

IMPROVED HIGHWAYS ARE ECONOMIC NEED OF UNITED STATES, ASSERTS HILL

Portland Good Roads Expert Delivers Able Address Before Pacific Highway Association at San Francisco, Urging Employment of Convicts in Highway Construction; Cost of Transportation Is One of Greatest Drawbacks.

San Francisco, Aug. 6.—Before the Pacific Highway association yesterday afternoon Samuel Hill of Portland, Or., delivered an able address on highway construction and advantages of good roads. The address was well received. Mr. Hill said:

"Few people know what a modern highway is. Our government has no conception of its economic value. To talk good roads is to bore most people. The relation between roads, waterways and railways is not understood. It is the basis of the constitution of the United States, which provides for the establishment of postoffices and post roads, as far as it relates to roads, a dead letter. For nearly 100 years, no public movement has ever been undertaken for the establishment of highways. Local communities here and there have struggled for betterment of highways, and against existing political methods, which render their construction well nigh impossible.

Roads Make Heavy Tax.
"In dollars and cents, the loss by bad primary transportation over the so-called highways of America is a tax five times as great as the present tariff tax on the people. The vast land grants for railroads, the enormous appropriations for waterways, while good in themselves, have never reached the root of the evil, and the waste from lack of highways and the loss to the producers and the consumers every year from marketing their products over these roads, runs into figures which few minds can comprehend.

"The United States leads the world in economic steam transportation, the average cost to the public being approximately 30¢ for hauling a ton one mile over the steam railways. It is not far from the truth to say that the American farmer is at a disadvantage against his European competitor to the extent of paying an excess of 20¢ cost per ton per mile over the so-called roads in America.

"The camp followers and organized parasites, preying on the good roads movement, have run the cost of permanent roads up so high as to frighten people attempting to build permanent highways. The public has overlooked the fact that highways are the property of the people; that to build good highways requires centralized power and a proper standardization. The people must benefit by good roads most oppose them.

"The change necessitated in the character of the highways through the use of the modern self-propelled vehicle makes it possible for the United States to equip itself with modern highways at a cost no greater than the cost abroad. The time is at hand when the government of the United States should create a department of highways, and put competent, trained men at the head of that department to determine proper methods of construction, and the information should be disseminated through the proper channels of state administration.

Practical Road Organization.
"The Pacific Highway association, undertaken by intelligent, disinterested, public spirited men, furnishes the best opportunity to establish, build and maintain a highway, which may serve as an object lesson for the Pacific coast. Premier McBride, of British Columbia, is one of the most advanced statesmen of the day. Governor West, of Oregon, realized the importance of highway construction, and is forceful enough to undertake the work on the right lines in Oregon.

"Governor Gillette, of California, laid the foundation for the most magnificent system of highways on the Pacific coast, and his successor, Governor Johnson, took up the work where Governor Gillette left off, and the appropriation of \$18,000,000 by the voters of the state of California for state roads, was voted by a further sum of \$12,000,000 for building roads in several counties will, if properly administered, give California a system of roads unsurpassed to the extent to which those sums will suffice.

"Of Washington, it need only be said



Samuel Hill, student of good roads.

that she was the first state to establish a chair of road building and attempt to educate road builders, and within her borders, was built the first building over marked "Good Roads" in the history of the world. Practically nothing of importance has been accomplished in Washington during the last two years, and the fall election will determine whether that condition will remain or be changed.

"The press of the coast has, as a general rule, wisely aided highway development in every way possible, and made generous contributions toward the advocacy of the right methods of building roads.

"I know of only four ways of recouping money from which roads can be built.

Methods of Raising Money.
"The first is by gift of money or services, as instances in the case of the state of Oregon by the generous gift of S. Benson; in California by the liberal subscriptions of certain residents in Santa Barbara county, and by the splendid contributions to road building made in San Diego county, Cal., by Mr. Scripps, Mr. Spreckles and Mr. Spalding. In Washington Mike Earles has

graded 15 miles of highway. J. P. Graves has constructed seven miles of hard surfaced roads, and at Maryhill, Wash., 10 miles of highway has been constructed at private expense to serve as a model for the United States.

