

TWO-SEVENTHS RATIO WOULD BE BREACH OF PACT, SAYS BURNHAM

Clark Resident Reproaches Effort of Muck and Holbrook on Bridge Tolls.

AGREEMENT WAS PLAIN

Says Support of Bridge Bonds at Vancouver Was Promised on 2-5 and 3-5 Toll Basis.

Allison Burnham of Vancouver, who was prominent in the campaign for the Interstate bridge, says that if the Interstate bridge commission exists for Multnomah county five sevenths rather than three fifths of the bridge tolls it will be a violation of understanding and community agreement upon which much of the Clark county support of that county's share of the bridge bonds was based.

"Multnomah county commissioners Muck and Holbrook have objected to Clark county getting more than two sevenths of the net income from the Interstate bridge and they are now claiming great credit for saving about \$15,000 per annum for the taxpayers of Multnomah county," said Mr. Burnham.

May Not Know Facts
"I do not believe these commissioners would take such a position if they were familiar with the early steps taken and the understanding had with reference to this great undertaking."

"It was first planned to have the bridge built by the states of Oregon and Washington. The Oregon legislature passed an act providing for a bridge bond issue, the state of Oregon to pay the interest on the bonds and Multnomah county to pay the principal. The Washington legislative act, providing for state aid, was vetoed by the governor, but an act was passed enabling the counties to undertake such projects at their own expense. The Oregon act contemplated a free bridge, but a free bridge was out of the question if Clark county alone was to stand the Washington end of the expense."

History Is Reviewed
"The bridge campaigners of the two counties then counseled together and it was agreed that we should go ahead and build a toll bridge to cost approximately \$1,250,000. Clark county was to furnish \$500,000 and Multnomah county the balance of the tolls to be divided in proportion to their respective investments in the bridge. It was distinctly understood that Clark county was to have nothing to do with the county road across the Multnomah county bottoms. In fact, it was not decided definitely to build a new elevated roadway in Multnomah county until after the Clark county bond election. The use of the old trestle for some time was seriously considered. Let me add that none of the Multnomah county bridge campaigners wanted a toll bridge. They consented to it only on account of the necessities of Clark county. A \$500,000 bond issue for Clark county was so great in proportion to her assessed valuation that it could not be carried by taxation."

Campaign Was Started
"With the above mentioned understanding relative to the division of the tolls, we conducted our campaign in Clark county, the election resulting in a vote of nearly 7 to 1 in favor of the bonds."

"With the same understanding with reference to the toll question, Multnomah's bond issue was carried by vote of nearly 4 to 1. To show clearly that this was the understanding, let me call attention to the fact that during the campaign no other division of tolls was mentioned in the Portland daily papers than the 60-40 per cent basis, this being on the estimate of \$1,250,000 as the total cost of the main bridge. In the only campaign circular gotten out by the Multnomah county Interstate bridge campaign committee, the following statement was made: 'As Multnomah's share of the cost of the main bridge is 60 per cent of the total cost of the span, she would get 60 per cent of the \$1,400,000 (the estimated net income for 10 years).'"

Supreme Court Quoted
"Further to show our understanding, let me also quote from the decision of the supreme court of the state of Washington, upholding the legality of the Clark county bond issue: 'Thereafter the board of commissioners entered into negotiations with the proper officers of the county of Multnomah, in the state of Oregon, and reached a tentative agreement for the construction of a bridge across the Columbia river, extending southerly from a point on the Oregon shore; such bridge to cost approximately \$1,250,000, of which sum Clark county is to

WINS STANDING AS HOSPITAL ASSISTANT



Deo Wayne Walker

Deo Wayne Walker, son of Mr. and Mrs. W. H. Walker of Amity, Or., and a brother of Ethel Hoyle of this city, was graduated from Amity high school, class of 1917, with highest honors. He enlisted in the navy April 12, taking hospital training and passing his examination as first class hospital assistant. He also is a member of the Woodmen of the World at the age of 18 years he was the youngest consul commander in Oregon.

contribute \$500,000 and Multnomah the balance of the total cost."

