YEON URGES CLOSER TAB ON TRUCK LOADS

Columbia Highway Declared Facing Destruction.

PAVING IS HELD CRACKING

One and One-Half Per Cent of Traffic Is Alleged to Be Breaking Laws on Speed, Weight.

The vast amount of money that has been expended by Oregon taxpayers for paved highways has been wasted unless efforts are made to regulate the speed and loads of heavy trucks, according to John B. Yeon, state highways commissioner.

"One and one-half per cent of the traffic over the highways 's violating the law, destroying the paving and rendering a burden upon the taxpayers that in time will increase tremendously," said Mr. Yeon yesterday, "Instead of a beautiful Columbia riverhighway, in time, all we will have will be a mass of junk that will have to be paved anew. Highway, once broken, cannot be repaired but must be repaved.

"When the highways of the state were constructed it was little thought

"When the highways of the state were constructed it was little thought that in time huge trucks carrying freight and passengers would cause so much damage. Leading highway experts from all parts of the United States are now experimenting in an effort to discover some form of paving that will withstand the heavy loads. Highway Cost Is Cited.

"The paved highways of Oregon cost approximately \$24,000 a mile. Pennsylvania estimates that the highway intended to withstand heavy loads and speed that will be laid will cost \$48,000. It would cost Oregon just as

sand speed that will be laid will cost \$48,000. It would cost Oregon just as much to lay the same type of pavement. Should we spend that much money for the benefit of 1½ per cent of the population?"

When Oregon's first bond issue of \$6,000,000 was voted, according to Mr Yeon, it was expected that the issue would build approximately 500 miles of paved highway. The commission in attempting to carry out this programme constructed highways that have proved inadequate for the heavy traffic that has developed. A heavier paving has been placed on the roads this year, but it is still unable to withstand the loads of heavy trucks.

A recent survey of the roads developed that traffic was as follows: 3.7 per cent horse drawn, 1.2 per cent motorcycles, 72.8 per cent cars with Oregon licenses, 14.5 per cent passenger cars with licenses from other states, 4.6 per cent light duty trucks and 3.2 per cent trucks of 1.5 tons and over.

Law is Declared Violated.

A law passed at the last session of the legislature prohibits trucks with a load exceeding 16,500 pounds to operate faster than 12 miles an hour and no truck is allowed on the highways with a load of more than 22,000 pounds.

SCALPEL EXPERTS TO TELL HOW. TO KEEP HEALTHY.

HOW TO KEEP HEALTHY.

Programme of Oregon Section Clinical Congress Includes

Widely Known Persons.

The opening session of the second annual convention of the Oregon section, clinical congress of American morrow morning in Multnomah hotel, with leading surgeons from all parts of the state and a number of speakers from eastern points in attendance. The purpose of the congress, according to announcements that have been made, is to discuss methods for the preservation of public health.

The programme of Oregon Section Clinical Congress Includes

Widely Known Persons.

The opening session of the second annual convention of the Oregon section, clinical congress of American Morrow morning in Multnomah hotel.

The opening session of the congress of American Morrow morning in Multnomah hotel.

The programme o

there are river steamers and railways running parallel. The merchant who is doing this today is no doubt saving some money in freight charges, but he is shouldering not only upon himself but his community a tax burden that is unjust. With Slow Speed, Life Is Long.

"The Columbia river highway would last forever if trucks would lower their speed and loads. Horse-drawn vehicles do not do damage and the pleasure car has hardly any effect upon the highways, but the owners of these must help have for a forest these

being the case, heavily loaded vehicles moving at a rate above the speed limit crowd out and break the sides of the paving, according to Mr. Yeon. "Just now logs are being hauled over the highways and are causing great damage," continued Mr. Yeon. "Some of them are 60 and 70 feet in length and are so loaded as to balance on the rear axle. This places the entire weight on two wheels and results in the paving foundation being cracked and broken.

