

OFFIC STILL PUZZLES

MAY NOT ALLOW PLANKING; FERRY POSSIBLE.

Mayor Thinks Center Street is Best; Courts Will Consider Proposal For Ferry Operation.

A definite action was reached relative to a means of traffic across the Polk river, pending the construction of a bridge to replace the condemned structure, by the joint action of the Polk and Marion courts last week.

Removal of the Southern Pacific bridge of the proposed plan to the company's steel bridge is awaited, but there is no certainty the plan will be approved by officials in San Francisco. It is necessary to resort to the establishment of a ferry across the river. It is said that a man is now attempting negotiations for establishment of a ferry. Another meeting of the courts will be held Thursday, beginning at 11 o'clock at which the ferry proposal will be considered.

From the office of the state engineer, plans were submitted at the meeting yesterday and will receive further consideration at the meeting next week. The report of the engineer's office, in favor of a new bridge, has been reviewed above Court street and no plans below Center street, and is held to be the "only practical" plan. The plans submitted by the courts and Center streets for Center street plans are drawn for a level concrete bridge of different types and for Center street a bridge of high level concrete.

The plans submitted for Center street are of each following:

- Level Concrete—Concrete west approach A-1 wood approach, east approach concrete wall and fill; estimate, plus cost of right of way, as above except west approach pile trestle plus right of way, estimate, \$239,730.
- Level Steel—Cheap west approach of concrete; estimate, plus right of way, as above.
- Level Steel—East approach with fill, concrete viaduct, main bridge laminated wood trestle; estimate, plus cost of right of way, as above except main span concrete floor; estimate, \$175,000.

Level Steel—With class A floor (laminated) over class A wood approach; estimate, \$109,450.

Level Steel—Concrete floor, approach, east approach no steel approach, .78 per cent; estimate, \$217,650.

Level Steel—East approach with fill, concrete viaduct, main bridge laminated wood trestle; estimate, plus cost of right of way, as above with concrete floor, approach concrete; estimate, plus cost of right of way, as above.

Level Concrete—West approach wood trestle; estimate, plus cost of right of way, as above with east approach wall and fill, viaduct 102 feet approach concrete; estimate, plus cost of right of way, as above.

Locations for the report on locations above Court street considered for the reason of a wide detour were above the island above the

below Center street has been considered. The Marion street right out in other investments close to the present location, that there might be a detour to its piers and the interests would object unless the bridges were opened on the same time. This additional lost time at the other of the two bridges, street site is further not high level bridge for the distance from the street to the front street is much shorter than that above that the requirement of roadway over cannot be reached with the gradient of the east remaining streets are below and Center. With smokestack street, it has

practically the same limitations and drawbacks as both Court and Center streets without the good points of either.

"The alignment of the street with respect to the rim of the river is such that it would be necessary to introduce a curved approach at the east end. The layout is such that the grade of the east approach would not be appreciably lower than that at Center street and the length would be about the same, when proper alignment with the current is secured. The crossing over the river proper would be wider than at Center streets and the grade is not as low as at Court street. There is the further circumstance of right of way to be acquired. There are thus left for consideration the Court street and the Center street sites."

Reference is made to the shifting of the river channel as indicated for a period of sixty years, being shown that the channel is gradually encroaching on the Polk county shore. "It seems to this department," says the report, "that the farther down stream it is practicable to put a bridge, the longer will such a structure be removed from the influence of the changes. It was on this same basis that twenty-six years ago before the erection of the existing structure, the United States engineers recommended a down-stream site."

R. R. CO. TO BUILD CARS

SOUTHERN PACIFIC WILL ENCOURAGE HOME INDUSTRY.

Plans to Use Lumber Grown Along Its Lines: Movement May Prove Car Shortage Panacea.

Announcement that the Southern Pacific company had adopted the plan of building all its wooden freight cars, such as box and flat cars, at its own shops and will make them from lumber produced along its lines, was made this week by President William Sproule, who has returned from New York and other Eastern cities.

