.

A similar election was held last year and carried, but later it was ascertained that the bonds would bring the school district's indebtedness beyond the legal limit.

The new school is badly needed, Superintendent Robinson estimating that the attendance at the high school, which is now accommodating a large number of grade pupils, will be increased 200 next fall.

Body Is Found in Tree.
OREGON CITY, Or., March 12—(Special)—The body of Edward Fitzgerald Pfeiffer, 65, was found today hanging to a limb of a tree back of the union high school building at West Linn. The body was discovered by Mrs. George Foran. A handkerchief and a necktie were used as a rope to take his life. Naturalization papers, issued in Carbon county, Montana, in 1910, were found on the body.

Judges Return From South.
Judge W. B. Gilbert, of the United States circuit court of appeals, and Judge Charles E. Wolfson, of the federal district court, have returned from San Francisco after an absence of more than a month. They have been occupying the bench of the circuit court of appeals.

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MERGER OF FISCAL AGENTS ANNOUNCED

Two Portland Firms Join
Their Large Interests.

WOOL TO BE PROMOTED

F. N. Clark & Co. Absorbs Concern
of Beverly & Goodwin and
Reorganization Effected.

Announcement was made yesterday of the merger of F. N. Clark & Co. and Beverly & Goodwin, Portland fiscal agents, with the aim in view of providing additional facilities in providing capital for Pacific coast industries and financial institutions. The new firm will be known as F. N. Clark & Co. F. N. Clark was elected president, T. H. Beverly, vice-president, and Orton E. Goodwin, secretary-treasurer.

A network of Pacific coast offices will be opened immediately, it was declared, with the intention of extending to the middle west within the next few months.

Finance Need of West.
"The crying need of the west is finance," said Mr. Clark. "As a matter of fact, the money we need is here today. We propose to provide the machinery for assembling it where and as it may be needed."

"Old-edge investment opportunities, tested and proved, will be brought before Pacific coast investors, and the same opportunity to make profitable secure investments will be made as available to the man with only \$100 as is possessed by the man with \$100,000."

"Our first effort will be to complete the financing of Western wool warehouse, a Portland financial institution which aims to enter the wool industry of the west here and at the same time to make profitable the business of wool growing. In other words, we are dealing with the marketing and handling of one of Oregon's basic industries, all of which means a greater statewide prosperity."

Headquarters in Portland.
Executive headquarters of F. N. Clark & Co. will be maintained in Portland in the Spalding building, with sales offices in the Title & Trust building, while branch sale establishments will be opened in the next 90 days in every city of importance on the Pacific coast.

"We do not propose to concern ourselves with any institution that has not its heart on the coast," said Mr. Clark. "Within a few years we shall see here the center of American development. We intend to make ready and speed up that development."

"We have the machinery to make the most rigid investigations, and we shall make it possible for the average investor or him who is not at present an investor to take part in the real earning power of money, while our eastern operations will be to draw the attention of the entire country to the Pacific slope."

Y. M. C. A. Secretary to Speak.
A. E. Larimer, executive secretary of the Portland Y. M. C. A., will deliver an address at 3:30 o'clock this afternoon in the association auditorium on "The Melting Pot of the Pacific." The address will feature observations during Mr. Larimer's ten years' residence in Hawaii and visits to Japan, southern China and the Philippine islands.

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