Earth Roads Popular.
"It is well to recognize the fact that during the lifetime of most of us, the great majority of highways must be made of earth, and should be on the west coast coated with California asphalt oils. In my opinion, the asphalt macadam road, resilient in character, is the best road to meet all demands incident to traffic, whether vehicles be self propelled or propelled by animal power.

"The second way in which a community can receive money for road building is by direct taxation, but unless the sums so spent are economically used, road building must of necessity be slow. The third way is by issuance of bonds, placing the burden for permanent roads in part, at least, on future generations.

Using Convict Labor.
"The fourth way is by using an asset which, unfortunately, all the states have, and that is by building roads with convict labor. I am heartily in favor of this method, and have advocated the same for many years. Labor so employed interferes in no way with free labor and is of great advantage from a humanitarian standpoint in that, while roads are being built by convicts, the character of the men is being reformed and their bodies are being strengthened by proper manual labor. The facts are in Washington that better results can be obtained by utilization of convict labor, than by hiring men to perform the work.

"There is no reason why a man, whether rich or poor, should be supported in idleness, and the burden of any man supported in idleness must be borne by the workers. The work should not be limited to men convicted of crime, but proper detention camps should be established, so that those men prone to idleness and vagrancy should be sent direct from the courtroom to the detention camp and compelled to earn their keep, and relieve society of the burden of their support.

Road Building a Business.
"It would hardly be proper at this time to discuss the different methods of highway construction, but it is well to point out that the building of roads is a business all by itself, requiring such class skilled labor. Perhaps the greatest fault, or at least one which conduces to the greatest loss, is that no proper engineering force is in the first instance employed to lay out a road.

"After finishing my first road some 35 years ago I sent a pair of horses, drawing a wagonload of hay, over the road, and then noted the fact that, to rest their muscles, horses zigzagged from side to side, causing the wheels to make a waving line over the surface of the road. When the chauffeur came to drive his car he took a long, swinging curve, and I noted the fact that the tractive power on the highway is unlike the tractive power on the railway; that the best results on a railway are obtained by pulling a load over miles laid on a tangent. Everyone knows that a path across a field is never made in a straight line. Every rider of a bicycle knows that he can go further over a slightly rolling or undulating country than he can over a level country, and with greater ease. No man can walk in a straight line for a mile without getting very tired.

Using Natural Highways.
"Therefore, all highways should be laid out so as to fit the ground on which they lie. Surveys should be run over the proposed line at short distances, a few feet apart, and the quantities of material necessary to be

moved should be balanced by longitudinal and vertical curvature as well. No shovelful of earth should be moved until it is known where that shovelful of earth is to go. There are in process of construction a number of appliances which should reduce the cost of moving a yard of rock or road material over a distance of 30 miles (the average distance possible to travel by a loaded team in a day from \$5 a cubic yard to 20 cents a cubic yard, and as 60 per cent of the cost of building roads is substantially in preparing the subgrade and distributing the material, the economy of such methods of movement is apparent.

Highways and Development.
"I cannot close my remarks without referring to the all important fact that the only thing which will change the trend of our population from cities to the country is the building of permanent highways which can be traveled every day in the year, and which bring in their train good telephone service, good schools, good free rural mail delivery, and aid the producer in finding a market for his produce. No nation has ever permanently prospered that does not have its roots in the soil, and when the fact is recognized that nine tenths of the wealth of the world is the product of the forest, the mine, the sea and the farm, and that human labor only adds one tenth to the value of the annual product, a movement will start in earnest to put people on the land.

"The problem of finding an army or a navy to protect the coast of the United States, which army and navy would be self-supporting, can easily be solved by the building of the Pacific highway, because along its route the land is so fertile that in most cases a few acres will serve to make the home and provide subsistence, if properly tilled, for a happy family. With a wall of flesh along our western border, we need fear no invader; the homes and the firesides will be protected by that army of farmers. And when you tell me that a farmer is not a warrior, I merely remind you of the fact that the greatest battles ever fought on American soil were fought by regiments of men, the majority of whom came from the farm.

