M'KENZIE SCENIC DRIVE IS RUINED POTTER DECLARES

A vigorous protest against gains in speed at the cost of scenic beauty and local convenience is lodged against the state highway commission by E. O. Potter in discussing the re-located McKenzie highway. Judge Potter's statement follows:

"What is said in this paper is not intended as criticism particularly, but merely a statement of facts which seem so plain to the writer, and which I find are approved by so many of our people, that there ought to be some mention and consideration of the things which to my mind we are losing in this modern utilitarian age.

"Up until about ten years ago a drive up the McKenzie river was a delight and an appeal to the artist and poet in every nature. As travel became more frequent, of course, the demand for better roads was insistent, and rightfully so. About ten years ago or a little less, the first improved roads on the McKenzie were built. The highway commission, as it was then constituted, constructed some highway, and among other stretches was the one from Thurston to Hendricks bridge, and from about a mile east of Walterville to Deerhorn. The improvement of the highway at that time straightened out only the sharpest curves and followed closely the old road. A great deal of money, both by the county and by the state, was expended upon the road between Thurston and Cogswell Hill, and this stretch of road at the present time is the very best oiled macadam road there is in the county. It was originally located and improved in such a manner as to serve the people that had been building homes in that vicinity for over 40 years, and sufficient of the curves were eliminated so that one can safely drive around any of these curves at 40 miles per hour, the vision ahead being sufficient so that a vehicle within several hundred feet can be seen at any point. It is a beautiful stretch of road, winding along the edge of the timber, and the water courses that flow out from the McKenzie are near the road most of the year, and amply served everyone in the community itself.

"The action of the highway commission at that time did not seem to be pleasing to the engineers of the commission at the present time. This beautiful stretch of road has been abandoned, so far as the highway commission is concerned, altogether, and a new stretch almost absolutely straight from the town of Springfield to Cogswell Hill has now been constructed. There is no change of scene, as one in driving is looking straight ahead at the new straightaway which the highway commission has given us. If one-half of the money which the county was compelled to pay for this right of way alone had been expended in the partial elimination of the three or four sharp curves, the old road would serve every purpose. It would be much pleasanter to drive and more alluring to tourists and visitors of all classes except the speed fiend who wants to go from beginning to terminus in as few minutes as possible.

"The road constructed by the highway commission ten years ago from above Walterville to Deerhorn has now been worked over and a little change in the alignment has been made. At one place just below the intake of the city's power ditch the new road parallels the old road with about 20 feet between them, and although this old stretch of road is practically level, with no sharp grades in it at any point, those in authority saw fit to fill here and there, some places six inches, some places a little more, over the old highway, losing all the cost of the original construction and constructing an absolutely new road partly on top of the old one.

"The road from Doyle Hill to the dam of the power plant has been located by making a straight line along just under the power ditch, which takes the highway away from five or six families who were located upon the old highway, and substitutes for a most beautiful drive, slightly curving through timbered areas and near the river, a straight stretch of desolation about a mile or a mile and a quarter long.

"All this at an immense cost to the county for the new right of way and an exceedingly heavy cost of construction for the reason that the new alignment runs through swamps and soft ground with the percolation from the water ditch coming down upon it. Moreover, the county will be obliged to maintain the old road to accommodate the settlers on this stretch of road, there being no one living on the new location.

"From the Goodpasture ferry to the C. W. Allen place a straight of way of a mile and a half or more, has been made, abandoning the old road entirely through this whole stretch. The new construction above Vida will be extremely expensive, much more so than if the survey had followed closely the old road, eliminating a portion of the curves which were in no place excessive, and the right of way could have been obtained for at least $5,000 less than has been paid for the new right of way, and this payment has been made by Lane county. Sometime within the last ten years the highway commission surveyed and constructed a road around what is known as the Power Grade, about four miles above Vida. The survey at present adopted for the road from said grade west follows a straight line almost from the Allen place, and in order to avoid a two or three degree curve, the old road just west of Power Grade was abandoned entirely and the new road projected through a large barn and orchard and across a field, all of which damage Lane county has to pay. If a railroad was being constructed it would be advisable, of course, to eliminate all curves as much as possible, especially over a territory where there was heavy traffic, but the McKenzie river and its road has been always a large asset to this county and to the state generally, and yet when the new highway is constructed from Eugene to Nimrod, or thereabouts, it will not be much more of an interesting drive than it is from Harrisburg to Albany. For miles at a stretch there will be no change of scene; one will be staring straight ahead at the beautiful straight highway which has been constructed for the purpose of speed; all these swinging curves and sylvan scenes will have disappeared.

