

STATE ENGINEER 'LONG' ON SUGGESTIONS BUT IS 'SHY' ON RESULTS

Annual Report of Highway Department Shows Expenditures of \$143,599.51.

ADMINISTRATION 9 1/2 P. C.

Failure to Show Unit Cost of Excavation on Glendale Gulch Road Surprises.

The annual report of State Engineer Lewis covering the administration of the state highway department during 1916 is voluminous in the way of suggestion but "shy" in the exhibit of results accomplished.

According to the report, there was available January 1, 1916, the sum of \$238,917.65. The expenditures up to November 20, 1916, were \$143,599.51. Of this amount, \$13,259.27 was expended in administration.

In view of the state engineer's advocacy of uniform accounting and the giving of unit costs, it is somewhat surprising to find that in the exhibit of the cost of the Douglas county work, the Glendale stage gulch grade, the unit cost of excavation is not shown.

Cost Is Itemized. The cost of the different classes of excavation, earth, intermediate and rock are lumped together without a showing of the yardage cost of each class.

The items of camp construction, mess operation, blacksmith shop, insurance and miscellaneous, which properly enter into the unit cost of grading, are given independently.

According to the figures given, the cost of the grading, 2.40 miles, was \$19,921.05, or \$8300 per mile. The width of the roadway was only 14 feet, and the maximum grade 5 per cent.

The cost of excavation was \$12,202.56, and the engineering expense was \$1569.

Units Are Given. In the Crook county work, which was near Bend, unit costs are given. This work done in cooperation with the county, was under the supervision of County Commissioner Overturf.

Approximately 15 miles of highway were improved, at a total cost of \$19,824.

In the matter of hard surfacing 1.11 miles of highway near Independence, the report shows that the cost of the pavement, 18 feet wide, was \$12,557.44, or \$11,322.70 per mile.

The figures given show that the cost of the pavement was \$1.37 per square yard, although a careless reading would give the impression that the cost was only 91 cents per yard.

Explanation of the high cost of the pavement, the report says: "It was impossible to procure help so as to operate at full capacity at all times. The work was interrupted for several days by rain. The job was so small that

the entire organization scarcely got well under way when it was necessary to close down work. A car shortage also seriously handicapped the work, as all overhauled material crushed had to be disposed of to the county by rail in order to save handling the second time." To this was added an increase in the price of asphalt, which made the total cost run higher than expected.

Mrs. Emma Kline Dies at Corvallis

Corvallis, Or., Jan. 29.—Mrs. Emma T. Kline, widow of the late S. L. Kline, died at her home in Corvallis Sunday morning, as a result of myocarditis, which had confined her to her home for the past three months. She leaves a son, Walter H. Kline of Corvallis, and a daughter, Mrs. E. A. Taylor of Portland. The funeral will be held in San Francisco Wednesday, following the arrival of the body there, and interment will be made in the Home of Peace cemetery, where the late S. L. Kline was buried some years ago.

WEALTHY MINING MEN TO DONATE \$1,000,000 TO AID BELGIAN TOTS

Rocky Mountain Club Members Give Up Plans for Large Clubhouse Planned.

New York, Jan. 29.—(I. N. S.)—The Rocky Mountain club of New York committed itself last night to a \$1,000,000 act of self-sacrifice on behalf of the destitute Belgians.

At a dinner in honor of Herbert C. Hoover, chairman of the commission for relief in Belgium, the board of governors of the club announced through their president, John Hays Hammond, that the club would deny itself the luxury of a new home until the Belgians no longer needed help.

The club, which is composed chiefly of wealthy mining men, long has contemplated the erection of a handsome building for its headquarters. A fund of \$500,000 already had been amassed for the purpose.

Portland Prisoner On Hunger Strike

Accounts of the hunger striker in the birth control case in New York evidently led George Hickel, a prisoner in the city jail, to believe that he similarly could in aidate the police yesterday after he was badly beaten in a fight with other trustees in the city jail, but Hickel partially broke his fast this morning.

