

FLOODS SPREAD IN CENTRAL EUROPE

Paris, Jan. 1.—(A. P.)—The floods in central Europe continue to spread notably in eastern Hungary. There the river Tisza is 28 feet above normal level at Tokay, famous for its wines. The devastation by the waters is being added to by ice jams forming at bridges. There great masses of ice are being demolished by artillery shell fire, but with some damage to the bridges; thousands upon thousands of persons driven from their homes are flocking to cities which are above flood level.

While the situation in France thus far is merely threatening, the rivers, notwithstanding official optimism, continue to rise at a fast rate in the east, west and north. It is now admitted that the peak of the flood will not be reached before Sunday.

The flood situation has been complicated by a recurrence of last week's hurricane which has put the half restored telegraph system out of commission again. The Eiffel tower wireless aerial again was carried away by the wind and in consequence of this the actual state of affairs in the provinces is not fully known.

CAMPAIGN UPON WHEAT RUST

Kansas City, Mo., Jan. 1.—(A. P.)—More than twelve million bushels of wheat have been killed in thirteen mid-western states since 1918. Dr. Carlton E. Ball announced today in describing the government's campaign to eradicate black stem rust in domestic wheat fields. Dr. Ball, agronomist in charge of cereal investigations of the United States department of agriculture, is attending the annual convention of the American Association for the Advancement of Science.

"The average annual loss in American wheat production caused by black rust is 50,000,000 bushels," he asserted. "There is also an appalling loss annually in barley, oats, cultivated grass and rye. Eradicate the common barberry and black stem rust will disappear."

DR. BAILEY TO HEAD NATIONAL SCIENTISTS

Kansas City, Mo., Jan. 1.—(A. P.)—Dr. Liberty Hyde Bailey, former dean of the school of agriculture at Cornell University, Ithaca, N. Y., was today elected president of the American Association for the Advancement of Science in an annual convention here. Dr. Bailey will assume office next December when the association convenes at Philadelphia and will serve for the year 1927.

The association council elected Dr. Bailey to succeed Dr. Michael I. Pupin, who assumed office when the present convention met last Monday.

President Roosevelt in 1908 appointed Dr. Bailey chairman of a commission to study country life. His research work had won for him in 1898 the Veitchian medal.

STONE AND WEBSTER SELL THEIR PROPERTIES

Portland, Or., Jan. 1.—(A. P.)—The Northwestern Electrical company has taken over the electric companies' properties that serve the cities of Rainier, Kalama and Woodland, three properties having been owned until Wednesday by the Inland Power and Light company and the Puget Sound Power and Light company.

At the same time the above deal was made the Vancouver water works was taken over by the Portland Electric Power company. The amount involved in the transfers was about \$1,700,000.

By these deals the Stone and Webster interests which controlled the selling companies named retire from the utility field in southwestern Washington.

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258 Miles of State Highways Surfaced During Year of 1925

Eight miles of pavement, 250 miles of rock surfacing, 300 miles of grading to state standard, and 30 bridges of over 20 feet span is the progress recorded during 1925 toward the completion of Oregon's state highway system. In addition many minor betterments in the form of grade widening, elimination of dangerous curves, construction of guard fences, etc., have been made.

All contractors completed their contracts without the necessity of the state calling upon their bondsmen to finish the work. Labor was plentiful and material available in quantities needed, all of which, says Roy A. Klein, state highway engineer, combined to make a successful year's work.

\$10,500,000 Disbursed.
The state highway department made disbursements during the year amounting to \$10,500,000 which included \$2,500,000 for the payment of interest and maturities on bonds and \$1,500,000 in the maintenance of highways previously constructed. Of the total the government contributed \$1,200,000 in federal aid, the counties \$1,300,000 and the state \$8,000,000.

A saving in interest charges was made possible by refunding \$3,000,000 short term bonds bearing interest at 5½ and 6 per cent with bonds bearing 4½ and 4¾ per cent. The highway bond debt was reduced by \$787,000. Bonds now outstanding total \$37,263,750 which is a reduction of \$1,436,250 as compared with the peak indebtedness at the end of 1923.

An important development during the year as the result of experiments during the preceding two years was the closing of 225

overhead structures. At Meacham on the summit of the Blue mountains over the main line of the Union Pacific is one, the other is a combined overhead and river crossing on the Pacific highway at Oakland in Douglas county over tracks of the Southern Pacific railway. Two other grade crossings of railroads have been abolished north of Myrtle Point in Coos county by the re-location of a highway and bridge on the other side of the railroad track.

Coast Highway Pushed.
Construction work has continued on the Roosevelt highway with special reference to Lincoln and Curry counties. By the close of another year, it is hoped to have a completed grade and bridges between Tillamook and Newport on the north and between the California state line and Coos Bay on the south.

On The Dalles-California highway, marked progress has been made. Between Bend and Klamath Falls, 43 miles of grading and 55 miles of surfacing has been placed under contract this year. A completed road from The Dalles to Klamath Falls is promised by the end of 1926.

The John Day highway has also received the benefit of a large amount of construction during the present year, 40 miles of grading having been placed under contract and the greater part of it completed.

On other highways many gaps have been closed and many im-

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provements extending, such as the paving on the Pacific highway between Oregon City and Canemah, and between Harrisburg and Junction City. Another achievement of the year was the opening of the Mt. Hood loop after six years' of construction.

Market Roads Planned.
The market road law was amended at the last session of the legislature to provide for a definite, pre-arranged market road system in each county. The new law is working well. Market road systems supplementing the state highway system have been laid out in each county on a five or ten-year program and very appreciable progress was made during the year toward more uniform construction and higher standards. The construction of these roads leading from producing centers to market centers will be a material aid in the development of the rural districts and the state as a whole.

The state highway system now contains 4463 miles or about 10 per cent of the mileage of public roads of the state, of which 839 miles are paved, 2188 miles are covered with crushed rock or gravel and 372 miles are graded but not surfaced. Practically all of this work has been done since 1917, the beginning of the present program, indicating that substantial progress is being made from year to year in bringing nearer to completion an adequate system of highways to properly serve the state.



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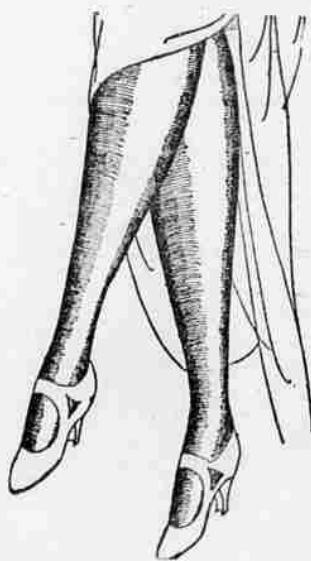
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