"It is not the purpose of the highway commission to start a campaign

ROOD RIVER, Or. Aug 27.—(Special)—The newly completed stroth of concrete paving laid in the Odell district by the United Construction company of Portland will be opened to traffic Tuesday. The new paving, laid at the end of about a quarter-mile link placed last year, is approximately three-quarters of a mile of concrete paving laid in the Pine Grove district this summer by the Portland Contractors was opened that the Portland Contractors was opened that will be sections of concrete surfacing were placed on county highways leading to truit shipping warehouses in two of the valley's heaviest producing sections.

Aberdeen Workers to Picnic.

Aberdeen Workers to Picnic.

Aberdeen Workers to Picnic.

Aberdeen Central Labor council and for Labor day by committees of the Aberdeen Central Labor council and the Hondon of the Nortland of the body and the Hondon of the holiday on the harbor.

So they util and hit the trail, a won-derful trail is, they are to the peak advantage—between a wonder of the trough district by the United Construction and acquired to the best advantage—of the Holiday on the harbor.

So they util and hit the trail, a won-derful trail is, they are to a wonder to the best advantage—of a wonder to the peak and children on a wonder to the peak and children on a wonder to the peak and the Hogel and have had not even at little bit of trough state the part of the peak and the Hogel and have had not even at little bit of trough the peak and the Hogel and have had not even at little bit of trough the peak and the Hogel and the Hogel and have had not even at little bit of trough the peak and the Hogel and the

STATE HIGHWAY COMMISSIONER, WHO WANTS SPEED AND LOADS OF TRUCKS REGULATED.



Monday, S A. M. to 12 noon—Clinics and demonstrations at St. Vincent's hospital. Portland eye, ear, nose and throat hos-

Monday, S. A. M. to 12 hood—clinics and more than 22,000 pounds.

"Many of these heavily loaded trucks are paying no attention to the law," said Mr. Yeon. "They drive along at great speed and break and crush the foundation of the road. In a short time the road becomes a ruin and the entire taxpaying public is assessed because of the law infractions by a few, who as a rule are not taxpayers.

"California recently found that the trucks were damaging her highways to such an extent that steps had to be taken to provide a remedy. Now freighters are required to use trailers and thereby put the weight on eight wheels that has been carried on four.

"It am puzzled to see why merchants will patronize freight trucks when the majority of the city officials are striving so to prepare their budgets that has been carried on four. The surveyor's work in the Standardization of the wheels that has been carried on four.

"Many of these heavily loaded trucks are paying no attention to the learn striving so to prepare their budgets are law," M. D., Erooklyn,

"Basilers Mr. Descent Law," John Onborn Polak, M. D., Erooklyn,

Business Men Plan Junket.

Business Men Plan Junket.

Basires Many of the city officials are striving so to prepare their budgets that hot one cut can be made by the law, M. D., Erooklyn,

Business Men Plan Junket.

Bakker, Of., Aug. 27.—(Special.)—Plans are in the process of formation for a trip of Baker business.

Bakker, Of., Aug. 27.—(Special.)—Plans are in the process of formation for a trip of Baker business and Pine valleys. The date of the moit of a trip of Baker business are in the process of formation for a trip of Baker business are the date of the moit of a trip of Baker of Surgeons. "The Surveyor's Work in the Standardization of the wist work in the Standardization of Hoppitals," The Surveyor's Work in the Standardization of Hoppitals, "The Surveyor's Work in the Standardization of Hoppitals," The Surveyor's Work in the Standardization of Hoppitals, "The Surveyor's Work in the Standardization of Con

STATE SURGEONS GATHER

the American College of Surgeons, from the Surgeon's Standpoint," Robert C. Coffey, M. D., Portland: "Experience With the Standardization Programme of the American College of Surgeons, from the Hospital Superintendent's Standpoint," the Reverence Axel M. Green, superintendent, Emanuel hospital, Portland. General discussion; The Rt. Rev. Walter Taylor Summer, D. D., blishop of Oregon; J. Earl Else, M. D., Portland; John Osborn Polak, M. D., Brooklyn.