"The plan," said Agent Woods, "is in furtherance of our policy to favor home industry and will provide a good market for a great deal of Western timber. The construction will be done principally at our Sacramento shops. We plan to build as soon as possible, 2000 box, 450 stock and 500 flat cars, these, added to the 2700 new refrigerator cars just ordered by the Pacific Fruit Express company, of which about 1,000 will be built in California, will give us 5,650 new freight cars for the coming season, enough to ward off the hardships through shortages of railroad equipment experienced this season, provided we can get our cars returned to us after they are unloaded at destinations. The Southern Pacific as you know is half owner of the Pacific Fruit Express."

Mr. Sproule said that the prosperity of the East and Middle West is not merely coming here, but is already here.

"The prosperity we have here," he said, "is different in nature from the East but is just as positive."

"The earnings of the Southern Pacific company, which have improved along with other business, are giving us an opportunity to spend much money for betterments needed upon our property. While there are no new extensions contemplated, the shop forces are working full force at full time, and the maintenance of way crews are also busy.

"I look forward to a continuance of the country's prosperity for some time to come, peace or no peace."

"BILL" HIMES GETS MARRIED.

Surprises Friends and Weds; Mrs. Addie Whiteaker Is Bride.

William A. (Bill) Himes and Mrs. Addie E. Whiteaker were married at five o'clock Saturday afternoon by Circuit Judge Belt in his office at the court house. Mr. and Mrs. John W. Orr were the only people present at the ceremony.

It was what society editors would call a "quiet wedding." In fact, the bride and groom completely out-crowned their numerous friends. People who live at the Hotel Gall, where the bride had been the star boarder for many years, heard a rumor of the marriage Saturday evening but were loathe to believe it. They thought it was merely a rumormonger's tale. In fact, no one was ready for Bill to get married but Mrs. Orr, it seems. Bill, of course, the bride.

The newly married couple are now residing at 108 Washington street.

GARAGE AT WEST SALEM FAIR GROUNDS PLANNED

TEMPORARY TRAFFIC SUSPENSION CAUSES DIFFICULTY.

Local Young People Wishing to Slip Over For a Dance Must Stay All Night, Now.

An elephant, some Shetland ponies and a gaudy-lued gown or two and people would instinctively begin to get out their loose change and assume the care-free air that goes hand in hand with the "one and only mammoth three-ring circus," as they approach the condemned inter-county bridge.

An enormous tent, nearly a block long and about 100 feet wide, with three large center poles, has been erected some 100 yards from the jitney station. It isn't a circus tent, however, but a legitimate business concern catering to the automobiles that are unable to cross the river until some means is provided. Business is reported to be booming. This is a new wrinkle in the garage world.

The condemning of the old bridge has worked hardships, too. The West Salem dairy is reported to be put to an additional expense of \$100 a month, since they have to transport their milk and other products by way of the railroad jitney. And this does not mean that the railroad company is getting rich, either. The jitney is not operated with any hope of profit, but merely as a convenience to people.

Business isn't the only thing that has suffered. Local young people who have been in the habit of periodical jaunts to Salem to attend a dance or theatre are placed at a serious disadvantage. The last jitney leaves Salem at ten o'clock and that is rather too early for a successful evening; hence the aforementioned amusement seekers are left the alternative of staying all night, which is sometimes very inconvenient, or trusting to the mood of the night-watchman. Rumor has it that the receipts of Salem dance pavilions have diminished appreciably, as a result.

TAX EXTENSION WORK DELAYED

Ambiguous Statement From Falls City Causes Week's Setback.

The county assessor's office is now one week behind scheduled time in extending the county tax roll. The office received a somewhat ambiguous record from Falls City and the deputies used 10 mills as the levy in extending the taxes for residents of that city. When they congratulated a few Falls City people on having such a low figure, it was found that the levy should have been 21 mills. This is towards the top of the list; Independence is said to have the highest taxes, so far.

The assessor usually tries to have the work done and turned over to the sheriff for collection by February 1, but this will be impossible this year. There is only one computing machine in the court house.

FIREMAN BANQUET TONIGHT.

Annual Event Will Be Held at the Imperial Hotel.