"I wonder if the insistent demands of the present for haste and rapid traveling is not going to cause a loss of the artistic sense of things, and whether or not one of the most satisfying and beautiful drives that we ever had is not being converted into an uninteresting speedway. Moreover, in spite of the determination of the engineers to make everything straight, they find that in places they have to make curves. The contour of the ground will not permit them to go straight all of the way. In some places the curves, even in their finished survey, will be as sharp as any of those curves which were in the old road between Thurston and Cogswell Hill, and in spite of their desolation of eighty feet of the beauty of the country and homes of the settlers, they come every once in a while to a bridge which is only 30 feet wide.

"I do not pretend to be a prophet, but surely not for one hundred years yet will there be any demand for the 80 feet of roadway which the highway commission has appropriated along the McKenzie river, to the utter destruction of many homes and the disarrangement of the farms and fields. Probably it is the dream of the engineer that sometime a straightaway can be made from Eugene to Bend, but if that is impossible, and if it is necessary on the mountainsides, or in any place, to make curves and narrow roads, then why make the desolation of an eighty foot right of way in other places? In a very large sense the highways are constructed for the benefit of the people who own land adjoining, and this principle ought never to be neglected in the location of a new highway.

"People along the McKenzie river have been patient and reasonable. Man of them have accepted the new location at immense loss to themselves in order not to hinder the march of progress and in order not to compel the county to pay out too much for damages and rights of way, but the McKenzie river and valley of the past we will never see again. A large part of its beauty an dallurement is gone. That satisfaction and pleasure which comes from swinging along a beautiful stream with a change of scene every few hundred yards is rapidly being taken away. When the new highway is completed it will probably be possible to get from Eugene to Nimrod in ten or fifteeen minutes less time than could have been done if the new survey had followed practically the old road, but so far as the enjoyment of the drive is concerned, one just as well drive from Eugene to Monroe. If anyone wants to test out the truth of what I am saying, let them take a drive from Nimrod to Blue River. Here is one place where as yet the state engineers have followed the old road. There are many curves in it, it goes near the river, and is still the McKenzie highway of old, and by actual trial I have found that one can traverse the distance at forty miles per hour with perfect safety, for the curves are not so great but that you can get plenty of vision ahead, but the are no greater than would have been in the road which has been constructed or is being constructed from Walterville to Nimrod if they had followed the old alignment.

"If you are interested in this matter, take the trouble to find out just how much Lane county has paid for rights of way up the McKenzie river and for damages to buildings and property. Then take the pains to ascertain just how much has been paid by the highway commission in its surveys and re-surveys over and over again for the last ten years, of this same stretch of road. This does not mean the amount of engineering that is charged to any one project but it means the salaries of all those surveyors who have been detailed at one time or another to locate this road.

E. O. POTTER."

The salary of Jimmy Walker, mayor of New York, is $40,000 a year.

THOUSANDS DANCE AT CHICAGO JUBILEE!

The busiest thoroughfare in Chicago—State street — became a dance floor for a night as crowds surged back and forth, with an orchestra at every intersection. The jam was so great dancing was almost impossible but the thousands had a good time as the Chicago Jubilee, designed to mark the end of the depression and return of prosperity, rose to a climax. This picture shows State street, looking north from Lake, when festivities were at their height.

JAPANESE SAYS SIAM NEEDS U. S.

TOKYO, (U.P.)—Japanese are looking forward to the return of King Prajadhipok of Siam to Tokyo in the fall in the hopes that definite steps will be taken towards improving commercial relations between the two powers.

So far as could be learned here the King did not talk business with Japanese statesmen on his brief visit to Tokyo early this month, but he did indicate his admiration for the industrial progress he saw in the Empire and commented on the great advances Japan has made since his visit here some years ago.

Must Look to U. S.

The Siamese, a Japanese statesman told the United Press, feel they must look to this country and to the United States for support and advice in the modernization of their country. For years they have been torn by three forces: French and British commercial rivalry and the growing power of Chinese emigrants within the kingdom. Both France and Britain, it was said, have longed for a dominant position in Siamese trade and politics. The Chinese have followed an effective method. Chinese immigrants, largely from the Canton region, have settled in Siam by thousands and are rapidly gaining control of distribution of merchandise and the retail trade of the country. A great deal of money is remitted from Siam to South China by these merchants who, the Siamese feel, are not contributing all they might to the development of the kingdom of their adoption.

King Prajadhipok, it was said, is alive to this situation and may talk with friends in the United States about it. It is likely he will be open to suggestions of increased penetration of American capital into Siam.

