

# NIAGARA ROAD NOT TO BE OPEN 'TIL NEXT YEAR

While it is possible to get thru on the new 12 mile stretch of forest road from Detroit to Niagara through the forest reserve, the road will not be opened to general traffic until next year, Roadmaster W. J. Culver reports, following a trip over the road Saturday with County Commissioner Porter.

"The work done under the contract was generally satisfactory," stated Roadmaster Culver. "But the topography of the country is such that there is serious danger of slides, and as a result the government will put in a steam shovel there next year to move back the dirt from the danger spots and this shovel will probably work throughout the summer.

"The road is excellently constructed, with good easy grades, as good turns as could be expected from the contour of the country and while it is a one way road, passing places are soon to be constructed so that it will be possible to see a sufficient distance at each passing place so not much trouble is contemplated from that source.

"It is possible now to go through to the end of the new 12-mile stretch, and the stage goes through every day, but the motorist who wants to make the trip is apt to be delayed for a considerable period of time unless he goes through at just the right time or follows the stage directly in.

"The rock crusher is built out over the road so that rock hauling trucks run under it for their loads. The motorist may find himself at the crusher behind a long row of trucks and have to wait for them to move out before he can move on. It is not contemplated now that general travel use the road although it is possible all the way in."

The road, it is estimated, will cost about \$290,000 when finished, of which amount \$37,000 was put up out of special taxes from the district funds, the road not costing the general fund of the county a cent. This total cost is exclusive of the money that will be expended on the road by the steam shovel in making the highway safe from slides. All of the other costs over the \$37,000 are borne by the federal government.

Seven disappointed bathing beauties adorned the sylvan shores of the Willamette at Woodland park Sunday. They stood about in various poses, prodding the sands with their toes, and appearing as nearly like mermaids as chilly winds would permit.

But they were disappointed because the celebrated bathing beauty contest scheduled for that day was postponed until next Sunday due to inclemency of the weather.

Not all seven appeared at once. A mermaid would appear, don her mer-clothes and stand about a bit, and then disappear. Then another would heave into sight, until at last, seven all told had "come and went." The last two arriving remained on the job for fully two hours, then dropped a sigh, and they too departed.

But next Sunday, the management promises, the big contest will be staged in all its unadorned beauty.

A big program also, will be put on by Silver Bell Circle, W. O. W. and Camp 115, W. O. W. Big times are promised unless the weather man intervenes as he did yesterday.

The world's largest underground slate quarry, in Wales, is operated on 26 levels and contains 50 miles of railroads.

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HY-PEP-SEN is sold and guaranteed by Capital Drug Store, 405 State street.—Adv.

## ON THE AIR

**MONDAY NIGHT (Pacific Time)**  
KGO, Portland, Ore., 491.5—6:47 P. M., Claude Johnson and his Baker theater orchestra; 7:30-7:45, weather, police and market reports; 7:45-8, talk by Carlos Marsters, "A Trip Up the Columbia Gorge," courtesy Columbia Gorge hotel. After 8 p. m., silent for long-distance reception.

KGO, Oakland, Cal., 361.2—6:47 P. M., dinner concert, Wiley B. Allen company; 8, "Revising the Apparently Drowned," Hugh Barrett Dobbs; "A Look into the Beehive," Professor E. H. De Ong; "Symposium on the New Education," Williams Institute; "Rome," Helene Phillips; "Chats About New Hooks," Joseph Henry Jackson; "From a Composer's Workshop—Voices," Arthur S. Garbett; "Inside Dope on Curing Automobile Ills," Louis P. Siger; Arion trio.

KPO, San Francisco, Cal., 423.3—6:45 P. M., Waldemar Lind and the States restaurant orchestra.

KFI, Los Angeles, Cal., 467—5:39 P. M., Examiner's matinee musicale; 6, McDaniel's radiatorial talk; 6:45, radiatorial talk; 7-8, California Serenaders dance orchestra, George Cronk, leader; Sigmund Sachs, violin soloist; 8-9, New England hour of music; 9-10, program, Walter M. Murphy Motors company 10-11, Examiner; Ray West and his Alexander hotel dance orchestra.

**TUESDAY NIGHT (Pacific Time)**  
KGO, Portland, Ore., 491.5—7:30-8 P. M., address by Congressman Martin H. Madison of Illinois by wire telephony from the Multnomah hotel; 8-9, travel talk by Dr. J. H. Wetherbee and concert by Rose City trio, courtesy of American Express company; 9-10, General Cord orchestra, courtesy of Woolach & Powell; 10-11, Jack Souders' dance orchestra from Indian grill of the Multnomah hotel.

KGO, Oakland, Cal., 361.2—6:47 P. M., dinner concert, Wiley B. Allen company; 8, KGO studio staff, Arion trio; 9:50, Radio Breeze, K. C. B.

KFO, San Francisco, Cal., 423.3—7:30 P. M., Rudy Seiger's Fairmont hotel orchestra; 8-9, Shrine Chanters; 9-10, Avon string quartet; 10-11, Jack Coakley's Cabriolet.

KFI, Los Angeles, Cal., 467—5:30-6 P. M., Examiner's matinee musicale; 6, McDaniel's radiatorial talk; 6:45, radiatorial talk; 7-8, program, Hills Bros, with Hills Bros, dinner dance orchestra, Starr Russell, the blue streak of radio; 8-9, Examiner, Hugo Hamlin's Personality Kids; 9-10, variety program by KFI burlesquers; 10-11, Packard ballad hour, with Ashley sisters, Ethyl Talmadge.

