

BOND ISSUANCE WISDOM DENIED

Road Commission Frowns On Norblad's Plan for Giving Employment

For the state highway commission to issue more than the normal amount of bonds, for the purpose of adding to the state highway construction program during the winter months would be futile as far as relieving the unemployment situation is concerned, members of the commission said here Tuesday when called into conference by Governor Norblad.

The governor summoned the commission as an emergency measure to provide labor, if possible, for men who otherwise will be idle during the winter. While the highway commission saw no possibility of additional bonds and added construction projects solving the situation, because of wet weather in western Oregon and hard winter weather in the higher eastern Oregon districts, the commission was of the opinion that in various parts of the state are small stretches of highway on which winter work can be carried on, and it agreed to put crews at work on these as far as possible.

May Shift Federal Aid to Ontario

Another possibility of an altered policy that would be beneficial both to the highway program and to the unemployment situation, it was said, would be to shift the federal aid mileage eastward from Bond on the Bend-Burns highway to the highway from Burns to Ontario. Each of these projects is about 135 miles in length. The advantage of the shift lies in the fact that some winter work is possible on the Burns-Ontario route, but not on the Bend-Burns highway. The commission got the consent of Governor Norblad to join it in petition the federal bureau of public roads to make the shift.

An added argument against the issuance of additional bonds was the delay that is necessary in getting a new project under way even after it is approved by the highway department, which would make it impossible for additional projects to benefit labor this winter.

It was stated that the police of the commission at present is to issue only enough bonds to match federal money. This year this amounts to about \$1,900,000, and it will be about \$1,500,000 for each of the two following years.

Last Contact on Coast Let Soon

Relative to the program for immediate work it was stated that the last grading contract on the Roosevelt coast highway will be let by January 1, and that construction on that highway contracted by that time will aggregate about \$1,127,000 or \$327,000 state and \$500,000 federal money. Before the end of 1932 it was said, it will be possible to travel the entire Roosevelt highway on a graded surface.

Senator Joe Duane of Portland sent in a telegraphic protest against further bond issues unless contract should provide that only Oregon-made materials be used and only laborers employed who had lived in the state at least a year. To this the commission replied that this already was its policy, and that laborers and materials from outside the state that Duane claimed to have observed were on federal aid jobs, the federal government not recognizing state lines.

Ben T. Osborne and Gust Anderson of Portland, representing the State Federation of Labor, urged the commission to adopt the eight-hour day as a definite policy and require contractors to live up to it. The commission said it had log used this policy, and that most of the violations of the principle were on oiling contracts that could not be held to a rigid eight hours.

MAN IS BURNED TO DEATH UNDER AUTO

ARLINGTON, Ore., Sept. 9. — (AP)—Giles Cheatham, 781 E. 17th street north, Portland, was burned to death Monday when a car in which he and his wife were riding, was forced off the Columbia river highway about 16 miles west of here, turned over in a ditch and burst into flames.

Mrs. Cheatham, who was driving the car, was only slightly injured. She received first aid treatment in Arlington.

According to Mrs. Cheatham's account of the accident, they were driving east on the highway when a large sedan, traveling west, crowded them into the ditch. The driver of the other car, whose name Mrs. Cheatham did not learn

WEE NOTEBOOK IS LOST Carrying With it Engineer's Work of a Year NEWS WRITER FINDER

To lose, even for a short time, the results of one year of work is enough to give any one that "all gone" feeling. This would seem only a mild description of the emotions of C. A. Mockmore, engineer from the Oregon State college experiment station, who spent a most uncomfortable two hours in Keiser this morning. Mr. Mockmore is making the sanitary survey of the Willamette river from Cottage Grove to Portland. The record of his work is kept in a little book. Not much of a little note book, so far as looks are concerned, but a most important book it seems, since it contains the only record of his findings.

In coming from Woodland Park about 7:30 this morning, Mr. Mockmore lost the little book. As soon as the loss was discovered, Mr. Mockmore returned and the search began. The record of one entire year's work was contained in the little lost book, which seemed determined to stay lost.

Every foot of the road he had traveled was combed but the book did not appear. Several residents of the Keiser community volunteered to aid in the search

stopped, as did other passers-by, but their efforts to extricate Cheatham from the flaming automobile were unavailing.

Coroner William Burns took charge of the body.