Programme of Oregon Section

The Rt. Rev. Walter Taylor Summer, D. D., blishop of Oregon; J. Earl Else, M. D., Portland; John Osborn Polak, M. D., Brooklyn.

Programme of Oregon Section

The Rt. Rev. Walter Taylor Summer, D. D., blishop of Oregon; J. Earl Else, M. D., Portland; John Osborn Polak, M. D., Brooklyn.

The Rt. Rev. Walter Taylor Summer of the previous must go under close scrutiny by members of the tax suppervision and conservation commission.

-Photo by Davies.

M. D., Portland; John Osborn Poiak, M. D., Brooklyn.

8 P. M.—Public meeting. Couch school auditorium. Andrew C. Smith, M. D., Portland, presiding. "The American College of Surgeons." Franklin H. Martin, M. B., Chicago; "What the Public Can Do to Reduce the Dangers of Cancer," Allen B. Kanavel, M. D., professor of surgery, Northwestern University Medical school, Chicago: "What Can Be Accomplished by Routine Pre-Natal Care," John Osborn Poiak, M. D. Long Island college hospital, Brooklyn: "The Community's Interest in Hospitals," Father C. B. Moulinier, S. J., president, Catholic Hospital association.

Tuesday, S. A. M., to 19 A. M.—Clinics at Portland surgical hospital; 10 A. M. to 12 noon, clinics at Good Samaritan hospital; 2:30 P. M., scientific meeting, tea garden, mexamine floor, Mullnomah hotel, Andrew C. Smith, M. D., Portland, presiding. "Organization for Better Surgery." Franklin H. Martin, M. D., Chicago: "Forced Labor—Its Present Status." John Osborn Polak, M. D., Erooklyn.

Brooklyn: "The American College of Surgery, Northwestern University Medical school of the press, claim that the approvate to the figures must go under close scrutiny by members of the tax sapervision and conservation commission. Some city officials, who refuse to be quoted in the press, claim that the approvate to the figures must go under close scrutiny by members of the tax sepervision and conservation commission. Some city officials, who refuse to be quoted in the press, claim that the approvate to the figures must go under close scrutiny by members of the tax sepervision and conservation commission. Some city officials, who refuse to be quoted in the press, claim that the approvate to the figures must go under close scrutiny by members of the tax sepervision and conservation commission. Some city officials, who refuse to be quoted in the press, claim that the approvate to the figures must go under close some city officials, who refuse to be quoted in the press, claim that the approvate to the figures must go under close some c

OREGON LURES MANY TOURISTS WHO WILL MAKE HOMES HERE

Seventy-three Motorists Register at Portland Auto Camp-Iowa Family Travels Far-Two Young Women Quit Jobs to Hit Long Trail.

BY ADDISON BENNETT.

Port Arthur, Tex., where Mr. Mau! upon the highways, but the owners of these must help pay for a damage that is caused by a few."

The state highways are of a 16-foot width, sufficient for two vehicles to pass comfortably. As a result, with the constant traffic all vehicles keep well to the sides of the road. This being the case, heavily loaded vehicles moving at a rate above the speed limit crowd out and break the sides of the paving, according to Mr. Yeon.

"Just now logs are being hauled over the highways and are causing to the sides of the arriving cars was 9.

"The state bighways and femily their auto bear the same place come the father and mother of Mr. Maul, J. C. Maul and wife. They ieft their gulf home on the 28th of May and have traveled 2514 miles. They same have traveled 2514 miles. They same have traveled 2514 miles. They chief recommends that come the father and mother of Mr. Maul, J. C. Maul and wife. They ieft their gulf home on the 28th of May and have traveled 2514 miles. They same have traveled 2514 miles. They same have the speed up with no sight as pleasing as our Columbia river highway, placing it ahead of any and all of the Yeilow-stone Park sights.

