

# JUDGES WANT ROAD STATUTES

### Action of Governor Olcott in Calling Special Session Is Approved

## LETTERS ARE RECEIVED

### One Official Favors Increasing Gasoline Tax to 5 Cents a Gallon

In response to a recent letter sent by Governor Olcott to the county judges of Oregon asking their cooperation and suggestions relative to highway legislation proposed for enactment at the special session of the legislature...

this month, the governor has received letters from seven of them. All approved legislation of this character and commend the governor for adding his recommendation for laws in this regard to his recommendation that the question of a tax for the proposed World's fair be referred to the people. The county judges agree that legislation is necessary to preserve the highways. Judge Wilson Approves "I can assure you that your action in calling the legislature together for no other purpose than to deal with the destructive trucks on our roads would in my opinion be wholly justified," writes County Judge J. C. Wilson of Benton county. N. G. Wallace, county judge of Crook county, says: "I have no concrete suggestions to make as to manner and method of regulation, but it has occurred that there should be some way of putting teeth into the law so that both the weight of trucks and the speed of trucks can be regulated."

can be enforced by the road patrolmen of each road district. As it is, any regulation which the county court may make must be enforced by the sheriff, and the harm is done before any attempt can be made to stop it. Our greatest difficulty is caused by these heavily loaded trucks going over the roads immediately after a heavy rain. It seems to me there should be some regulations to prohibit the use of gravelled or macadamized roads by trucks for a period of 48 hours after every storm. "The railroads of Umatilla are paying one-fifth of our taxes," writes I. M. Schaefer, judge of that county, "and the motor buses are serious hurting their passenger business and I might also say their freight business, without paying any considerable tax. Often times the owners of these buses are worth nothing at all, some having purchased the cars they are running on installment payments and in the event they negligently injure anyone there is no recourse in damages to be had."

# POWER REMAINS SAYS MR. CUPPER

### Irrigation Development on Deschutes Leaves Sufficient Horsepower

Adequate power development from the waters of Deschutes river is not prevented by a recent order of the state water board allotting storage in the proposed reservoirs at Benham Falls and Crane Prairie, in the opinion of Percy A. Cupper, state engineer, and he so replies to F. E. Beach and G. L. Cleaver of Portland, president and secretary respectively of the Columbia Hydro-Electric league, who ask for a further order by the board giving greater consideration to power possibilities. "This league claims to have been largely instrumental in initiating the Portland world's fair movement, the activities of which are dedicated to the electrical and hydro-electrical arts. The league's letter declares that Deschutes is the best power stream in the northwest. "We petition your board," says the letter, "to issue a further order in respect to such allotments as have just been issued by you, suspending all action thereunder, until the water board shall have made formal apportionment of all storage on the upper Deschutes, between irrigation and power, and we further petition that such an apportionment be made. We also request that prior to such apportionment the water board afford opportunity for representatives of the various business organizations and municipalities affected by, or interested in Deschutes power and irrigation, to confer with the water board, and with the federal authorities having jurisdiction, and to cooperate in working out a satisfactory plan of engineering development in the interest of all in this connection, we have reason to believe the irrigation interests affected have already appeared before the water board and presented their claims. The greater interest of the public at large in the power have not, however, been formally presented to the water board through accredited representatives."

horsepower, while the Deschutes is capable of developing over 600,000 horsepower after allowing for the proposed storage and diversion for irrigation purposes. Furthermore, the Deschutes river board finds some 200,000 additional horsepower may be developed in the immediate vicinity of Portland.

"It would seem therefore that there will be a very large block of power available for development from the Deschutes river with which irrigation will not interfere and which, in turn, will not interfere with irrigation. This large block of power, coupled with the available development in the vicinity of Portland and other parts of the state would seem to insure this section of the state against shortage of power at any time, particularly if we take into consideration the enormous power which may be developed along the Columbia river."

It is often the case that a man can have his hat blocked by keeping it on his head. And we are mentioning no names.—Exchange.

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# Rub Backache Away

Back hurt you? Can't straighten up without feeling sudden pains, sharp aches and twinges? Now listen! That's lumbago, sciatica or maybe from a strain, and you'll get blessed relief the moment you rub your back with soothing, penetrating "St. Jacobs Oil." Nothing else takes out soreness, lameness and stiffness so quickly. You simply rub it on and out comes the pain. It is perfectly harmless and doesn't burn or discolor the skin. Limber up! Don't suffer! Get a small trial bottle from any drug store, and after using it just once you'll forget that you ever had backache, lumbago or sciatica, because your back will never hurt or cause any more misery. It never disappoints and has been recommended for 60 years.—Adv.