OCEAN MAY FURNISH INDUSTRIAL ENERGY

MATANZAS, Cuba, Sept. 9. — (AP)—With the successful submersion in Matanzas bay of the great steel cylinder necessary to the attempt of the French Scientist Georges Claude to make the ocean produce industrial energy preparation went forward toward the final steps in the experiment.

The tube, almost 1,700 yards long and constructed of corrugated steel, was sunk to the bottom of the bay. Its upper end rests on rock 65 feet below the surface and its lower end is nearly a third of a mile below the warm waters of the Gulf stream.

Divers will be sent down to piece in a 20 yard gap between the upper end of the tube and a section of the same diameter 160 yards long previously put in place to connect with the huge pumps at the laboratory.

SAFETY PATROL PLANS STARTED

Test of Program in Marion County Suggested at Conference Here

A statewide safety program primarily looking to the safety of school children, was discussed at a meeting held here Tuesday attended by Hal E. Hoos, secretary of state; Mrs. John A. Hampson of Portland, representing the Parent-Teachers association; C. A. Howard, state superintendent of schools; Earle B. Huston of the state traffic department; and the American Legion.

Conway suggested that some county, preferably Marion or Clackamas be selected, for a trial safety program. This was agreeable to other persons at the meeting and it was decided to confer with Mrs. Mary Fulkerson, county school superintendent, here Friday morning.

The program will be worked out by Conway who, through the state motor association, will provide posters, literature and educational leaflets dealing with safety.

Speakers for the schools will be furnished by the state traffic department, the Parent Teachers association and the schools. Mr. Howard said the state educational department would cooperate in the program. In event the trial program is a success it will be carried into every county in Oregon.

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Ontario Grain Crop Estimate Is Above 1929

TORONTO, Sept. 9.—(AP)—The provincial department of agriculture estimated Ontario grain crop prospects, said today the outlook was for a much larger yield than a reduced acreage as compared with 1929.

Fall and spring wheat yields were estimated at an average of 28 to 32.8 bushels per acre, respectively, compared with 25.8 and 18.1 bushels in 1929. The combined harvest of wheat was placed at 21,308,264 bu., against 19,750,631 in 1929, an increase of about 13 per cent.

Forrette Hurt Cranking Auto

SILBERTON, Sept. 9.—Vincent Forrette, suffered a bad break in his right forearm Monday afternoon while cranking a tractor. Forrette, whose home is at West Statton, has been employed at the Fred Uphoff farm for the past six months.

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LABOR DEARTH IS NOTED HERE

Hop and Berry Pickers are In Demand, Employment Agency Announces

By R. J. HENDRICKS
 Here is a new note. There is a great shortage of hop pickers, and also of evergreen hickory pickers, in the Salem district.

On the west side of the Willamette river, beginning a few miles above West Salem, for twelve miles or more, there are many hop yards with signs out for more pickers, and not nearly enough are applying.

A grower told the writer Tuesday that there is a shortage of at least 1000 pickers in that district. And the shortage is not confined to that section.

One trouble is that pickers will register for one yard and perhaps for two or three, and not show up, but go to some other yard, if they pick hops at all. This leaves the owner of the yard expecting his pickers short, and at a time when it is too late to fill the vacancies made by the derelicts.

Calls for Relief
 May go Unheeded
 Evergreen blackberry picking is hard work; but it will be just too bad if any are wasted. The community need the money—the picking money and the earning money; and the returns that are left with the growers or owners of the land where the vines are found.

The money will be needed next winter, when there will surely be unemployment, with many (some of them perhaps idle now) asking for charity.

A hop grower told the writer he will not be sympathetic with such appeals later, when he is left in the lurch now, for want of people to harvest his crop.

The Y free employment office is doing all possible to get more hop and berry pickers; and new ones are coming every day; but not enough, and now is the crucial time.

Probably Enough
 Sim Phillips, in charge of the employment office, thinks there will probably be enough prune pickers; though some growers are still anxious about this. It is easier to get prune than berry pickers, or even hop pickers.

Anyway, let the word go out that there are more jobs, right now, in and around Salem, than there are workers—at least more than there are willing workers. The shortage of hop pickers will no doubt be somewhat relieved soon, if not entirely so, by the small yards getting through, and the workers going to the larger yards, where the picking season is longer. A number of growers in the Aurora section are already through picking hops.