"Just now logs are being hauled to take charge the camp From the beautiful city of Rochester, N. Y., we have at the camp From the beautiful to the camp From the beautiful city of Rochester, N. Y., we have at the camp From mended for what amounts to a description, for the chief recommends that the same place come the father and mother of Mr. Maul, J. C. Maul and wife. They is bureau, in a report submitted by Chief Jenkins yesterday to May and have traveled 2514 miles. They be detailed to the chief form the same place come the father and mother of Mr. Maul, J. C. Maul and wife. They is bureau, in a report submitted by Chief Jenkins yesterday to Maul, J. C. Maul and wife. They is bureau, in a report submitted by Chief Jenkins yesterday to May and have traveled 2514 miles. They bureau, in a report submitted by Chief Jenkins yesterday to Maul, J. C. Maul and wife. They is bureau,

Sexis and titak, each 1. The largest of "Jumber of passengers in any one of "Jumber of passengers in any one of them are 66 and 76 feet in Jumber of the Jumber of them are 66 and 76 feet in Jumber of the Jumber of them are 66 and 76 feet in Jumber of the Jumber of them are 66 and 76 feet in Jumber of the Jumber of J

Tax Conservation Commission Begets Economy.

OFFICIALS ARE CAUTIOUS

Expense Estimates for 1922, Soon to Be Filed, Will Be Submitted to Ruthless Pruning.

Within the next week or ten days all departments of the city of Portland will have proposed estimates of expense for the year 1922 prepared and filed with City Auditor Funk.

While many of the estimates have been practically completed, none has been officially filed, as yet. The bureau of fire yesterday gave out tentative figures relating to salaries for 1922, which in covering all depart-1932, which in covering all depart-ments of the bureau totaled \$846.760, an amount which is practically the same as that allowed for 1921.

same as that allowed for 1921.

In preparing tentative estimates for supplies and maintenance, officials of the fire bureau have reached a figure of \$68,900, which does not include the purchase of any fire equipment with the exception of some hose. It is almost certain that the council will decide to include some new equipment to bring the fire bureau up to a proper standard and give Portland taxpayers adequate protection, and it is possible that the equipment and supplies item in the budget when finally prepared will be somewhere between \$55,000 and \$90,000.

Practically No Increases Asked.

Practically No Increases Asked. In reviewing the uncompleted fig-ures prepared as estimates of ex-pense in 1922 for the various city departments one finds that almost with

DRUNKENNESS CHARGES AGAINST DETECTIVE FAIL.

Police Chief Recommends Veteran Sleuth and Lieutenant Day Be Reprimanded for Quarrel.

Tom Coleman, veteran police de-THERE were 73 autos registered at the grounds Friday hailing from 20 states. The number from each of the several states was: California, 15; Washington, 14, Oregon, 14; Idaho and Illinois, each 4; Minnesota, Michigan, Montana, Ohio, Massand have traveled 2514 miles. They sota, Michigan, Montana, Ohio, Massand have traveled 2514 miles. They say, all of them, that they have met because of drunkenness, made by Lieutenant Day of the detective of th tective, was exonerated completely of charges of drunkenness, made by

SALE

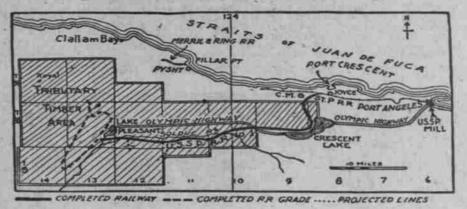
RAILROAD AND SAWMILL

Located on the

OLYMPIC PENINSULA-STATE OF WASHINGTON

United States Spruce Production Corporation

A Government Agency Organized under Act of Congress, entitled "An Act making appropriation for the support of the Army," etc. Approved July 9, 1918.





The United States Spruce Production Corporation reserves the right to reject any and all bids.