"There is no stronger bond for the permanency of peace than the establishment of good highways, which means the promotion of pleasant relations between the three nations which the highway proposed by your association reaches. Each part of the country offers attractions which the other does not possess. A road must be built which can be traveled every day in the year, so that with the advent of winter those of the north may seek sunny California and Mexico, and with the return of spring, the beautiful lake green forests, lofty mountains, and the grand rivers will lure not only our friends of the south, but bring to our doors those who love the grand in nature the world over."

**NOT INTERESTED IN
NORTHWESTERN CO.**

General Superintendent D. W. Campbell of the Southern Pacific and President Robert E. Strahorn of the Portland, Eugene & Eastern railway, the electric lines of the Southern Pacific in western Oregon, both declare that so far as they know the respective companies are not interested in any way in the Northwestern Electric company, seeking a franchise in this city to furnish electric power and light and prom-

ising competition with the old company here.

"So far as the Portland, Eugene & Eastern company is concerned," said President Strahorn, "it is not interested in the Northwestern Electric company. Our company has a contract with the Portland Railway, Light & Power company for all the power we will require within reach of Portland, and other provisions have been made beyond reach of the power facilities here."

General Superintendent Campbell of the Southern Pacific said he felt certain that his company was not interested in the Fleischhocker project, and said he could see no need for the company to look for power since it has contracted with the Portland Railway, Light & Power company for all the power it will need in the operation of its electric system.

**S. P. CO. LAYING TRACK
ON SOUTHEAST SIDE**

The Southern Pacific company has commenced laying tracks for its large switching yard in South East Portland where the company has its car shops and a large area of vacant land. The tracks will accommodate about 3500 cars.

The project was recommended some time ago, and last week General Superintendent D. W. Campbell was authorized by President Sprout at San Francisco to proceed with the work. It will mean the laying of six or seven parallel tracks for a considerable distance where trains will be broken or made up as the occasion may be. The yard will greatly relieve the congestion of freight cars in Central East Portland and also at the terminal yards on the west side, as it has direct connection with the Southern Pacific lines on both sides of the river without passing through the city. The Oswego bridge gives the west side connection.

**Don't Blame Your
Over Worked
Stomach**

When your stomach will not digest food, the worst thing you can do is to take a lot of digestive medicines. True, they give temporary relief, but your stomach is the sufferer. Loss of appetite, indigestion, dyspepsia and headaches can only be permanently relieved by removing the cause. In many cases, various remedies taken to relieve these conditions result in ruining the stomach and preventing it from digesting food in a natural way.

If you want your stomach to do its own work properly, without resorting to artificial digestives or predigested foods, use Jayne's Tonic Vermifuge. Take small doses regularly, preferably before meals. In a little time your stomach will again do its own work and you will eat heartily, keep well and enjoy living. Jayne's Tonic Vermifuge is not a digester in itself, but it tones up the stomach and intestines, giving you all the nutriment and strength from the food you eat.

Many forms of supposed indigestion are the result of intestinal parasites, for which Jayne's Tonic Vermifuge is unsurpassed. Insist on Jayne's; accept no other. Millions have praised it for more than eighty years. Sold by druggists everywhere. Dr. D. Jayne & Son, Philadelphia, Pa.

WHITE SERGE SUITS



\$20.00 Suits are now \$10.00

\$24.75 Suits are now \$12.38

\$30.00 Suits are now \$15.00

\$35.00 Suits are now \$17.50

\$40.00 Suits are now \$20.00

\$50.00 Suits are now \$25.00

These Suits are all fresh and clean — the choicest styles produced by the master tailors. No woman or miss wanting a White Serge Suit can afford to miss this important sale. It means a saving that is possible only here. It's another demonstration of Emporium value-giving.

**GOING TO THE BEACH OR AN OUTING?
A Norfolk Middy is just what you want, and very chic \$1.35**

Portland's Emporium

CLOAK AND SUIT DEPT.
SECOND FLOOR.

