MILEAGE COSTS

Discrepancies Are Noted in Bills Submitted by State **Employes**

Enactment of a law fixing the amount of money per mile that will be allowed for the operation of privately owned automobiles by state officials and employes, while engaged in official business, probably will be urged at the 1931 session of the Oregon legis-lature. This was announced here today by certain officials who are interested in conserving the state's

Investigation of records in the state department show that in some cases officials and employes have charged 10 cents per mile for the operation of their cars, while in other instances the charge was as low as five cents per mile. In the case of T. B. Kay, state treasurer, he has been reimbursed by the state on the actual basis of bus and railroad fares. Officials Charge

More Than Employes

In comparing the expense accounts of various officials and departments for the operation of privately owned cars, it was pointed out that members of the world war and veterans' state aid commission have charged the state 10 cents per mile. Charges of officials and employes of the state normal school at Monmouth range from 7 to 10 cents per mile. Circuit judges have computed their expense accounts on the basis of 10 cents per mile.

While members of the world war veterans state aid commission have charged the state 10 cents per mile for the operation of their automobiles, the records show that employes of the commission have been allowed only five cents

Governmental branches whose expense accounts have been computed on the basis of seven cents per mile include the barber board. child welfare commission, horticultural board, state market agent, vocational education department and executive department. This charge means that the taxpayers are compelled to pay approximately \$7 for a return trip between Salem and Portland while the bus fare is not to exceed \$2.50. Expense Accounts Also

basis as expense accounts of the fish commission, forestry board, and state agricultural college. The state game commission has fixed its mileage rate at seven and eight cents per mile. The state tax commission charges 7 % cents per mile and the state insurance commission five cents per mile. The charge of the University of Oregon is 6 cents per mile.

It was said that there also is a wide discrepancy in expense accounts filed by officials and employes in connection with hotel rooms. In many cases officials have obtained rooms for as little as \$2 per night, while in other cases the charge has exceeded \$5. One state employee some time ago filed an expense account of \$10 per night for a room at Spokane, Wash., but this was rejected by the secretary of state who authorized a maximum of \$5 per

Under the existing laws, the state department is handicapped in the auditing of claims filed by state officials and employes, for the reason that the official or employe merely has to certify that transaction of state business. Unless there is some outstanding discrepancy, the secretary of state is compelled to accept the certified account at its face value and approve it in full.

Reports indicate that there also has been some abuse on the part of state officials and employes in connection with the operation of state-owned automobiles for private purposes. In an effort to curb this abuse the 1927 legislature enacted a law that all state cars should be plainly marked. This law has not been enforced to the letter, and a number of state-owneu machines are now being operated without any mark to distinguish them from privately owned cars. It was said that the legislature will be asked to correct a number of these abuses in the interest of the taxpayers who are footing the bills.

Waconda

and Mrs. Ellen Reynolds of Redlands, California, were overnight guests, Thursday, at the home of Mr. and Mrs. Henry C. Stafford, Mrs. Emma Sloper is postmistress at Stayton, and has recently returned from the Postmasters' convention in Portland.

Mr. and Mrs. Bert Dill and daughter, Maxine, of Portland, were Sunday visitors at the George Lemery home. Mrs. Dill is a sister of Mr. Lemery.

Dinner guests Thursday evening at the home of Mr. and Mrs. S. Ray Jones were, Miss Irene Satera of Oregon City, Mr. Schwab of Portland, and Miss Anna Satera who is visiting here from Los

Mrs. E. M. Massey and son Carl Massey of Portland, were recent guests at the home of Mr. and Mrs. Arthur Goffin.

Mr. and Mrs. Joe Klenski are the proud parents of a baby girl, born Monday, June 23, at the

Deaconess hospital. Deaconess hospital.

Miss Mary Jones, who has been traii-blasers.

Miss Mary Jones, who has been traii-blasers.

Entering Hermosillo, the first pants. Many a time immense ful with a tropical splendor all bere and in Salem has returned to here and in Salem has returned to here and in Portland.

Red the Reelest Interest for the and sure death to all its occurrich in natural resources, beautipants. Many a time immense ful with a tropical splendor all boulders disputed the right of its own, a perfect fairyland of cavalcade came into the region of way, and had to be removed by marveolus and exquisite scenery. her home in Portland.

THE PACIFIC INTERNATIONAL HIGHWAY



-Cut Courtesy "The Oregon Motorist Editor's Note-The International Highway extending down the east coast of the United States by The state banking department selimian countries and down the west coast of Southway of Laredo, Texas, to Mexico City, through the charges & comes per mile for the America has been under way for several years.