The annual fireman banquet will be given at the Imperial hotel tonight. Mayor Stone, Captain Conrad Staffrin, Judge E. C. Kirkpatrick and all the members of the city council have been invited to attend.

Officers of the Dallas Fire department will make speeches. They are Lou Muscott, chief; Clyde Gibbs, assistant chief; Walter Ballantyne, president; Clifford Smith, secretary; and Dick Webster, treasurer. The invited guests will probably respond to toasts.

The banquet will be a five-course affair and the tables will be decorated with cut flowers. This is the first banquet for the Imperial since Mr. Murray assumed the management a short time ago.

Poling Gives Talk at High School

D. V. Poling addressed the students of the Dallas high school yesterday morning at assembly. Mr. Poling based his theme on Henry Van Dyke's "Life Compass."

"Four things a man must learn to do, if he would make his record true— To think, without confusion, clearly, To love his fellow man sincerely, To act from honest motives purely, To trust in God and have securely."

This was the last of a series of interesting talks which Mr. Poling has been giving at the high school this winter.

SCHOOLS ASK SOLONS

NORMAL AND UNIVERSITY PREPARE FOR LEGISLATORS.

Normal School Students and Month Residents Go to Salem To See Institutions.

Three hundred fifty students of the state normal school and other residents of Monmouth will go to Salem tomorrow morning at 8:30 to make a tour of the state institutions and visit the legislature.

The normal school has invited the joint ways and means committee of the house and senate to visit Monmouth and the school. The invitation will probably be accepted as the solons visited the Oregon Agricultural college Saturday and will journey to Eugene this week for a "once-over" at the University of Oregon. The present legislature is taking a great deal of interest in schools this session and the several visits are made with the ultimate purpose of making the most expedient and equitable expenditures possible.

The university will furnish a special train for their guests and the Eugene Chamber of Commerce will furnish automobiles for a tour of the city. The legislators will later be taken in hand by a faculty committee and shown through the university campus, where the students will be engaged in their regular pursuits, so that an everyday working view may be had of the institution. Outside of a banquet and a general good time there will be no big demonstration, as it is simply the desire of the administration to show the actual needs of the university as they exist, so that the legislators may fully realize what actual appropriations are needed.

POTATO PRICES SOAR

MANY BUYERS COMPETE FOR POLK COUNTY SPUDS.

Growers Get The Idea and Hold For Higher Prices; Movement Slackens As a Result.

Unprecedented competition for Polk county potatoes has arisen in the past fortnight. As a result prices mounted little by little until the farmers got the "bee in their bonnet" and put the lid on the supply, temporarily.

Prices have gone up nearly to 2c a pound as a result of the activity. Eldridge and Aspenwall were first in the field and shipped several cars to Portland and Sacramento. There were six buyers in the field by the fore part of the week. They report that most of the large lots have been placed and that there will be little moving until the farmers decide that further advances are not forthcoming.

ASSOCIATION WANTS CHANGE.

Polk Poultry Raisers Favor Breeding of Utility Stock.

The annual meeting of the Polk County Poultry association will be held at the county court room in Dallas on Saturday, February 3rd. At this time the annual election of officers is to be held.

The local association, also realizing the fact that the demand for fancy poultry is on the wane, has asked Prof. Lamb of O. A. C. to attend the meeting and outline a modern poultry show. Polk breeders are anxious to keep up with the changing times, and for that reason the matter of breeding utility instead of fancy stock will be thoroughly discussed at the forthcoming meeting.

New Homes for Rickreall.

A. R. Cadle, the Rickreall merchant, has started to haul material for a new home he will commence work on shortly. The house will be located near the Burch place and will be of bungalow style. Mr. Cadle expects to have it completed this spring, weather permitting. Another home contemplated in that section is one to be built by John Monson of this city on his farm just west of Rickreall. The farm was part of the old McDaniel homestead and was purchased by Mr. Monson about two years ago.

Buy Hartley Home.