"Hickel, who is doing a 30-day sentence, slept yesterday afternoon in the trustees' quarters on a bed other than his own. Jim Mahoney, the head trustee, awakened Hickel and told him to get on his own bed. Hickel arose fighting, but other trustees came to their chief's aid in a moment, and the jailers, in their offices below, awakened to the knowledge of trouble when Hickel flew downstairs with Mahoney close behind him.

Hickel was placed in solitary confinement in a cell, and promptly announced that he was on a hunger strike. The fast lasted through the evening meal, but this morning he changed his mind when food was offered.

WOULD HAVE PROMPT ACTION IN MATTER OF BOX CAR SHORTAGE

Special Committee Urges the Chamber of Commerce to Lay Facts Before Solons.

SHOULD BE IMMEDIATE

Idea Prevails That Legislature by Memorializing Congress May Obtain Relief Through Commission.

The directors of the Chamber of Commerce were urgently asked by a special committee of the members' council, Monday, to lay before the Oregon legislature the facts and conditions relative to car shortage in Oregon, particularly on the line of the Southern Pacific. The idea is that the legislature can memorialize congress to authorize the Interstate Commerce commission to compel adequate cars within the state.

The committee, consisting of George B. McLeod, George M. Cornwall and Jay S. Hamilton, was appointed following the presentation of facts compiled by the lumber bureau of the Chamber of Commerce.

Action at Once Requested. "Action on this request should be immediate," said W. F. Woodward, acting president of the Chamber of Commerce. "The directors will be called in special session to consider the matter."

Ninety million feet of lumber is piled ready for shipment in yards of the Willamette valley mills. It is worth \$1,460,000. There is a demand for it. The prices are satisfactory. The money for the lumber would come into the state entirely from the outside. But cars cannot be secured from the Southern Pacific to move it, and this car shortage has existed for three years without any promise to relieve it, being kept, declared S. B. Cobb, speaking for the lumber bureau of the Chamber of Commerce before the members' council Monday.

"Under present conditions of car shortage," he added, "one half of these mills will be ruined financially, and the other half will have succeeded only because of the failure of the first ones."

Mr. Cobb's indictment of the Southern Pacific was severe. He charged the company with having no regard for the success of industries in its territory.

"What can we expect from the railroad company?" he asked. "If we can judge the future by the past, we will get no relief from them. They have not sufficient motive power. They are not meeting the progress of the state. They seem to be indifferent to our success. Repeated assurances of relief have failed to materialize. They show large profits to the company and poor service to the public. No satisfactory plan can be secured from the officials. Procrastination seems to be their stock in trade. They are now delivering about 100 cars a day and supply a demand for twice that number. They have not the motive power or car equipment to give us adequate service. They have taken over and built new lines of roads and taken from the shippers of the state of Ore-

gon the needed equipment to take care of the traffic on those lines. Their machine shops have not been operated even to normal capacity. They will tell you that they have orders in now for both motive power and cars. This is probably true, but their orders were placed so late that no relief from this source can be depended upon for this year. The railroad company may dispute these statements, but they cannot dispute them. We have waited patiently for the railroad company to give us relief, but there is none in sight. We all are interested in the growth and prosperity of this state. We cannot, however, induce investment of capital here unless conditions like these are removed.

Faction of Mills. Mr. Cobb described the attitude of the mills: "Our mills are anxious to operate. Labor is dependent upon our operations. Interest, taxes and overhead charges are eating up our capital. Our trade is being taken from us on account of delinquencies. Orders are being cancelled because shipments cannot be depended on. Damages are being paid for non-fulfillment of orders. We are only now receiving cars enough to take care of one-third of the requirements of our mills in the Willamette valley. The total requirements of mills on this line are 164 cars daily for lumber alone. We must have relief through more cars or the ruin of the lumber industries in the Willamette valley."

