WOULD HIRE STATE PRISONERS SAME AS ORDINARY LABORERS

Same Prices Per Day Should Be Paid for Highway Work, Says New York Expert.

RECOMMENDATIONS MADE

Suggestions Are Given in Report Made to the New York Highway Department.

"The state highway department should hire convicts from the state prison in exactly the same way as it would hire free laborers and at the same price per day. During the hours of work the men should not be thought of as convicts but simply as employes of the highway department. No payment should be made for a single hour not worked and a man discharged should be removed at once and permanently while the highway department should have no responsibility for nor authority over the convicts at any time nor in any manner except to conduct their work or to discharge them."

This recommendation is made by David J. Shorer to the New York state highway department in his report on convict road work in Green county during the summer of 1914.

This work was under the supervision of Mr. Shorer and was carried on, he says, under most difficult conditions. The men arrived at the camps before the organization and equipment were completed. They were sent there without regard to their suitability for the work, and almost one-fourth were totally unfit and had to be returned to the prison. Arrangements for feeding the men were unsatisfactory, while winter made efficient work impossible fully two weeks before they were removed from the camp.

In spite of these difficulties, Mr. Shorer reports that, taking the 60 convicts who were retained at the camp and comparing them with 51 civilians also working at the camp, the convicts averaged better than the civilians, and as good as any ordinary contract gang. Under proper conditions, he maintains, there will be no difficulty in using convicts for this type of work with good results for the money expended.

The national committee on prisons and prison labor calls special attention to this report and its conclusion that two factors are essential to the success of convict road work. Responsibility for administration must be placed in the hands of those competent to meet it, and the men encouraged through a system of rewards so that they feel they have something to gain through good work.

WELL-KNOWN MAN NAMED AS ASSISTANT MANAGER

E. C. Habel, recently appointed assistant manager of the Oregon Motorcar company, local distributors for the Studebaker line. Mr. Habel is an eastern man who came west several years ago and started in with the local Studebaker selling force when they first took the selling end of the famous car and has been with them ever since.

"Honey Boy" Evans Dies.

Baltimore, Md., March 6.—George Evans, the minstrel famous as "Honey Boy" Evans, died following an operation undertaken to cure a stomach ailment.

NEVER DRIVE A CAR UNLESS TIRES ARE PROPERLY INFLATED

Pressure Depends on the Size of the Load Ordinarily Carried, However.

TIMELY ADVICE IS GIVEN

Do Not Take Corners at High Speed and Stop Just as Soon as Puncture is Sustained.

Under ordinary circumstances, driving at a safe and sane rate of speed, a tire should last 5000 miles; many will reach 6000 and even 7000 miles, while a few exceptionally good ones on a car driven by a careful driver will give satisfactory service for as high as 10,000 miles. It lies in the hands of every motorist to make his tires, serious and unforeseen accidents excepted, last more than 6000 miles, if he will only remember a few very simple rules:

(1) Never drive a car unless the tires are fully inflated to the pressure recommended by the car and tire manufacturers. This pressure depends upon the load ordinarily carried. A roadster, for instance, weighing with two passengers less than 2200 pounds, needs but a tire pressure of about 70 pounds, while a seven-passenger limousine should have its tires inflated to at least 80 pounds.

(2) If a puncture occurs, stop as quickly as possible for a repair or change of tire. Five blocks running on a "flat" tire may cause complete destruction of the shoe and severe pinching of the inner tube. The latter will result in a disastrous blow-out later on.

(3) Do not start or stop the car suddenly. Too rapid acceleration will cause the tires to spin on the ground and will subject them to much abrasion. Too severe braking which locks the wheels completely, aside from causing dangerous skids, has the same result.

(4) Do not take corners or curves at speed. Not only do you take the chance of a serious skid but you subject your tires to severe side strains which might tear them off the rim.

(5) Do not drive long distances in the tracks of street cars, for the sharp metallic particles at the edge of the rail will quickly cut through your tires.

(6) Do not put an oversize tire on one rear wheel and keep a smaller tire on the other, for the difference in outer diameter will cause unnecessary strains in the differential, because the wheel with the smaller diameter will revolve faster than the other.