Roy Holloway, who recently acquired an interest here in the Davis Furniture store, has closed a deal for the purchase of the C. C. Hartley place, corner of Washington and Fairview streets. The property consists of a large, ten-room house and three lots. Mr. Holloway takes possession about the 15th of February. Mr. Hartley has not announced his future plans.

FISHING GETTING GOOD.

Trio of Anglers Got 41 Cut-throats in Salt Creek Sunday.

Isaac Walton had nothing on three local fishermen. Herman Hawkins, Ray Thiers and R. U. Steelquist caught 41 cut-throat trout Sunday in Salt Creek and they all measured over ten inches.

This was the biggest catch of the year and from the number of anglers that admiringly gazed at a sample seven of the fish. The successful trio placed in J. C. Hayter's window, there will be a considerable ex-

MACGREGOR FUNERAL SUNDAY

Many Attend Services—Body Taken to Portland for Cremation.

The funeral services of the late Gilbert P. MacGregor were held Sunday afternoon at one o'clock at the Presbyterian church, conducted by Rev. D. A. MacKenzie. The attendance of friends at the service was so large that the church would not hold all.

Following the services the body, accompanied by Mrs. MacGregor, Mr. and Mrs. George Gerlinger, Mrs. Louis Gerlinger and Rev. D. A. MacKenzie, was taken to Portland, where it was cremated.

POTATO PRICES SOAR

MANY BUYERS COMPETE FOR POLK COUNTY SPUDS.

Unprecedented competition for Polk county potatoes has arisen in the past fortnight. As a result prices mounted little by little until the farmers got the "bee in their bonnet" and put the lid on the supply, temporarily.

Prices have gone up nearly to 2c a pound as a result of the activity. Eldridge and Aspenwall were first in the field and shipped several cars to Portland and Sacramento. There were six buyers in the field by the fore part of the week. They report that most of the large lots have been placed and that there will be little moving until the farmers decide that further advances are not forthcoming.

PRUNE LAND CHANGES HANDS.

Ward Place Sold to Messrs. White, Stockwell and Grant.

Two real estate deals were put through Saturday and both involved prune land. Mrs. Frank Ward sold the tract known as the Dallas Fruit farm, situated about one mile southwest of Dallas, to Messrs. W. J. White, T. C. Stockwell and J. M. Grant.

The new owners will clear the land and plant to prunes. The tract contains 25 acres, two of which are planted to prunes, now. The deal was handled by L. D. Brown.

N. L. Guy and W. L. Soehren finished up negotiations Saturday which transferred their ten acre prune orchard just south of town to J. N. Conn. The orchard contains four-year-old prune trees.

MRS. EDWIN McDOUGALL DIES.

Funeral Services Will Be Held at Ballston Tomorrow.

Mrs. Edwin McDougall died Saturday night at midnight from the shock following an abdominal operation. The funeral services will be held at Ballston, where the deceased was born and raised, tomorrow.

The Ladies of the G. A. R. in Dallas had expected to attend the funeral in a body but had to give up their plans when it was decided to take the body to Ballston. Mrs. Dougall had been active in G. A. R. affairs before her untimely death.

Mrs. McDougall is survived by a husband, mother, brother and two sisters. Death came in her 43rd year. A complete obituary will follow in Friday's Observer.

Van Orsdel Asks For Manuals.

John P. Van Orsdel, professor of logging engineering at the Oregon Agricultural college, has requested of the state highway department copies of the two manuals on cost keeping and bridges, recently issued by that department, to be used by the senior class in logging engineering. These manuals, known as Bulletins 2 and 3 of the State Highway commission, were prepared under the direction of John H. Lewis, state engineer, and are intended to standardize the practice in road work of cost keeping and accounting, also the construction and maintenance of bridge.

Gave Talk to K. P.'s.

C. A. Lawton, of Astoria, who is connected with "The Senator," the official publication of the Oregon grand lodge, was a visitor in Dallas yesterday and last evening gave an interesting talk to members of the local lodge. Mr. Lawton's talks are always of interest to K. P. lodge men, and his appearance here last night drew out an unusually large crowd, much of the usual detail work being dispensed with in order that he might be given full time for his talk.