Need 160 Cars Per Day. Again: "The average cut of the sawmills tributary to the Southern Pacific lines for 10 years, including the mills in the city of Portland, is 1,700,000 feet per year, and on a basis of loading 25,000 feet of lumber on a car, it would require 4,920 carloads a year, or a daily requirement of 160 cars. The total cut mentioned does not include the mills that have water transportation in connection with the rail. It does not include the small tie mills on the line of this road, but only includes the mills that are well known through affiliation with lumber associations."

"Confirming the above daily requirements, we have at hand the report of the Southern Pacific Co. of cars distributed from October 1, 1916, to January 13, 1917, covering a period of 88 days, to the mills of the association in the Willamette valley. This shows that the supply is about 22.3 per cent of the requirements. The Willamette Valley association's daily requirements, as shown by this report of the Southern Pacific company, is for 100 cars each day. To this must be added 58 cars, the daily requirements of the Portland sawmills, or a total for the two of 158 cars. The daily requirement for water for the small tie mills and others would not be less than 30 or 40 cars a day, or a total requirement of about 170 cars, not taking into consideration the new mills being built and the remodeling and increasing capacity of those mills now being operated. Taken from a report of the Southern Pacific company, the total numbers of cars received over the Southern Pacific lines for the first 21 days of this month was 1289 empty and 737 loaded cars. Fifty per cent of the cars coming north could not be used for reloading for shipment over the Southern Pacific lines, which would make a net total of 1769 cars, a daily average of about 85 cars, just one half of the daily requirements of the lumber mills alone, provided none of these cars was used for any other kind of merchandise."

As to the importance of the lumber industry in the Willamette valley, Mr. Cobb said:

Great Body of Timber. "Lying west of the Cascade mountains is the greatest body of timber, perhaps, in the world containing more than 300,000,000,000 feet, 80 per cent of which is tributary to the Southern Pacific line. The total lumber tonnage for 100 years. There is now located on or tributary to the Southern Pacific sawmills with an aggregate invested capital of more than \$100,000,000 with a yearly output of 1,200,000,000 feet having a value of \$18,000,000 with a payroll of \$10,000,000 each year amounting to over \$4,000,000, \$75,000 a Day Returned.

"In addition to the above payrolls and capital invested there remains the investment of all of the logging camps that furnish the necessary logs to the mills. The value of this business is appreciated by all. It is the greatest asset the state has and is furnished 50 to 60 per cent of all the labor in the state. Of the lumber produced throughout the state of Oregon 75 per cent of it leaves the state in the form of our state and from such shipments with our mills running to full capacity there would be returned to the state of Oregon more than \$75,000 a day. The value of this to our state must be realized by you all.

Only Promises by S. P. At the hearing October 30, Mr. Sproule, president of the Southern Pacific admitted our condition, said it was deplorable and that it ought to be remedied, and has since furnished 50 of one of our leading lumbermen that he stated to him relief would be afforded to the lumber interests in the Willamette valley, especially, and that it would be immediate and substantial. If Mr. Sproule has done as he stated he would do at that time the facts that we have at hand disprove it. He now says that they will build new cars. Will he do it? If so, when and where? We are filled with promise after promise from Mr. Sproule, but they are nothing else but promises. We see no fulfillment.

F. L. Burckhalter, division superintendent of the Southern Pacific, answered Mr. Cobb briefly with an expression of desire to serve the necessity as efficiently as lies within the power of local officers of the company.

Senator Garland Is To Fight for Road

Salem, Or., Jan. 29.—When the legislature gets down to actual business in framing a policy for state highway construction, Senator Garland is preparing to make a fight for the approval of a bill providing that a road over the Cascades from Lebanon via Fish Lake, Bend and The Dalles, be declared one of the secondary state highways.

The proposed highway would connect the main trunk highways running north and south on each side of the mountains. Senator Garland is working to win the legislature's approval of the bill.