(7) Do not let your car stand idle for weeks or during long periods of bad weather, without raising it on jacks placed under the axles or hubs, this will relieve the tires of the strain of carrying the heavy weight of the car.

(8) The use of tire chains of the creeping type is advisable in rainy, slushy weather. Long-continued driving with chains on fairly dry roads has a destructive effect on the tires and should be avoided.

Few College Women Marry.

Baltimore, Md., March 6.—Goucher's Women's college issued a pamphlet containing statistics showing only 36 per cent of college women marry.

Sightly Playgrounds For Public Nearer

Supreme Court Soon to Hear Case Involving Ownership of Land Adjacent to Multnomah Falls.

The acquisition of Multnomah Falls and environs as a park by the city of Portland moved forward another step last week when the state supreme court advanced for early hearing the case of the Title & Trust company vs. Griswold.

The case involves the title to the land surrounding the falls which is owned by Jennie M. Griswold of Washington, D. C. An interest in the property is claimed by the estate of George Wetherby on a contract to purchase.

Negotiations to acquire the property for the city were begun by S. Benson last year. It was Mr. Benson's purpose to buy the property for the sum of $5000 and then transfer it to the city for park purposes.

The sale was blocked by the intervention of Mr. Wetherby with his claim.

If the supreme court should decide that the Wetherby claim is a valid one Mr. Benson will, in accordance with a stipulation entered into, pay the money into the court and the city can enter into immediate possession of the land.

On the other hand, if the supreme court should decide that Miss Griswold has a clear title a condemnation suit will be necessary and the transfer will be delayed.

The tract of land involved includes 135 acres. South of it there are 240 acres of government land which have been reserved from sale for the preservation of the falls.

After the Griswold property has been acquired by the city it is the intention of Br. Benson to take steps through the Oregon delegation in congress to have the government deed its tract to the city. This will make a park of 375 acres.

On the west is the Gordon or, as it has lately been named, the Wahkeena Falls tract owned by Mr. Benson and embracing an acreage of 400 acres. This tract is to be improved as a park and dedicated to the public, Mr. Benson reserving the ownership.

The two tracts combined will give a magnificent park of 775 acres as a playground for the city of Portland. The proposed Larch mountain trail will run through the park, which will be one of the most beautiful in the world.

"Great Horseshoe" Road Is Planned

Movement Started in Canada to Map Out a Road Through United States—Coast to Coast.

A movement has been started in Canada to map a route through the United States and Canada from the Atlantic to the Pacific coasts, to be known as the Great Horseshoe motor highway.

In effect, it would link by means of a Canadian road the Pacific highway with the route from Florida to Montreal, and the result would be 8000 miles of motor road. From Florida the road would extend through the main cities of the Atlantic coast to Montreal, and from there west through Canada to Vancouver, B. C., where it would connect with the Pacific highway, running along the Pacific coast through Seattle, Portland and San Francisco to San Diego.

On the map the route would be in the form of a horseshoe, with the toe in Canada, hence the name, Horseshoe highway.

Memphis, Tenn., is discussing annexation of several suburbs.

May Not Start Roads in 1915

It is Considered Likely That the Fund Will Be Applied to the Completion of Existing Roads.

It is not probable that any new road construction will be undertaken by the state highway commission this year. Under the state levy of one quarter of 1 mill for highway purposes, the commission will have a fund of approximately $250,000. It is quite likely that this fund will be applied to the completion of work already under way. The late legislature passed a bill giving Jackson county 20 per cent of the fund to finish the road over the Siskiyous.

Another appropriation of about $60,000 will be required to build the Mitchell point grade in Hood River county. Columbia county will need assistance to finish its unit of the Columbia highway.

It is also expected that an allowance will be made for the improvement of the grade through Cow creek canyon on the Pacific highway.

All these appropriations will nearly exhaust the fund and leave nothing for hard surfacing or the building of new grades.

Difference Is Wide.

According to Henry Mann, "there is as much difference between the light, high speed, high efficiency motor and the low speed motor as there is between a greyhound and a shepherd dog. The greyhound is built for speed. He is long and slender—the real stream line effect, so to speak. The shpeherd dog is heavy and stocky, and comparatively slow in his action. The strength of either is the same, and the difference in the cost of upkeep, if there is any, is in favor of the greyhound.

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