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Just Folks by Edgar A. Guest

KEEPING YOUNG

When it comes to growing older, I suppose I'm on the way. As a risk for life insurance, I've a higher rate to pay. I know my years by number, and the figure I behold is one that in my twenties I considered rather old. But I whistle and I chuckle like the boy who used to be. And I'll tell the world this morning time has made no dents in me.

And each year I'm getting older, I can't see it just that way. For when I get to thinking of myself, somehow I find I've always got the picture of a youngster in my mind. I don't think of me as ageing. All the years have lightly flown. And I've never stopped to count them or the burdens I have known; I go laughing down life's highway still the boy I used to be. And what if nighttime finds me with a youngster on my knee. And what if people tell me that I'm getting old and gray? I am just as young as ever—anyhow, I feel that way.

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LET'S OPEN THE DOOR

MANY people do not know it but we are now reaching the climax of the long struggle for an improved north and south highway between this county and Grant county. The goal is in sight and whether or not we score will depend considerably upon the showing we make with government officials, especially those who have the administration of forest road money. It is time to "hit the ball" because the money is available and our people think we have a case that cannot be denied if the full facts are ascertained.

A better understanding of the situation may be had from the following summary of the federal aid law, sent out by Senator Stanfield:

"His act provides \$75,000,000 for public roads, \$25,000,000 of which is immediately available and \$50,000,000 available January 1.

These federal funds must be matched by like amounts of state funds except in states where more than 5 per cent of the area of the state is unappropriated public lands and in those states the amount is reduced in proportion to the amount of unappropriated public lands, but the amount of federal funds allotted to the state is not increased.

This act also provides \$15,000,000 for the construction and maintenance of forest roads, of which \$5,000,000 is now available and \$10,000,000 available July 1, next.

Forest roads are defined by the act to be "roads wholly or partly within or adjacent to and serving the national forests."

The forest road funds are divided and apportioned as follows:

Fifty per cent but not exceeding \$3,000,000 in any one year must be expended in the construction and maintenance of roads and trails of primary importance for the protection, administration and utilization of the national forests and apportioned among the several states, Alaska and Porto Rico according to the relative needs of the various national forests, taking into consideration the existing transportation facilities, value of timber, or other resources served, relative fire danger, and comparative difficulties of road and trail construction.

The balance to be expended in the construction and maintenance of forest roads of primary importance to the state, counties or communities within, adjoining or adjacent to the national forests, and apportioned among the several States, Alaska and Porto Rico according to the area and value of the land owned by the government within the national forests.

This "balance," a sum of \$9,500,000, will probably be apportioned about half and half between state roads and county roads.

County roads outside of the forest reserves are built with taxes levied and collected by the counties and the designation of projects and their construction is directed by the county authorities.

The government lands within the forest reservation pay no taxes, hence provision for the government for roads.

The strictly "forest roads" which are for the protection and utilization of the forest reserves, should be designated, constructed and maintained by the forestry service which is the administrator and manager of these federal estates, just as the farmer-tax-payer builds his farm lanes and roads. (For this \$5,000,000 is provided.)

The county roads within the reservations should be designated and the order of their construction determined by the county authorities and the government jointly, and the state roads within the reservations by the state highway commissions and the government jointly.

The tendency is for the forestry service to ask for part of the \$9,500,000 to build the primary forest roads, and the tendency of the state highway commissions and the federal bureau of public roads to insist upon using this fund largely for the state roads within and "adjacent" to the forest reservations, because it is there that their interests lie.

It is up to the people and the county authorities to see to it that the county roads within the reservations get their proper share of this \$9,500,000.

The states or counties under this law can not be required, but may contribute voluntarily to the construction or maintenance of forest roads.

Only \$2,500,000 of the \$5,000,000 immediately available for the roads of primary importance to the states, counties and communities has been apportioned. The \$7,000,000 available for this same class of roads July 1 next will doubtless be apportioned on the same basis.

In addition to the amounts provided by this act, there is 10 per cent of the receipts from the forests and \$1,000,000 per year for five years yet of an appropriation made under the act of 1916 that is available for forest road and trail construction and maintenance.