## NEW VARIETY CHERRY NAMED KING ALBERT

Yakima, Wash.—A new variety of cherry, as unusual in its origin as in its appearance, has been developed by Edward Remy, an orchardist residing near here. The cherry is a golden yellow in color and is distinguished by a deep crimson stripe that extends from the base of the fruit to the tip. When the fruit is mature, the same dark coloring runs from the skin to the pit.

## ROAD BUILDERS ASK RECEIVERS

John Palmer has filed suit in circuit court seeking a receivership for the affairs of himself and Guy Scharschmidt in connection with the winding up of their partnership on construction of the Mt. Hood loop highway. Their contract involved altogether about \$16,000.

The two recently were made defendants in a suit instituted by James Clarkson to collect \$1281 he alleges is due him for work on the highway. Palmer in his complaint alleges that there has been a controversy between himself and Scharschmidt as to the manner of defending the action brought by Clarkson. Palmer claiming there is a good defense, while he alleges Scharschmidt is in collusion with Clarkson and claims there is no defense. As a result Palmer wants a receiver to defend the suit and windup his affairs with Scharschmidt.

## 8 CENT FARE ON TROLLEYS REASONABLE

(Continued from Page One.)

wages of general office clerks, .11; law expenses, .01; relief department expenses, .02; injuries and damages, .24; insurance, .01; miscellaneous general expenses, .05; general office supplies and expenses, .03; bridge rentals, .15; depreciation, .57; taxes, 1.53; operating income, 1.14; average fare collected, 7.51.

"It appears that out of the average fare collected of 7.51 cents per passenger, 2.75 cents is paid as wages to motormen and conductors. Salaries or wages of general officers are for 1924, one-twentieth of a cent per average

passenger fare, and law expenses do not appear to be extravagant, and it would be in such items that extravagance would be expected if any were to be found. While it does appear that the wages paid to motormen, conductors and other similar employees may be slightly above the level of wages paid for similar service in certain other sections of the country, we can find no fault with this, and certainly we cannot say that the paid are excessive.

Comparison of Fares.

"The plaintiff introduced testimony showing comparisons of fares charged by the Portland street railway system and other street railway systems, municipally operated and otherwise in a small number of cities in the United States. Since only a small number of cities in the United States were used in comparison, and in many instances the exact conditions surrounding operation in those cities were not available, the evidence submitted could not be considered to be controlling.

"It is alleged that the accounts and reports of the defendant are kept in a misleading manner and show fictitious results and that undue financial burdens are placed upon the street railway lines by reason of arbitrary and unjustified apportionment of expenses as between various activities and operations of the company. An examination of the record and accounts of the defendant discloses that they are kept in accord with the classification of accounts as prescribed by this commission and the interstate commerce commission. A careful check by this commission's staff, did not disclose any instance of unreasonable apportionment of expenses as between the several activities of the company.

Municipal Ownership.

"While it is alleged that the amount of money set aside by the defendant for depreciation is excessive, it appears that there is being set aside only the amount heretofore prescribed by the commission.

"Intervener H. D. Wagoner Sr. contends that the only solution of

the problem is municipal ownership and operation. He admits that under existing conditions the company must have the present eight-cent fare, but urges the commission recommend municipal ownership as the proper method of obtaining a lower fare. Possibly such a plan would have its advantages. Through it certain burdens now imposed on the car riders would undoubtedly be transferred to the taxpayers generally, but it is doubted if the actual cost of the service would be materially reduced. The public would eventually be required to pay it either in car fares or taxes. In a previous order we made recommendations designed to secure a remission of bridge tolls, franchise taxes, paving requirements and other similar burdens, and to thus relieve the car rider, but such a plan when referred to the voters of Portland did not meet with their approval. We therefore hesitate to take further action along this line."

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## Last week of Reduced Camp Goods Prices at "Western Auto"

Saturday, August 29th, is the last day of these reduced prices. Buy now for your Labor Day Outing and for next year's trips. Quantities on some items are limited—so come early. "Western Auto's" guarantee of satisfaction goes with every article. Many other camping necessities not shown in this advertisement also offered at special prices.

	<b>Folding Skillets</b> —are easy to carry		<b>Restful Sleep Is Necessary</b>		<b>This Tent Has a Side Door</b>
	<b>Gas—Oil—Water</b> —for an emergency		The handle folds across the back, making a flat, compact package. No extra is complete without one or two skillets. Buy them during this week at greatly reduced prices. 9-inch size reduced to..... <b>50c</b> 10-inch size only..... <b>60c</b>		This all-steel bed will not sag or bend. It is very strong and substantial. It is an exceedingly comfortable bed—accommodating easily two large persons. Folds into a small unit. Our regular low price \$12.45. Now only..... <b>\$10.13</b>
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	<b>60c Up</b>		These heavy sheet metal canteens covered with wool blanket material will keep the water cool. 1 1/2-gallon size reduced to <b>\$1.45</b> 2-gal. size reduced to \$1.75		Three-gallon size, blanket covered—ideal for cross-country trips as well as short tours. Price reduced from \$2.15 to <b>\$1.72</b> Same canteen, 2-gallon size, reduced from \$1.95 to..... <b>\$1.55</b>		Keeps all foodstuffs at the original temperature. The extra wide mouth is a feature. The capacity is one gallon. It is known as the "all-purpose jar" and the price is <b>\$2.97</b> —extremely low..... <b>\$2.97</b> Only a Few at This Price Buy Yours Early

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