"Clark county, according to the printed contracts and specifications for the building of the bridge, was to pay two-fifths of all engineer's estimates on the cost of the main bridge. She has done so, but she has paid not one cent for building county roads in Multnomah county could not do so if she wanted to, and does not want to for Clark county has more miles of county roads of her own to maintain than has Multnomah county."

Bridge Only Toll Charge
"No tolls are charged on Clark county roads. No tolls are charged on Multnomah roads. No tolls have ever been charged on any part of the route from Portland to Vancouver except on the old ferry. No tolls are now charged on any part of the route except on the part that takes the place of the ferry, that is, on the main bridge, in which as the Washington supreme court says, 'It will retain an interest therein proportionate to the amount of money it contributes thereto.'"

"Commissioners Muck and Holbrook think that Multnomah county needs tolls to help her in paying for her county roads, let them charge tolls for their use. As Multnomah county has borne the entire expense of building her county roads, the question of five sevenths or three fifths will not enter into the matter at all—she will not have to divide her tolls with any one."

Compares Property Values
"Clark county has an assessed valuation of less than \$15,000,000 while Multnomah county has an assessed valuation of over \$300,000,000. It requires a tax levy of 12-3 mills in Clark county to pay the annual interest alone on her \$500,000 of bridge bonds. The same levy in Multnomah county would in three years raise enough to pay interest for three years on her investment in the main bridge; the principal of her investment in the main bridge; interest for three years on the cost of her county roads leading across the bottoms to the bridge; the principal of her investment in these county roads and the total cost of the Union avenue viaduct across the O-W. R. & N. tracks."

"Clark county asks for no donation from Multnomah county but she does insist on a division of the tolls in proportion to her investment in the main bridge—the only part of the Pacific highway in the building of which she joined her funds with those of Multnomah county, and the only part of the Pacific highway on which a toll is charged. When this question is thoroughly understood by all of the members of the Interstate bridge commission we do not expect a single member of the commission to cast a vote except in accordance with the distinct understanding from the beginning relative to this question."

BRIDGES OVER BEAVER CREEK NEEDED FIRST, BELIEVES MR. BENSON

Commissioner Makes Trip to Astoria to Get Line on Necessary Highway Work.

MUCH GRADING IS NEEDED

Columbia and Clatsop Portions of Highway, Considering Work Done, Found in Good Condition.

Preparatory to resuming work on the Columbia river highway between the Multnomah county line and Astoria, Chairman Benson of the state highway commission went over the road yesterday in company with Highway Engineer Nunn.

The highway is now ready for summer travel, and, considering that Columbia and Clatsop counties have done no maintenance work, the road is in fair condition. There are a few rough spots between Goble and Rainier and between Clatskanie and the Clatsop county line. Owing to a lack of bridges, a detour must still be made from Delena to Clatskanie.

Grading and paving work in Multnomah county below Linnton, while not blocking the road make travel a little more difficult.

Concrete for Bridges

After going over the route, Chairman Benson will recommend that the first effort of the commission in finishing the highway will be in putting in the bridges across Beaver creek, so that the grade between Delena and Inglis can be used. Plans for these bridges, both timber and reinforced concrete, have been prepared. It is estimated the difference in cost between the two types will approximate \$15,000, but the commission seems inclined to adopt the concrete type on account of permanency and the nature of the stream.

Mr. Benson will also recommend that the Rainier hill grade be brought to standard width, 24 feet. When it was constructed the state standard was departed from in order to get a road through within the limit of the appropriation.

Some Grading Necessary

This departure from standard was criticized at the time on the ground that when the highway was finished it would be too narrow for the traffic and would have to be widened at a greater cost than if properly built in the first instance. To bring the grade up to standard now will require an expenditure of approximately \$20,000.

In Clatsop county there remains to be graded a mile and a half section at the John Day river crossing and the installation of a drawbridge. This bridge will probably be of wood on concrete abutments. Its cost is estimated at \$17,000.