U. P. Psychologist To Lecture at Berlin

PHILADELPHIA.—Dr. Samuel W. Fernberger, professor of psychology at the University of Pennsylvania has been invited to deliver a special series of lectures at the Psychological Institute of the University of Berlin, Germany, according to an announcement made by University officials.

Dr. Fernberger, who is editor of the Journal of Experimental Psychology, was invited by Professor Wolfgang Kohler of the German university and director of its psychological laboratory. He will discuss recent developments in American psychological research.

BUTTONHOLES FOR LINGUISTS

PARIS.—(U.P.)—The Paris committee of the International Hotel Alliance has proposed that colored buttonholes be worn by members of hotel staff proficient in foreign language, a different color corresponding to each language. The International Hotel Alliance is composed of hotels in 24 different countries in four continents, and if accepted, the proposition would be far-reaching.

ORIGIN OF SEAL SALE DESCRIBED

SYRACUSE, N. Y., (U.P.)—How the first Christmas seal sale began in the United States twenty-four years ago under most discouraging conditions was told here during the annual meeting of the National Tuberculosis association, by Emily P. Bissell of Wilmington, Del., who promoted the idea of using seals to raise money to fight tuberculosis.

"Every advertising man I meet," said Miss Bissell, "prophesied failure. They could not see it despite the fact that Christmas seals had been successfully used in Denmark, nobody thought they would get a sale in this country. At that time everybody believed that tuberculosis was hereditary and fatal."

Miss Bissell described the difficulties she encountered in the work of financing a sanatorium on the banks of the Brandywine river in Delaware. The Delaware Red Cross had no funds to finance the project, so she drew the design herself and had the printing of the seals done on credit. This first seal raised $3,000.

Cactus Cattle Fodder Succeeds in Mexico

JUAREZ, Mex., (U.P.)—Cactus for cattle food is the latest project of the Mexican department of agriculture.

Department bulletins received here indicate that experiments in feeding the cactus to cattle in arid regions has proved successful.

The cactus is cut from the parent stalk and the thorns removed by burning with gasoline. The department says the food value is particularly great for range cattle and that it will supplement needs for water to a large extent.

In connection with a plan to tunnel under the Straits of Gibraltar, a shaft has been sunk on the Spanish side and a detailed survey of the ocean bed begun.

Harrisburg Lions Club Plans Event

HARRISBURG, May 21.—(Special)—The Lions club of Harrisburg met Tuesday night and arranged for their charter night, which was set for the fourth Tuesday in June.

The club has just organized and plans to be in trim for work [illegible] had been planned to join with [illegible] other towns, Philomath and [illegible] ville, for the charter night, but it was thought best to give us the [illegible] arrangement.

Special
All hair cuts 25c. Expert lady's [illegible] ber. City Shop, 111 E. Bdwy. Ph. [illegible]

Full Fashioned Pure Silk Ladies' Hose—Silk-to-Top, Regular $1.50 NOW 89c BUSTER BROWN SHOE STORE

Look for "Ficgo"
The most wholesome palatable Mealtime-Drink "Instead of Coffee"
Good for your Stomach and your Nerves
A natural mild Laxative!
Your grocer sells it — It always pays to buy the Best

MEMORIAL DAY Bargain Round Trips

Portland	$2.30	Seaside	$4.75
Rainier	$3.25	Astoria	$4.35
St. Helens	$2.85	Salem	$1.40
Corvallis	85c		

DISTANT POINTS

Helena	$18.10	Seattle	$6.25
Boise	$12.95	Tacoma	$5.45
Butte	$18.15	Pendleton	$6.95
Salt Lake	$21.40	Vancouver, B. C.	$9.55
Spokane	$10.40	Walla Walla	$7.55

Go Thursday, Friday, Saturday, May 28, 29, 30. Return limit Monday, June 8.

Similar low fares to other points in territory outlined. Details, train schedules, etc., will be furnished on call.

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F. S. APPELMAN, Agent, Phone 140
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from within with this new strength

Miss Mary Rank, Clearwater, N. Y., writes: "My face was blemished with many pimples. No treatment I used did them any good. I also had boils. My appetite was poor. My weight was off and I felt nervous. After taking S.S.S. my complexion cleared up beautifully. My appetite improved. I now rest well at night and am greatly benefited in every way." You, too, will want to take S.S.S. Select the larger size as it holds double the quantity and represents a price saving. © S.S.S. Co.

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Tells How To Get Rid of Rheumatism In 48 Hours

BIG 8 OUNCE BOTTLE FOR ONLY 85 CENTS

It Is Guaranteed

Thousands of well meaning people are taking the chance of being crippled for life with rheumatism.

