

POWELL MOTOR MOVES IN FINE NEW BUILDING

The Fred M. Powell Motor Car company moved this morning into its new location on North High street. Although workmen are still busy finishing the new building, all business will be transacted from there, beginning today, according to Fred Powell, head of the company.

Formal opening of the new plant will be staged some time late this month. "We are going to stage one of the greatest displays ever pulled off in Salem," said Mr. Powell this morning.

The place, which has cost a total of some \$30,000 measures 165 by 32 1/2 feet. The display room at the front measures 72 by 48 feet, with a ladies' dressing room, a business room, sales manager's room, general office and president's room all immediately in back of the display room. In the rear of the building the machine shops, wash racks and other equipment have been built. The stock room is an unusually large one.

The entire plant will be steam heated, an oil burning steam heating plant having been built at the extreme rear of the building. Adjacent to the machine shop there will be dressing rooms and shower baths for employees.

A space has been left at the back of the lot on which the building was built, so that cars may be parked while being examined. If for any reason they are not taken inside. A deep concrete pit has been built where mechanics may work while repairing an automobile at the bottom.

The one way system of traffic will be used, all autos coming in from the front and going out the back.

DELAY HEARING UPON SOUTHERN

Oregon City, July 31—The public service commission's hearing on the matter of discontinuance of service on the Willamette Valley Southern railway line, south of Kaylor station, to have been held Thursday, has been postponed for 60 days, according to word received here Wednesday from the commission secretary. Additional time was allowed for negotiations between interested parties, according to the statement of the commission.

Due to condition of bridges on the line south of Yoder station, the railroad stopped service over the line between Yoder and Mount Angel Friday night, but final action on the matter will come before the commission at its hearing.

Residents of the district affected by the halting of railway service are said to be anxious that the line be kept open, asserting that produce, wood and stock cannot be handled by trucks from their section and will lack a market if freight service is stopped. They are also seeking the continuance of passenger service, it is understood.

The railroad company in its petition to the commission stated that an expenditure of \$55,000 would be necessary to put the road in shape, which, with the annual loss of more than \$19,000 on the stretch from Yoder to Mount Angel, under its recent operation, would place too great a burden on the company.

STATE TO HEAR COUNTY SIDE OF ROAD ROW

(Continued from page one)

strip from Aral's corner and allow the St. Paul-Fairfield road to stand on the program as originally provided.

To balance up the situation because of the four miles added to the program in the north end, it was decided to add four more miles of market roads in the south end. These roads would include a cut-off from the West Stayton-Aumerville road to the Turner-Marion road, a distance of two miles, and to add two miles to the Silver Creek Falls road by way of the Union hill school house, which would bring that road within five miles of Silver Creek Falls.

According to Engineer Scott the delegation from Woodburn would have none of this compromise, declaring that they wanted their road on and the St. Paul-Fairfield road off.

Seeking a Bridge In this move is seen a desire of the Woodburn delegation leading up to an eventual extension of their road to Butteville on the Willamette river, which would mean the construction of a bridge across the river at that point where there is no bridge now.

The court will insist, it is understood that the compromise as proposed by them be adopted, as it fulfills the wish of the Woodburn delegation for completion of the four mile stretch of paving, also gives the St. Paul-Fairfield farmers the road they are anxious to have, and adds some needed highway extensions in the south end of the county.

Court's Attitude The court is unable to see why the Woodburn delegation, when given what they want, should object to the Fairfield petitioners securing what they desire. The Fairfield petitioners already have raised a considerable sum of money to be expended on their road improvement in connection with market road funds.

Under the law no market road program can be carried out without the approval of the state highway commission.

Planes Join Man-Hunt



The air search for Philip Knapp, alleged "thrill murderer," started at Mineola, N. Y., when Maj. William N. Hensley handed sealed orders to Lieut. M. L. Elliott, who flew to Plattsburg, N. Y., centre of the search.

DAYTON PLANS COLLEGE TO HONOR BRYAN

(Continued from Page One.)

writes:

"I have been ditching today and have not yet rested nor eaten dinner, but before I do either I must write to say how I hope a college will be established where Mr. Bryan fell fighting in Dayton. I am not a rich man, but my check

for \$1600 will be sent you as soon as the movement definitely is started."

Mr. Bryan's preference of Dayton as the site of the proposed college is known to have been firmly expressed. He not only made trips of inspection to the proposed college site but had negotiated for the purchase of a large lot near the Richard Rogers home on which he intended building a residence.

Bryan Viewed Site Associates say that during the last few days of his life he said he

hoped to become a resident of Dayton for a considerable portion of the year. Last Friday, about 48 hours before his death, he summoned Sue and Herbert Hicks, F. S. Robinson and one or two others of his Dayton associates, and went with them to a large hill in South Dayton, which had been suggested as the site of the college. The party walked up this hill in the broiling sun and all over the site, Mr. Bryan occasionally stopping and pointing out where driveways should be built, where athletic fields should be and studying the ground generally with apparently a settled intention of leading the plan to establish the college at that spot.

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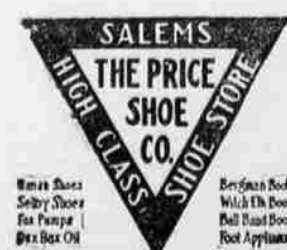
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