126 SIXTH ST.
NEAR WASH.

NEW FELT HATS

**If you only knew what pleasure the
Victor-Victrola brings into your home, you
wouldn't be without one for a single day.**

**You will find "The Wiley
B. Allen Co." Service" as
near perfect as possible**

**---as near as time and
expense can make it. A complete stock of Vic-**

**trolas is carried at all times and any style will be
delivered to your home on approval; then if you wish**

Pay Only \$1 Down and \$1 per Week

**NOTE—Those who already have Victrolas will find our stock of records the most complete
in the city. No disappointments or waiting—The Wiley B. Allen Co. has what you want.**



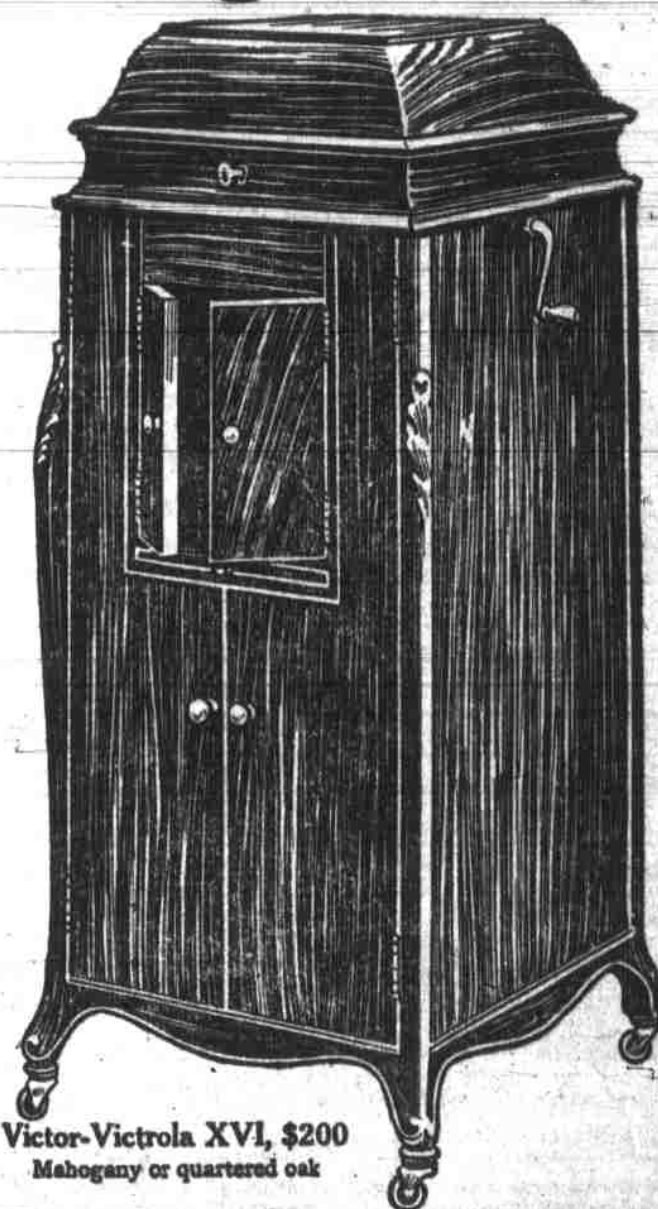
**Any Victor dealer in
any city in the world
will gladly play any
music you wish to hear.**

Victor-Victrolas

\$15 to \$200

Victors, \$10 to \$100

**Victor Talking Machine Company
Camden, N. J.**



Victor-Victrola XVI, \$200
Mahogany or quartered oak

**Seventh
and Morrison
Streets**

The Wiley B. Allen Co.
ESTABLISHED 1873

SEVENTH AND MORRISON STREETS

**Seventh
and Morrison
Streets**

**Graves
Music Co.**

111 Fourth Street

**Old Pioneer
Victor Dealers**

Direct Factory Shipment
—of—

**Victor
Victrolas
Red Seal
Records**

We carry the latest, newest and brightest stock of everything in the Talking Machine world. Come and inspect our new parlors.

Graves Music Co.

111 Fourth St.

Pioneer Victor Dealers