Free Text Books Bill Is Defeated

Salem, Or., Jan. 29.—Tichenor's bill providing for the creation of a state text book board and free text books for the public school children of the state was defeated on final passage in the house this morning, with 34 negative votes against it.

UMPUQA FISHING BILL SUBJECT OF BARREL AT A PUBLIC HEARING

Rival Delegations in Attendance From Roseburg and Points Near River's Mouth.

State Capitol, Salem, Jan. 29.—Restrictions proposed in the Douglas delegation's bill regulating fishing on the Umpqua river provided another vehicle for airing intracounty troubles before the legislature.

When the house fisheries committee held its public meeting on the bill last night there were delegations on hand from Roseburg and the lower Umpqua county to discuss its effect. Those from the coast section presented imposing arguments against it on the score that it would ruin one of the country's most important industries, while those from Roseburg held that the upper river has already been started on the highway to ruin from the anglers' viewpoint.

During the discussion, which waxed hotter as it progressed, there were charges of bad faith and broken promises on both sides. Before the meeting had progressed very far Senator Eddy arose to state that, while the bill bore the percentage of the Douglas delegation, he was not consulted in its drafting and knew nothing of the squall it had stirred up until today. He declined to say what his attitude would be toward the bill should it reach the senate.

A member of the committee indicated it would be a day or two at least before the measure would be reported back to the house.

President of North Bank Road Goes East

Mr. Gilman Starts From St. Paul Where He Had Gone To Confer With His Associates of N. P. and G. N.

L. C. Gilman, president of the North Bank road and affiliated lines, has started east from St. Paul and his return to Portland probably will be delayed for a week. The president had extended to his home here last night after conference on budget matters with the boards of directors of the two parent companies, the Northern Pacific and the Great Northern. A message was received today stating that the president was obliged to prolong his stay because of the business that took him to New York.

General Superintendent A. J. Davidson, who accompanied Mr. Gilman, returned last night from St. Paul.

Eugene Lawyer, 85, Will Cease Practice

George B. Dorris, Said to Be Oldest Practicing Attorney in the State, Declares He Will Quit May 1.

Eugene, Or., Jan. 30.—George B. Dorris, said to be the oldest practicing attorney in the state, being 85 years old, announced Monday that on May 1 he will discontinue his practice and retire after 62 years' active work in the law.

Mr. Dorris crossed the plains to California in 1855, came to Eugene in 1860, and was admitted to the practice of law in this state that year. He was mayor of Eugene in 1874, and served in the United States army during the Pacific war. He is a former member of the state legislature, having served in both house and senate.

Any druggist can supply you with 2 1/2 ounces of Pinex (50 cents worth). Pour this into a pint bottle and fill the bottle with plain granulated sugar syrup. Shake thoroughly and it is ready for use. The total cost is about 64 cents and gives you a full pint—a family supply—of a most effective, pleasant tasting remedy. It keeps perfectly.

It's truly astonishing how quickly it acts. It breaks every croupy, every passage of the throat and lungs—loosens and raises the phlegm, soothes and breaks the inflammation, swells throat membranes, and gradually but surely the annoying throat tickle and extended cough disappear entirely. Nothing better for bronchitis, spasmodic whooping cough or bronchial asthma.

Pinex is a special and highly concentrated compound of genuine Norway pine extract, combined with guaiaic and is known the world over for its prompt, painless effect on the throat membranes.

Avoid disappointment by asking your druggist for Pinex. Pinex is not a full direction, and don't accept anything else. A guarantee of absolute satisfaction or money promptly refunded goes with this preparation. The Pinex Co., Fort Wayne, Ind.

Cold Gone! Head and Nose Clear First dose of "Pape's Cold Compound" relieves all gripe misery.

Don't stay stuffed-up! Quit blowing and snuffing! A dose of "Pape's Cold Compound" taken every two hours until three doses are taken will end gripe misery and break up a severe cold either in the head, chest or in the limbs.