Traffic Force Plans Display At State Fair

The state traffic division will maintain a booth at the state fair this year, where officers will be on duty to explain safety work, demonstrate practical traffic problems and distribute literature covering the rules of the road.

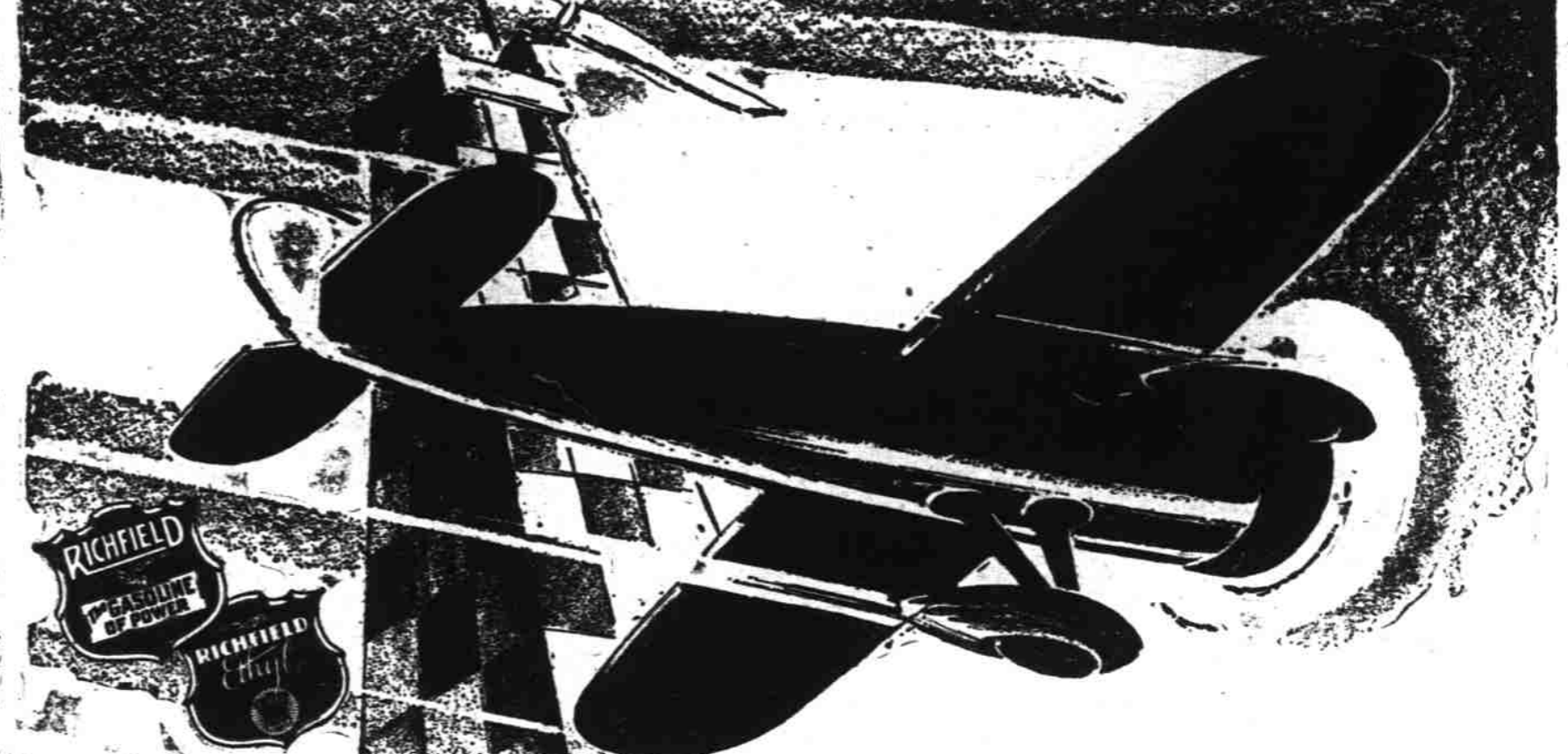
Lieutenant Earle B. Huston of the Salem district will be in charge of the exhibit, with John Beakey, signal engineer for the state highway department, cooperating with a display of official signs and warning signals. Charts and graphs showing highway mileage, fatality and accident statistics and number of motor vehicles in the state will be among the features of the exhibit.

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