American countries have improved roads of varying types which will be connected up as quickly as ation which held its first meeting in Portland April 14, seeks to promote the early construction of a read extending northward from Vancouver, B. C., to Alaska, and from Los Angeles to Mexico City by way of Guadalajara where it will connect with the Interna-

The Automobile Club of Southern California has sent a trail blazing caravan over this latter stretch from Los Angeles to Mexico City and it is of the experiences of this caravan that Mr. McGaffey writes.

the Mexican woodchoppers, where

quaint little burros carried wood

on their backs, creeks running in-

queros dashing by on their cow

roundings of a peculiarly Mexican

character made a background of

The expedition was thoroughly

provided and prepared in every

way to cover each detail of the

journey. A complete radio set was

part of the equipment, the opera-

tor being Mr. Bertram E. Sand-

Mr. Sandham was one of the first

mander Byrd at the south pole.

ographer accompanied the expedi-

cameras to take still pictures of

When the party reached Tepic, they were told by the people that there was an impassable barrier between them and the seaport of

Guadalajara. This obstacle consist-

steep cliffs, and a genuine "no-

The leader of the expedition,

deciding that nothing was impos-

motor vehicles.

was begun.

strinking uniqueness.

Plan International Highway **Along Pacific Coast**

Projected Road Would Link Alaska With Argentine by Modern Motor Road

By ERNEST McGAFFEY Reprinted from June Number,

"The Oregon Motorist")
With the completion of the Pacific highway from the Mexican washing the family laundry; vaborder to Vancouver, British Columbia, Canada, Pacific coast road ponies; adobe dwellings, and surenthusiasts began to look about for new worlds to conquer. The motor clubs of the west then conthe money was expended in the ceived a project of a motoring thoroughfare which would extend from Fairbanks, Alaska, to Buenos Aires, in the Argentine Republic in South America.

This colossal enterprise included the completion of the northern ham, formerly of the U. S. Navy end of the proposed route from and now an employe of the clab. Vancouver to Fairbanks, and on the southern end, a motoring high- radio operators in the United way from the Mexican border States to get in touch with Comthrough the South American terminus. Some progress has been made Mr. E. E. East, chief engineer of in South America from Buenos the club, was leader of the cara-Aires in the Argentine, to Tacna, van, and Mr. Phil T. Hanna, edi-Peru, and some road building has ter of Touring Topics, the club's been done in Mexico. Jut for the magazine, Mr. C. E. McStay, field most part, in Mexico, Central and secretary of the club, and Mrs. D. South America the highway has C. Rhodes, field engineer were been more or less a dream of its among the party. An expert cartprojectors. With a view to determining the tion to chart and map the roads

possibilities of a motoring route and a complete motion picture ap-through from Los Angeles to Mex- paratus was carried, together with ico City-the portion between Los Angeles and the Mexican border the journey. Tents, cots, an ample having already been completed—supply of food, an extra parts for the Automobile club of Southern the trucks and touring cars were California launched a trail-blaz-also taken along. ing expedition consisting of three WACONDA, June 28 .- Mrs. trucks and two touring cars, to-Emma Sloper and son Val Dane, gether with eight of its employes, Mrs. Edna Sloper, all of Stayton, a newspaper correspondent, and a representative of the Mexican government. The intention was to proceed under its own power through portions of the country pever yet traversed by automo-biles, and ascertain, if possible, whether a motoring highway to

Mexico City was feasible. After leaving Nogales, the trip began to present considerable difficulties. The Governor of Sina-load had very generously added to to the party a number of Mexican laborers, and their work in aiding the travelers was invaluable. The road in many places was exceedingly rough, and occasionally a car or a truck stuck in the mud and had to be hauled out by the other vehicles in the procession. Primitive conditions in many parts of the country gave a vivid con-trest to the country left behind in the United States, and the Sapinsh and Moorish architecture, togeth-

sheer muscular strength and improvised levers. Much of the pathway was over a bed of shattered rocks. At one point a Club car was only saved from going over a cliff by being dragged to safety by a tow rope. . At some points on the journey

rude retaining walls were built by the Mexican laborers, and the caravan crawled slowly up the heights, a foot at a time, resting occasionally when resting was possible, until they finally fought their way to the crest of the summit and victory was theirs.

Reaching Guadalajara, an ancient seaport on the western Mexican coast, the travelers were feted and dined at the American club, while the entire city turned out to do them honor.

The whole journey, so far had been one triumphal procession, At every little town and village the inhabitants and the band, whereever there was a band, assembled and greeted the travelers with cheering and music.

The aid of the Mexican government to the expedition has been invaluable. Indeed, without the generosity and whole-hearted aid rendered the trail-blazers by the Mexican government, and the barrancas could never have been accomplished. The expedition, after reaching

Mexico City, will make a number of trips over the adjoining highways to the Mexican capital, and if circumstances will permit, their plan is to continue on to Panama. The condition of roads from Mexico City south, the state of the weather, and other possible exigencies will be the determining factors in any further journey after reaching Mexico City.
With the establishing of a mo-