Subject to prior sale, sealed bids will be received at the office of the United States Spruce Production Corporation, Couch Building, Portland, Oregon, up to 12:00 noon, November 1, 1921; and then publicly opened, FOR PURCHASE OF SPRUCE PRODUCTION CORPORATION RAILROAD NO. 1, CLALLAM COUNTY, WASHINGTON, AND THE SPRUCE PRODUCTION MILL, PORT ANGELES, WASHINGTON, JOINTLY OR SEPARATELY.

UNITED STATES SPRUCE PRODUCTION RAILROAD No. 1

Besources—Independent connection with Puget Sound possible by construction of 5% miles from Disque to Port Crescent. Spurs aggregating 70 miles graded for opening and developing of timber immediately tributary, estimated, prior to the storm of last January, at 6½ billion feet, consisting of 2,393,000,000 feet of Fir, 987,000,000 feet Spruce, 543,000,000 feet Cedar, 2,813,900,000 feet Hemlock. Timber through which logging branch spurs are graded is privately held without necumbrance by large owners. Productive logging operations physically possible within 60 days for marketing logs to Port Angeles or other Puget Sound mills. Topography lends itself to economical logging and is fully mapped. Main line may be extended 60 miles through virgin timber, also affected to some extent by storm of January last. Numerous water power sites adjacent for large pulp or milling developments.

Construction—Seasoned, aubstantial roadbed; standard gauge 80-lb. rail: gravel and rock ballast; wide clearances; E-50 structures; maximum 14 deg. curvature; gradients 1.25% vs. loads, 2% vs. empties; 1 summit. 3.6 miles siding installed; 3.5 miles additional sidings graded. Main line construction involved 1.250,000 yds. grading, 660 lin. ft, tunnels, 30,000 lin. ft, piles, 800,000 F. B. M. timber in place, 56,000 yds. ballast.

UNITED STATES SPRUCE PRODUCTION MILL-PORT ANGELES, WASH.

Facilities Alongside deep water Puget Sound; Chicago, Mil-& St. Paul Transcontinental Railway System, Pacific coast

terminal rates.

Mill Bullding—Heaviest timber construction, conforming to accepted commercial practice, 90% completed.

Machinery—Individual units electrically driven; one 10 and one 11-foot band head saw; 80-inch gang; 84-inch ressues; cargo and rall overhead loading cranes; entire layout and individual machines of accepted commercial type. All unused and in storage at Vancouver, Wash.

Capacity—400,000 F. B. M. per 8-hour day.

Power Plant—Fireproof brick building on solid concrete foundation; Custodis stack; refuse hurner; 2400-H. P. water tube boilers; present provision for 1500 K. W. turbo generator; piping and room provided for additional 2000 K. W.

Ample Water Supply.

Engineering—Highest quality skill and design in entire installation by recognized experts of wide technical and operating experience.

Site—Ample for all purposes.

Log Pond-15 million F. B. M. storage capacity.

Housing Facilities—Camp buildings, modern cottages and three-story 56-room brick hotel, completely furnished; also considerable housing

TERMS of No bid for less than \$1,500,000 will be accepted for both properties; no bid for less than \$1,000,000 will be accepted for the mill.

As the above minimum amounts are considerably below the commercial and reproduction value of these properties, the Corporation reserves the right to accept any offer in excess of the above minimum amounts for either one or both of these properties, on or before October 17, 1821. In the event of such offer or offers being accepted notices will be promptly mailed to all those who have applied for further information or submitted bids. Purchaser of Railroad must agree to operate same as common carrier. Deferred payments (at 2% interest) over period of 10 years will be allowed

All bids must be accompanied by certified check for \$25,000, made payable to the United States Spruce Production Corporation, same to be retained as liquidated damages upon failure of bidder to complete purchase on award; but to be returned in event of rejection of bid.