In Columbia county there is a one mile stretch of grading to be done at Goble. It will be heavy construction, mostly rock work, costing in the neighborhood of \$50,000.

\$150,000 Needed for Grade Completion

In addition the route between Scappoose and Columbia City is to be definitely fixed and graded. This will cost from \$20,000 to \$30,000. If the commission follows the action of its predecessor it will select the west side route, which eliminates all railroad crossings, thus contributing to public safety.

There is practically but little difference in the cost of the two routes proposed, but the west side route through Houlton is one half mile shorter.

A rough estimate of the money required to complete the highway grade in Clatsop and Columbia counties is \$150,000.

In the matter of paving, the highway commission is now calling for bids on a 10 mile section between the city limits of Astoria and Svenson.

First Work Not Decided On

It has not been definitely determined where to begin in Columbia county, whether between Goble and Rainier or between Rainier and Clatskanie. Some rock has been put on the Goble-Rainier section and it can be used to some extent in winter.

On the other hand, the Rainier hill grade leading toward Clatskanie has never been graded and it is impassable in winter. If paved it would contribute to all the year travel between Clatskanie and Rainier.

Oregon Druggists to Convene at Seaside

Program Has Been Arranged for State Meeting; Barbecue of Kids and Other Features Are Planned.

The Oregon State Pharmaceutical association will hold its convention at the Hotel Moore, Seaside, on July 10, 11, 12 and 13. The committee in charge of arrangements has completed details and the program is now in the hands of the printer.

The daily program will be taken up at 9 o'clock each morning. After the business of the day has been dispatched the remainder of the time will be given over to games, contests and amusements.

The chief feature of the first day will be a reception by the traveling men. Wednesday will be ladies' day. The women will have complete charge of the day. The Wideman Goat Milk company will give a barbecue of four young kids Thursday. Arrangements are in charge of J. M. A. Lane, Third and Yamhill streets.

Government to Sell Siletz Timber Lands

N. Campbell, registrar of the local United States land office, has received a bulletin from Washington announcing tentative plans for the sale of five sections of Siletz Indian reservation land in Lincoln county.

The sale will be held some time in August and will be public. The timber is mostly Douglas fir, and government cruisers gave an estimate of 170,000,000 feet.

Full plans for the sale have not been announced, but it is known that the land will be sold with the timber. The land was set aside several years ago as part of the forest reserve, but a special order now provides for the sale, and the revenue will go to the Indian owners. Some of the land is said to be good for farming.

Christian Endeavor To Picnic Monday

Program Includes 25-Piece Coast Artillery Band and Addresses on Army Y. M. C. A. and Red Cross.

For many years it has been the custom of the Endeavor members of the Multnomah county union to have an annual social get-together in the form of a river excursion. Some of the brightest spots in the history of the union have been these river trips. Both last year and the year before between 300 and 400 attended.

A program of especial interest and enjoyment has been planned by Miss Frankie Cockendall, union social chairman. One of the special features of the program will be the 25 piece Coast artillery band which will accompany

the excursionists. Some of the speakers at the Rock Island picnic will be Barclay Acheson, who will present in a comprehensive form the work of the army Y. M. C. A. and what Endeavorers can do to help in this splendid work, and Rev. D. A. Thompson will set forth the nature and scope of the Red Cross work in a talk to the young people, showing their duty to their country in this life-saving work which is being so splendidly championed by the people of this country at this time. J. Palmer and Miss Rah-walt will give several interesting readings and a surprise program for the up-trip is in good shape.

The excursion boat "Swan" will leave the dock at the foot of Jefferson street at 7:15 p. m. and proceed up the river to Rock Island. A small fare will be charged at the boat, no tickets being issued. The return trip will probably leave the island about 10:30, reaching Portland somewhere around 11:30 p. m.