It promptly opens clogged up nostrils and air passages; stops nasty discharge on each side of the head; relieves headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness.

"Pape's Cold Compound" is the quickest, surest relief known and costs only 25 cents at drug stores. It acts without assistance, tastes nice, and causes no inconvenience. Don't accept a substitute. Healing effect on the throat.

RELIEVE THROAT IRRITATION THE NEW 10c BOX FITS THE POCKET! BROWN'S MENTHOL TROCHES JOHN L. BROWN & SON, Boston, Mass.

All Purchases Made Wednesday Charged on March 1st Bills

Pictorial Review Patterns Sipman Wolfe & Co Merchandise of Merit Only Pictorial Review Patterns

Special Attention Is Directed to Our Collection of Advance Spring Millinery Modes

—Conspicuously featured are the touches of bright trimmings on these black, dark blue and other rich colored hats. Bits of Chinese embroideries or little spangles are employed in adorning these most original and becoming of spring hats—their foundations being of soft satins and braids.

Springtime Blouses Are Coming In

—Very fresh and lovely grows the blouse section—dainty new models of Georgette crepe and crepe de chine that forecast the trend of spring styles. The tiny pin tucking, the double rows of hemstitching and embroidered designs all strike a note that is different. You simply cannot resist them, particularly those in the new gold colorings, as well as the ever charming pale pinks and white. Prices from \$6.75 to \$10.00.

First Showing of Pellard Suits for Spring

As well as other suits of soft gabardines and serges, lined with gaily colored silks. They are now on sale and display in the Suit Store on the

Just Received Some New, Warm Baby Blankets Which We Shall Sell For 50c

—Of a warm heavy weight, 30 by 40 ins. In nursery designs in dainty pinks and blues combined with white.

—In new awning stripes, black, green, lavender and blue combined with white. Regulation middie style that laces in front and has white collar, cuffs and belts, side pocket.

The New Imported Veilings are very smart and entirely different, more of a hat trimming in reality, as the plain part is worn over the face, and gold and silver, or hand-run designs produce a new effect, over the hat.

Wednesday We Shall Offer a Special Lot of Gold and Silver Stand Frames For \$1.29

—In French gray, gold, deep gold and green tones, with burnished lines and of carved wood. All sizes from cabinet to 8 by 10 inches. —Bring in your pictures and we will fit them free of charge to these frames.

Economy Basement Store

"WHERE YOU SPEND THE LEAST AND GET THE MOST FOR IT"

Last Day Rummage Sale

Men's Corduroy Pants \$2.45 —Less than wholesale cost, heavy weight, full size, limited number for clean-up.

Men's Overalls 89c —139 pairs only, 36, 38, 40, 42 sizes, in blue with white stripes. Extraordinary at 89c.

Men's Underwear 39c —Odds and ends shirts and drawers, natural gray merino and fleeced cotton.

1000 Men's Collars 5c Each —Slightly soiled. All sizes. Well made with extra strong buttonholes.

Men's Percal Shirts 50c —With soft bosoms and laundered cuffs. Made with good full body and well finished.

Children's Muslin Drawers 9c —Sizes 8, 10 and 12 years.

Crepe Nightgowns 39c —Band and stitched edge.

Women's Flannel Gowns 50c —In slip-over style.

Children's Outing Gowns 35c —Sizes 2 and 4 only.

Dust Caps, Special, 4c —Of percale and gingham.

Dresses and Kimonos, 75c —Of flannelette and percale. Sizes to 42.

Flannelette House Sacques 49c —Lawn sacques very special 19c. Size 36 only.

Maid's Aprons, Special 19c —Strap style. Of net or scrim.

Children's Percal Rompers 23c —In sizes 2 to 6 years.

Children's Bloomer Dresses 45c —Of check or plain gingham. Sizes 2 to 6 yrs.

Curtain Scrim, 10c Yard —Fancy bordered, white, cream and ecru.

Lace Camisoles 49c —Trimmed with pink ribbon.