tering highway through to Mexico City, the towns, villages and cities on the Mexican west coast will experience renewed life, commercial intercourse between the ed of yawning and deep barraneas, two counties, the exchange of commodities, and the advanceman's land" of heretofore unex- ment of a better understanding plored country, excepting for a and friendship between the two faint burro trail, leading over a peoples will follow as a matter of perilous and mountainous course course. The Spanish and Mexican which had never been crossed by people have shown the sincerest efforts to assist this expedition, and for the tourist this roadway will open a region of unsurpassed sible, selected three of the party beauty and interest. The lovers to accompany him in two cars, of rod and gun will find the and followed by a car carrying country a veritable "happy hunt-some of the Mexican officials, the ing ground." In the Guif of Calltask of 'going over the top" of fornia, deep sea fishing for swordthis tremendous natural barrier fish, tuna, yellowtail and other game fish is unsurpassed; while The recital of this struggle to hunters will find an abundance of gain the summit of the heights game, both furred and feathered, above the barrancas meant only which will give an infinite variety

a distance of 29 miles, but the ascent was almost like climbing the side of a monument. It took 16 1/2 is a colossal undertaking, but it hours to accomplish it, and in can and will be done. It will be er with the thatched log huts, made a panorama which presented, continually, a spectacle which held the keenest interest for the cars would have meant sudden to for almost unexplored country, and sure death to all its occupance. The in pateral resources, beauti-

Aids Road Work Through **Public Lands of Western**

WASHINGTON, D. C., June 28—With the western states in-tensively interested in highways, tensively interested in highways, congress has moved to lend federal assistance through the passage of the Colton-Oddie bill authorizing appropriations for the construction and maintenance of main roads through unappropriated or unreserved pub-lic lands and nontaxable Indian lands, the American Automobile association declared today.

This measure, which has been consistently supported by organ-ized motordom, is of far-reaching importance to the 11 far-western states where the bulk of the land is non-taxable.

The Colton-Oddie bill, sponsored by Senator Taskar L. Oddie, of Nevada, and Representa-tive Don B. Colton, of Utah, has the same purpose as the measure vetged by President Coolidge in 1928, accept that it leaves to congress the actual amount to be appropriated. Therefore, it is believed that President Hoover will sign the revised bill.
The A. A. A. says that in ef-

fect, the measure passed by the Sam, drove senate on June 16, on the heels on business.

of favorable action in the House, amends the act providing for the United States to aid in roadbuilding. As a result, Con-gress is enabled by law to consider the large federal owned and non-taxable areas of the west.

"This money," says the statement, "could only be used in a state having in excess of five per cent of the total area of all of its lands in unoppropriated public lands and non-taxable lands, and will be apportioned to these states in the proportion that said public lands, is to be the to-

"It means the speeding up of construction on highways through 100,000 square miles of unappropriated and unreserved public lands and the huilding of important links in transcontinental

"Due to the fact that the counstruction by local taxation."

Orchard Heights

ORCHARD HEIGHTS, June 28 -Guests for the evening of Mr. and Mrs. Ernest Anderson Wednesday were Mr. and Mrs. T. Sitner and Miss Emma Sitner of Portland.

Mr. and Mrs. Alvin Meade and daughter Lenore of Eola were Sunday dinner guests of Mr. and Mrs. J. W. Simmons.

Mrs. J. R. Chapman and son Sam, drove to Portland Monday

VALLEY MOTOR

Best Values This Week

1928 Chevrolet Coach

1927 Chevrolet Roadster

1926 Chevrolet Sedan

1925 Chevrolet Coach ...

1924 Chevrolet Coupe ...

Corner Center and Liberty

Valley Motor Co

Priced lower than any other six on the market but one, a new line of Durant motor cars is introduc-

Built to sell under \$900, delivered here, the Durant Standard 6-14 has been created to fill a very definite need in the low price six cylinder field in which, last year's sales, totaled more than 22 per cent of the entire output

"There are four models in the new line," said C. J. Taylor of the Salem Automobile Co., local try is so sparsely settled and the amount of taxable property so small, it was impossible to raise funds for this much-needed conroadster, coupe with rumble seat and business coupe. All body types are mounted on a 112 inch

> With the addition of the Standard 6-14, the Durant line now comprises a series of motor cars covering classes in which 80 per cent of all the automobiles in the United States were sold last year. The buying public now has its choice of the recently introduced Durant 407, or four cylinder type, one model of which sells for only \$25 more than the corresponding large yield of hay.

model of the lowest priced four cylinder manufacturer in the country; The Durant Standard 6-14, the Durant Special 6-14 the Durant De Luxe 6-14 and the famous Durant 6-66 with four forward speeds.

"We feel that the new Durant We feel that the new burans. Standard 6-14 offer the greatest values for the money on the market today," declared Norman De Veex, president and general manager of the western Durant factory. "Imagine a six-cylinder antomobile with a wheelbase of 112 inches, powered by a 199 cubic inch 58 horsepower motor, delivered to you under \$900. Yet this is precisely what Durant is offering today.

Oak Grove

OAK GROVE, June 28-Mrs. Mary Lystrop and children Evelyn, Arline, and Howard, are spending their summer vacation with her sister, Mrs. Thad Stev-

Miss Lois St. Helens of Woodburn is visiting her cousin, Miss Alma Ackerson, this week. The cherry erop is ready to pick but the rain has been quite a worry to the growers. The mar-

ket also seems unfavorable, Loganberry picking has commenced. The loganberry crop will

be good this year. There is lots of hay down now. The cool, wet spring has made a



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