Minnesotans Will Entertain Delegates

The Minnesota society has completed arrangements for the entertainment of the delegates to the National Education association convention from the "Gopher" state. The committee in charge of this, L. W. O'Rourke, chairman, and C. O. Johnson and A. W. Stanchfield, have left nothing undone. They have taken quarters in room 709, Multnomah hotel, where members of the reception will be on hand constantly. The following well known Minnesotans will act on this committee: Dr. and Mrs. A. M. Webster, Dr. and Mrs. Harvey G. Parker, Dr. and Mrs. H. L. Sumption, Mr. and Mrs. T. J. Baldwin, Mr. and Mrs. Samuel Olson, Mr. and Mrs. Henry Hall, Mr.

and Mrs. Isaac Staples, Miss Francis E. McDonald, Adolph Woolm and Mr. O'Rourke, and will add to this committee later on. On Tuesday afternoon and evening provisions have been made for a Japanese booth at the city park, where the society will serve punch during the concert.

The committee in charge of the picnic, which will be held at the Oaks on the 17th, has about completed arrangements. This will be a basket picnic and every member will be expected to bring a basket. Coffee will be provided, also cream and sugar.

Dies at Sister's Bedside

Muncie, Ind., July 7.—(I. N. S.)—Five minutes after arriving at the bedside of her sister here, Mrs. Thomas Starr of Los Angeles was stricken with heart disease and died. Her sister, Mrs. Frank Williamson, is dangerously ill.

Recruiting Officer Ordered Transferred

Captain E. J. Huebscher, formerly in charge of the army recruiting station in the Worcester building and more recently assistant to Colonel George S. Young, who superseded him, has received orders from Washington relieving him from active duty and directing him to return to his home in Los Angeles.

Captain Huebscher relieved Colonel Varnum in taking over recruiting work for this district last January. A week ago announcement was made that owing to pressure of work and its effect on his health, he was to relinquish his position to Colonel Young, and that he was to take a short vacation to recuperate before resuming work as the colonel's assistant.

Seven Passenger

\$1295

T. O. B. Toledo—Subject to change without notice

Willys SIX

L Head Type of High Power

A New Wonderfully Balanced Six

Sturdy Light Weight—Abundant Power

This announces a brand new development in Sixes.

Here it is at last!

A popular priced Light Six with weight and power in scientific balance.

Think what that means.

Economy and durability in combination with six cylinder advantages at last—an accomplished fact.

Don't ask any more why you can't get a durable light weight six with real six cylinder performance.

You can—it's this new Willys Six.

By scientific designing with the aid of our great experience in building Sixes, we have produced a lighter car without sacrificing sturdiness.

Its forty-five horsepower motor, combined with its light weight, makes it a wonderful performer.

Quick as a flash on the getaway; speedy; surprisingly economical, yet with worlds of power and the sturdiness to support it.

Think what this means figured

- in greater gasoline economy
- in additional tire mileage
- in an easier car to handle.

Now let us demonstrate the wonderful performance of the New

Willys Six—we want you to sense what this new balance between power and weight means in an economical, durable light Six.

We want you to know, too, what a wonder the New Willys Six is from the standpoint of easy riding and easy handling.

Also we want you to know what a beautiful car it is—long, sweeping graceful lines—one of the year's most advanced models—a perfect beauty.

And the price!—\$1295 complete!

It's the Six you've longed for—come in and see it now—before we are loaded with orders for more Willys Sixes than we can get.

Motor 3 1/2-inch x 5 1/4-inch
45 horsepower
4 1/2 inch tires

120-inch wheelbase
7-passenger capacity
Finished in olive green

OVERLAND-PACIFIC, Inc.,
Broadway at Davis Phone Broadway 3535

FEDERAL TIRES



Tread design perhaps has little influence on your choice of tires. Yet efficient skid prevention is a big advantage.

Federal Rugged (white) and Traffic (black) non-skid treads were not designed for good looks, but for good traction and safety. And they are genuinely efficient.

They embody the best tire construction that a great plant and years of experience can produce. Equip your car with these "Extra Service" Tires. They cost much less per season.

MOTOR CAR SUPPLY CO.,
84 N. Broadway, Portland
The Federal Rubber Co.
of Illinois
Factories: Cudahy, Wis.