When a rheumatic attack occurs they seek to deaden the pain with handy relievers—a method that usually ends with disastrous results.

Every rheumatic sufferer knows that painful, swollen, inflamed joints and muscles are caused by an excess of uric acid in the blood.

When you drive this troublesome uric acid from the blood you are getting rid of the cause of rheumatism—relievers won't do this.

While you are taking the nerve deadening relievers the uric acid continues to penetrate further and further into the joints and tendons leaving deposits so deep seated that they cannot be reached—this often means that the takers of drugs for relief only are disabled for life.

If every person who is afflicted with rheumatic manifestations would start at once to get the uric acid out of the blood—it would perhaps mean the avoidance of crippled joints in years to come.

This can be done by taking one tablespoonful of Allenru three times a day—Allenru acts on the blood and drives from it the uric acid that causes your rheumatic agony, and does it in 48 hours.

You can get a generous bottle of Allenru at Allen's Drug Store or any progressive druggist for 85 cents—take it with every assurance that it is a real enemy of uric acid—and of rheumatic conditions—and bear in mind, if it doesn't do as advertised—money back. Allenru is just as good for sciatica.

1¢ SALE BUYS EXTRA CAN OF SATSUMA
Four Hour Enamel

Come to our store—buy a pint, or a half-pint, or a quarter pint of above Four Hour Enamel at regular price—and get another can, the same size, by paying only 1c. ISN'T that a REAL BARGAIN?

This is the popular colorful Quick Drying Enamel, which has no offensive odor. It dries in only four hours with a durable lasting lustre.

Look around your home. Isn't there furniture, woodwork, toys or other articles that need refinishing? You can do it yourself—and NOW IS THE TIME to buy while you can get—an extra can for 1c.

And to thin it dries in 4 hours!

COUPON FOR 1c SALE Offer good for limited time only.
This coupon entitles the undersigned to ¼ pint, ½ pint, or pint of above enamel for 1c provided there is a full purchase price on similar sized can. Check size sold
Name ..... ¼ pint.....
Address ..... ½ pint.....
Dealer's Name ..... 1 pint.....

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Lyon Metal Tire Covers.....$6.25 and up, according to tire size.
Radiator Shields—chrome finished, according to car.....$4.95 up
Lincoln De Luxe Roller Awnings for all cars.....pair $4.25
Cigar Lighter-Ash Receiver combination—very popular $3.19
"Simplex" Curved Interior Mirror, shows both sides of road to rear.....$5.00
Combination Watch & Interior Mirror, glare-proof, $3.85 & $3.98
"Micro" type Horns, fasten to lamp rod.....$2.65 and $3.95
Claireon Air Operated Horns, two-note size—everybody's using them now.....$28.50
"Pilot Ray" Roadlites—light curves before reached....$17.50 to $70

Tire Repair Sundries
Saving prices on everything you need for tire repairs.
Tire Patches.....14c to 54c
Rim Tools.....15c to $1.70
Tube Patch Outfits.....12c to 89c
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"Low" Standard Vulcanizer with box of self-heating patches 89c
Pumps—many styles, priced 57c to $2.40
Jacks—all types.....69c to $7.85
Spare Tire Carriers.....72c to $3.85
U. S. Tire Gauge—clock face type.....98c
Shaler Vulcanizer and Patches, $1
"Schrader" Tire Guages $1.35 and $3.35

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Everything electrical for your car, everything guaranteed, and priced to save you money.
Spotlights, many kinds....$1.25 to $11.95
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A.C. Champion, Bosch and Splitdorf Spark Plugs pleasingly priced. Special prices in sets of 4 or more.
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Electric Cigar Lighters.....32c to $2.15
Also Flashlights, Dome Lights, Courtesy Lamps, Ignition and Battery Cables, Starting Switch parts, terminals and numerous other electrical needs.

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Prolong the newness of your car with clean-up and paint-up materials from "Western Auto"—the best costs you little here.
Whisk Brooms.....30c to 69c
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Chamois, oil tanned, high grade $1.15 to $3.00
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Also, Golden Star, DuPont No. 7, Allklean, McAleers and Simoniz Polishes.
Work Gloves, cloth.....15c to 35c
Lacquer and Paint Brushes 15c to $1.45
Pabco Paints and enamels for every car use at money-saving prices.
"Pabco" Paint Remover, Pint.....35c Quart.....65c
Too Finish, several brands, Pint.....65c to $1.30
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At "Western Auto's" low prices, for a very small amount, you can equip your car with a number of accessories that not only increase driving comfort, but add materially to your safety. Among such accessories we offer:
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