TODAY—TOMORROW SHAW'S MUSICAL COMEDY With the Singing, Dancing JAZZ--BABY GIRLS Also NEAL HART in "DANGER VALLEY" MERELY 35c PICTURE PRICES 35c BLIGHT THEATRE

Rigid Laws Needed Eclus Pollock, Josephine county judge, has this to say: "The combination of speed and overloads is destroying our market roads and laterals of light construction very fast, and while I have nothing definite to offer it would seem that if we preserve the roads for which so much money is being paid it will be necessary to both make and enforce rigid laws covering both speed and loading of trucks. At the present license fee I do not think the trucks that are pounding the roads to pieces are paying their proportionate cost and maintenance of highways. "I wrote to Judge Cross yesterday suggesting that the county courts endorse a 5 cent per gallon tax on gasoline, instead of 2 cents; three cents going to the state and 2 cents to the counties, in proportion to the amount sold. Of course this would be used only for maintenance." This is from C. P. Barnard, Lake county judge, Legislature Nov. Trustees. "I am in favor of limiting loads and speed of trucks on all roads," writes Martin White, Columbia county judge. "While I have very little faith in the present legislature, they might pass a good traffic law, but on the other hand if they mess it up like the present budget law we would be better off with the law we have."

Cut This Out—It Is Worth Money Cut out this slip, enclose with 5c and mail it to Foley & Co., 2835 Sheffield Ave., Chicago, Ill., writing your name and address clearly. You will receive in return a trial package containing Foley's Honey and Tar Compound for coughs, colds and croup; Foley Kidney Pills for pains in sides and back; rheumatism, backache, kidney and bladder ailments; and Foley Cathartic Tablets, a wholesome and thoroughly cleansing cathartic for constipation, biliousness, headaches, and sluggish bowels. Sold everywhere.—Adv. Pronounce it "El-I-hew" Root. But, of course, there is no law compelling you to do so.

"We petition your board," says the letter, "to issue a further order in respect to such allotments as have just been issued by you, suspending all action thereunder, until the water board shall have made formal apportionment of all storage on the upper Deschutes, between irrigation and power, and we further petition that such an apportionment be made. We also request that prior to such apportionment the water board afford opportunity for representatives of the various business organizations and municipalities affected by, or interested in Deschutes power and irrigation, to confer with the water board, and with the federal authorities having jurisdiction, and to cooperate in working out a satisfactory plan of engineering development in the interest of all in this connection, we have reason to believe the irrigation interests affected have already appeared before the water board and presented their claims. The greater interest of the public at large in the power have not, however, been formally presented to the water board through accredited representatives."

In the letter of reply the state engineer shows that the order of the board was based on the report of the federal Deschutes river board, composed of D. C. Henry, Colonel Cavanaugh and Fred K. Henshaw. "It has seemed to the board," says the reply, "that it would be difficult to secure a more complete, impartial and reliable investigation than that which was made by this commission. "You will note," the reply says further, "that the Deschutes river board finds that the amount of power now utilized in Portland and vicinity is about 110,000

horsepower, while the Deschutes is capable of developing over 600,000 horsepower after allowing for the proposed storage and diversion for irrigation purposes. Furthermore, the Deschutes river board finds some 200,000 additional horsepower may be developed in the immediate vicinity of Portland. "It would seem therefore that there will be a very large block of power available for development from the Deschutes river with which irrigation will not interfere and which, in turn, will not interfere with irrigation. This large block of power, coupled with the available development in the vicinity of Portland and other parts of the state would seem to insure this section of the state against shortage of power at any time, particularly if we take into consideration the enormous power which may be developed along the Columbia river."

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Boys' Knitted Caps	Infants' Knitted Leggings	Entire Stock of Leather Shopping Bags
Children's Knitted Skirts	Ladies' Wool Scarfs	Face Veils
Misses' Knitted Skirts	Ladies' Wool Scarfs with Cap to match	Auto Veils
Ladies' Knitted Skirts	Ladies' Wool Throws	Camisoles
Ladies' Hug Me Tights	Ladies' Silk and Wool Throws	Boudoir Caps
Children's 3-Piece Knitted Sets	Ladies' Fancy Silk Handkerchiefs	Children's Purses
Children's 4 Piece Knitted Sets	Entire Stock of Beads	Ladies' Silk Handkerchiefs
Boys' Woolen Sweaters	Entire Stock of Girdles	Vestee Sets
Infants' Woolen Sweaters	Entire Stock of Ladies' Neckwear	
Misses' Woolen Sweaters	Entire Stock of Vanity Bags	
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Kelloggs Corn Flakes	10c	Best Creamery Butter	45c
Post Toasties	10c	1 lb. Ghirardelli's Chocolate	28c
Armour's Milk, 3 for	25c	3 lbs. Ghirardelli's Chocolate	83c
Dairy Maid Milk	10c	Cooking Apples, box	79c
Libby Milk	10c	Fancy Seedless Raisins	20c
5 lbs Crystal White Karo	30c	Sun Maid pkg Raisins	21c
5 lbs Amber Karo	29c	Small White Beans, 20 lbs.	99c
Cocoa, per pound	10c	2 cans Oysters	35c
Fancy Bulk Coffee, lb	17c	2 cans Clams	35c
Black Tea, lb	37c	Tuna Fish, 25c Size	16c
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Campbell's Tomato Soup, 3 for	25c	B Brand Coffee, 3 lbs.	\$1.00

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