Oregon's quota of the federal post road fund is \$1,182,000 and of the \$9,500,000 forest road fund we are to get \$1,157,000. Umatilla county has asked for \$150,000 of post road money for the Grant county road and \$100,000 of forest road money.

Grant county is making similar requests for its section of the north and south road but is looking especially to forest road money. It is the opinion at present that sufficient money should be allotted from this fund to vastly improve the inter-county road. Both counties are prepared to match federal money up to the limit of their ability, Umatilla county having \$65,000 of bond money available now.

The significance of the Grant county road is well known and it has not been overplayed. That road will provide a needed and logical connection between two counties each an empire in itself. Each county has a natural relationship to the other, particularly along financial and commercial lines. For years people in both counties have been seriously penalized by lack of a good road and it is a matter of public importance to overcome this handicap. The road is also needed from a tourist and scenic standpoint. The north and south road will connect with the John Day highway and opens up to local people and visitors a wonderland on which the door is now closed.

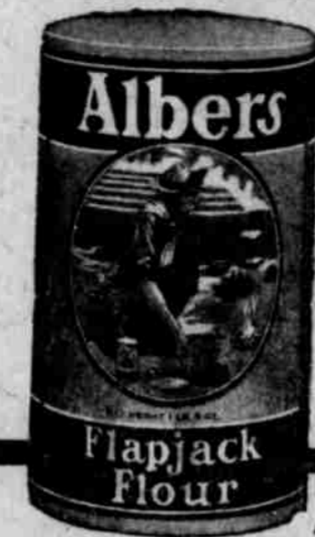
When the Grant county road is built and travel is permitted to the southward as well as to the east, west and north people will wonder why the improvement was so long delayed.

Nature usually handles the play very well and shifts the scenery before it becomes too tiresome but in the present case the snow scene is being carried to the point of boredom.

It may be that girl in the Arbuckle case has a poor memory but there are plenty of people who have their own ideas on that subject.



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COUNT KIDNAPPED SON: U. S. MOTHER FOUND HIM

28 YEARS AGO

(From the Daily East Oregonian, January 20, 1924.)

DENVER, Jan. 20.—(U. P.)—After a separation of 15 years, Mrs. W. O. Wood and her son, Karl Heinrich Greiff, were reunited here when the latter came from Germany, where he had been kept a virtual prisoner by his father for years.

Mrs. Wood married Count Greiff, a German noble, nearly 20 years ago in Germany. She was a Viennese. When their son was 4 years old the two became estranged and the parents separated. The count kidnaped the child and kept him for several years. Countess Greiff recovered her son, only to have him stolen again by her former husband within a month's time. This time his mother, despite all her efforts, was unable to find him. A few years ago she came to America, married W. O. Wood and came to Denver. In 1918, she learned through the Red Cross that her son, then in the German army, was in a hospital. Through the combined efforts of the Red Cross and Mrs. Wood, Greiff was able to leave Germany and come to Denver. Greiff, 25, says he intends to remain in this country.

Wilbur H. Leland of Walla Walla has come to Pendleton to assist Postmaster Johnson temporarily in the post office here. Mr. Johnson will thus be relieved for a time and will be able to recuperate.

Clark Wood came down from Weston Wednesday evening to spend the night in Pendleton.

Deputy Sheriff J. F. Phy, of Union County, is in the city.

R. T. Muldock is down from Meacham.

James Stamper Wednesday said that the high wind which prevailed in Pendleton was equally as heavy in Athena. Numerous minor cases of damage had been reported, but one of them was quite serious. During the day the Catholic church which stood on posts, was moved from its foundation a distance of three feet and very badly wrenched. The damage will amount to about \$200. In Pendleton the young tornado held its grip until night fell. Signs were demolished, billboards weakened so that they were taken down by the officials, and all day it was a difficult thing to cross the street where due east or west wind could strike one.

FRENCH RETAIN THRIFT HABIT

PARIS, Jan. 20.—(A. P.)—The French people have not lost their habit of thrift and taken to spending their cents rather than putting them away in the proverbial "woolen stocking," as reported abroad. The French National Savings Bank had in 1913 15,065,000 depositors with 5,829,000,000 francs saving. Its latest report shows 15,738,000 depositors with 8,143,000,000 francs to their credit.

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