Velvet Tams, Very Special, 49c —In black and red, black and green.

Black Glove Silk Bloom's \$1.49 —Knee length, all reinforced.

36-Inch Percal, 12 1/2c Yard —Splendid assortment of colors.

Oval Picture Frames 39c —In antique gold, 8 by 10 inches, complete with glass and back.

Women's Gloves \$1.12 —1 and 2 clasp styles. Black, white and tan. Cape and lambskin.

Stamped Pillow Covers 10c —Top and back included.

Package Goods Half Price —Stamped hats, waists, dresses and novelties.

Lace Dresser Scarfs 25c —Fancy weave, lace center with lace edging.

Silk and Wool Poplin \$1.23 —In black, blue and all the new shades.

Tied Hair Bows, 25c Each —Of Dresden, moire, satin and taffeta ribbon.

Boys' School Blouses 25c —Sizes 6 to 15 years. Of chambray, percale and gingham.

Crash Toweling, 9c Yard —Heavy quality. Less than wholesale.

36-Inch Messaline Silk 98c —In a good assortment of colors.

Veiling Remnants 15c —In black, brown, white and gray. Yard lengths.

Net Guimpes 10c —High neck style.

Corset Waists 79c —Clean-up button and clasp styles.

Silk Fiber Hosiery 29c —Black or white fiber boot, extra spliced heels and toes.

Women's Stockings 11c —Black Cotton, fleeced lined.

Silk Top Union Suits 79c —Envelope style, silk flisle bodies, silk tops. Pink or white.

Knit Corset Covers 25c —Black only. Small sizes.

Children's Underwear 19c —Broken lines, wool mixed black tights, gray fleeced shirts and pantallettes.

Women's Knit Drawers 15c —Small sizes only, pure white cotton.

50c Down and 50c a Week Will Buy Any of These Fireless Cookers, Made by Caloric Company

Single Cookers \$7.00 Double Cookers \$13.00 Triple Cookers \$18.00

—Limited number only at these extraordinary prices. Buy now.

NO PHONE ORDERS FOR ECONOMY SALES

THE Largest Display at the Armory Is of Special Importance to Every Business Man Transportation, Hauling and Delivery Facts by Our Truck Experts Their experiences, covering every problem in the field of business endeavor as applied to all phases of motor transportation is yours for the asking and without obligation. Stewart, Indiana and Reo Trucks Have Been the Economical Solution of Thousands of Problems Northwest Auto Co. Factory distributors of the line complete BROADWAY AT COUCH ST., PORTLAND, OREGON F. W. Vogler, Pres. C. M. Menzies, Sales Mgr. Able Men Wanted as Dealers in Unoccupied Territory

Prepare This for a Bad Cough—It's Fine Cheaply and Easily Made, but Does the Work Quickly. The finest cough syrup that money can buy—costing only about one-fifth as much as ready-made preparations—can easily be made up at home. The way it takes hold and conquers disease is truly amazing. It is a full pint—a family supply—of a most effective, pleasant tasting remedy. It keeps perfectly. It's truly astonishing how quickly it acts. It breaks every croupy, every passage of the throat and lungs—loosens and raises the phlegm, soothes and breaks the inflammation, swells throat membranes, and gradually but surely the annoying throat tickle and extended cough disappear entirely. Nothing better for bronchitis, spasmodic whooping cough or bronchial asthma. Pinex is a special and highly concentrated compound of genuine Norway pine extract, combined with guaiaic and is known the world over for its prompt, painless effect on the throat membranes. Avoid disappointment by asking your druggist for Pinex. Pinex is not a full direction, and don't accept anything else. A guarantee of absolute satisfaction or money promptly refunded goes with this preparation. The Pinex Co., Fort Wayne, Ind.

RELIEVE THROAT IRRITATION THE NEW 10c BOX FITS THE POCKET! BROWN'S MENTHOL TROCHES JOHN L. BROWN & SON, Boston, Mass.