All bids must be made on forms and under conditions contained in the prospectus which will be supplied upon request by the United States Spruce Production Corporation. Titles to real property, timber, maps, layout plats of mill and master index of machinery may be examined at the offices of the

United States Spruce Production Corporation

Couch Building - - Portland, Oregon, U. S. A.

governed by a board of five director selected at large. Present school boards could be retained to look out for the general interests of the schools and would have the authority to reject any teacher selected if ob-jectionable in the neighborhood. This system would look after the NORTH AND SOUTH RUNS.

education of every child in the county. Even though the distance from school might be great every facility would be provided for schooling.

Pioneer Picnic to Be Held. The Society of Sons and Daughters of Oregon Pioneers will hold a picnic at Peninsula park Saturday, September 10, for the purpose of becoming better acquainted with the descend-ants of the Oregon pioneers. The reception will begin at 2:30 P. M. and a basket dinner will be served from 4:30 to 5 P. M. In case of in-clement weather entertainment will be had in the community house.

Seed Potato Areas Inspected.

BEND, Or., Aug. 27.—(Special.)—
First inspection of potato fields in Deschutes county for seed certification is complete. County Agriculturist Jamison states. Twenty-eight out of 130 fields were accepted, or 175 acres out of 1000. Indications are excellent in the county for a good yield of marketable potatoes.

The running time of the Shasta limited will be shortened by arrival at Portland at 9:30 P. M. and at San Francisco at 9:10 P. M. instead of at 10 o'clock; but there will be no change from the hour of departing from both terminals, this being 4 o'clock. Pauline Schauble, second grade, and Eva Talbot, primary.

Huckleberry Patches Mecca.

WHITE SALMON, Wash., Aug. 27.—(Special.)—Hundreds of persons have visited the huckleberry patches west of Mount Adams. In the Dead Horse meadows the Indians have a regular

SOUTHERN PACIFIC REDUCES

Portland and San Francisco Are Brought Nearer Together by

Revisions Effective Today. Effective today, there will be some of the frame work of the high school building has been done. School will open September 12 with the following teachers: James Mount, supering Francisco, as well as on the electric divisions; and on some of the company's short lines a curtailment of Anita Close, bigh actual Manager and Manager and

arrive here at 2:20 P. M., instead of village, and after the manner of their at 2:50.

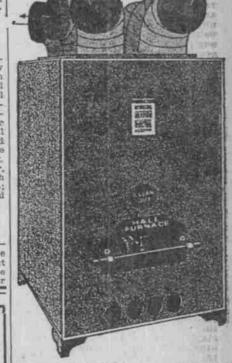
The California express, leaving here ness with pleasure. now at 8:40 A. M., will leave at 9 A. M., and arrive in San Francisco at 6:50 P. M., as now.

The Oregonian will leave Portland at 1 A. M., as now, but will arrive in San Francisco at 9:50 A. M., 20 minutes earlier than now.

School Projects Pushed. KALAMA, Wash., Aug. 27.—(Special.) — Work on Kalama's new schools is being pushed rapidly. Much

pany's short lines a curtailment of service will take place as a result of lack of husiness, due in large part to bus line competition.

The running time of the Shasta limited will be shortened by arrival



In the '50s-when the Lot Whitcomb plowed the Willamette

T WAS A GREAT DAY in Oregon when the first river steamer built in the Columbia basin "slid from the stocks like a meteor from heaven." as an enthusiastic news writer of that day chronicled the event.

It was the day after Christmas in 1850-71 years ago. And among those who participated in the festivities attending the launching were the founders of Edward Holman & Son.

A great state, a great city and a magnificent port have since been built. And through all those years Edward Holman & Son has been directed by the same Holman family, and still is.



Edward Holman & Son

Funeral Directors Since 1854 Salmon at Third

Walter Edward Holman Mrs. Walter J. Holman



Gas Furnace The Furnace that settles your Heating Problem.

\$175 Convenient Terms

Hall Gas Furnace Co. 167 PARK ST. Main 7065

Announcement

Our lower vault is now equipped with new boxes, \$3.50 and \$4 per year. Parties on reserve list and others may be accommodated now.

COMMERCE SAFE DEPOSIT VAULTS

91 3d St.

Est. 1892