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of our depositors is considered in every transaction, it is a veritable pleasure for us to render the best in banking service.

## FARMERS STATE BANK

INDEPENDENCE, OREGON

### A NEW AUCTION

YOUR OWN PRICE AND TERMS: on two conditions: part cash at least, in cash and all by Dec. 31st. Mail bids received by Sept. 15th. Registered Jersey bull calf, dropped March '21, of Register of Marit cow, one of our best, by our St. Mawes Herd whose dam made 919.88 lbs. butter fat last year.

Q. POWELL & SON, Monmouth, Oregon

### University of Oregon

CONTAINS:

- The College of Literature, Science and the Arts.
- The School of Architecture and Allied Arts.
- The School of Business Administration.
- The School of Education.
- The Extension Division.
- The Graduate School.
- The School of Journalism.
- The School of Law.
- The School of Medicine.
- The School of Music.
- The School of Physical Education.
- The School of Sociology.

Fall Term Opens September 26

A high standard of cultural and professional scholarship has become one of the outstanding marks of the State University. For a catalogue, folders on the various schools, or for any information, write THE REGISTRAR, UNIVERSITY OF OREGON, Eugene, Ore.

### GROWING WHEAT NOW BEING DETERMINED

Agricultural College, Corvallis, to determine the actual cost of production and the fundamental factors contributing to successful growing, a party of state agriculturists has completed the first year's survey in Sherman county. In the party making survey were R. S. Washburn, agent of the farm management department of the United States department of agriculture, H. D. Scudder, in farm management of the experiment station, R. V. farm management demonstration service, and assistants. Survey consists of 150 records of complete labor costs of wheat, records of time and cost of raising with horses and with mules, and records of expenses were obtained for comparing methods. The facts brought to the survey, together with similar surveys in the Pacific Northwest and will be used by extension

workers in farm demonstrations of successful practices.

The records have been sent to Washington for analysis by specialists of the department of agriculture. As soon as the department has summarized the information obtained in them they will be returned to the farm management department of the Oregon Agricultural college, and the extension service for the information of the farmers of Oregon.

Sherman county was selected in which to make the survey because of the wide interest taken by farmers of the county in keeping cost of wheat production records. Forty farmers have been keeping records for the last two years in a wheat cost project carried on by the local farm bureau.

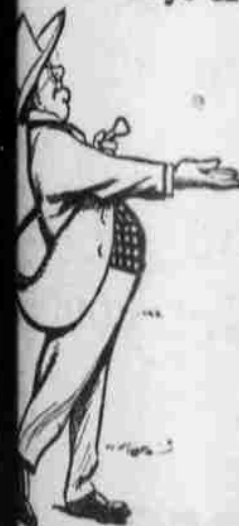
#### A Big Difficulty

One of the difficulties about the present styles is that in observing women coming down the streets, you can't tell whether its your little sister or your grandmother.

D. P. Boon of Dallas has brought suit for divorce against F. E. Boon.

### Try It Out Yourself

says the Good Judge



And you will find how much more satisfaction a little of this Real Tobacco gives you than you ever got from a big chew of the ordinary kind.

The good, rich, real tobacco taste lasts so long you don't need a fresh chew nearly as often. So it costs you less.

Any man who uses the Real Tobacco Chew will tell you that.

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RIGHT CUT is a long fine-cut tobacco  
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### TRUCKS RUINING THE HIGHWAYS

#### Overloading Trucks Is Raising Havoc Says Commissioner Yeon

Portland—The vast amount of money that has been expended by Oregon taxpayers for paved highways has been wasted unless efforts are made to regulate the speed and loads of heavy trucks, according to John B. Yeon, state highways commissioner.

"One and one-half percent of the traffic over the highways is violating the law, destroying the paving and rendering a burden upon the taxpayers that in time will increase tremendously," said Mr. Yeon Saturday. "Instead of a beautiful Columbia river highway, in time, all we will have will be a mass of junk that will have to be paved anew. Highways, once broken, cannot be repaired but must be repaved."

"When the highways of the state were constructed it was little thought that in time huge trucks carrying freight and passengers would cause so much damage. Leading highway experts from all parts of the United States are now experimenting in an effort to discover some form of paving that will withstand the heavy loads."

"The paved highways of Oregon cost approximately \$24,000 a mile. Pennsylvania estimates that the highways intended to withstand heavy loads and speed that will be laid will cost \$48,000. It would cost Oregon just as much to lay the same type of pavement. Should we spend that much money for the benefit of 1 1/2 percent of the population?"

When Oregon's first bond issue of \$5,000,000 was voted, according to Mr. Yeon, it was expected that the issue would build approximately 500 miles of paved highways. The commission in attempting to carry out this program constructed highways that have proved inadequate for the heavy traffic that has developed. A heavier paving has been placed on the roads this year, but it is still unable to withstand the loads of heavy trucks.

A recent survey of the roads developed that traffic was as follows: 3.7 percent horse drawn, 12 percent motorcycles, 72.8 percent cars with Oregon licenses, 14.5 percent passenger cars with licenses from other states, 4.6 percent light duty trucks and 3.2 percent trucks of 1.5 tons and over.

A law passed at the last session of the legislature prohibits trucks with a load exceeding 16,500 pounds to operate faster than 12 miles an hour and no truck is allowed on the highways with a load of more than 22,000 pounds.

"Many of these heavily loaded trucks are paying no attention to the law," said Mr. Yeon. "They drive along at great speed and break and crush the foundation of the road. In a short time the road becomes a ruin and the entire taxpaying public is assessed because of the law infractions by a few, who as a rule are not taxpayers."

"California recently found that the trucks were damaging her highways to such an extent that steps had to be taken to provide a remedy. Now freighters are required to use trailers and thereby put the weight on eight wheels that had been carried on four."

"I am puzzled to see why merchants will patronize freight trucks when there are river steamers and railways running parallel. The merchant who is doing this today is no doubt saving some money in freight charges, but he is shouldering not only upon himself but his community a tax burden that is unjust."

"The Columbia river highway would last forever if trucks would lower their speed and loads. Horse-drawn vehicles do not do damage and the pleasure car has hardly any effect upon the highways, but the owners of these must help pay for a damage that is caused by a few."

The state highways are of a 16-foot width, sufficient for two vehicles to pass comfortably. As a result, with the constant traffic all vehicles keep well to the sides of the road. This being the case, heavily loaded vehicles moving at a rate above the speed limit crowd out and break the sides of the paving, according to Mr. Yeon.

"Just now logs are being hauled over the highways and are causing great damage," continued Mr. Yeon. "Some of them are 60 and 70 feet in length and are so loaded as to balance on the rear axle. This places the entire weight on two wheels and results in the paving foundation being cracked and broken."

"It is not the purpose of the highway commission to start a campaign to drive the trucks from the roads. They have a right upon the highways as long as they are carrying freight with a weight not in excess of the limitations of the law, and maintain a speed of not more than 12 miles an hour, but they have no right to in-

flit an injury upon the highways that are the pride of the state and have been constructed through the taxation of all the people.

"As conditions are the people of Multnomah county would be unwilling to be assessed to construct another Columbia river highway, but it will have to be rebuilt as will all other highways unless some method be arrived at whereby the trucks can be regulated."

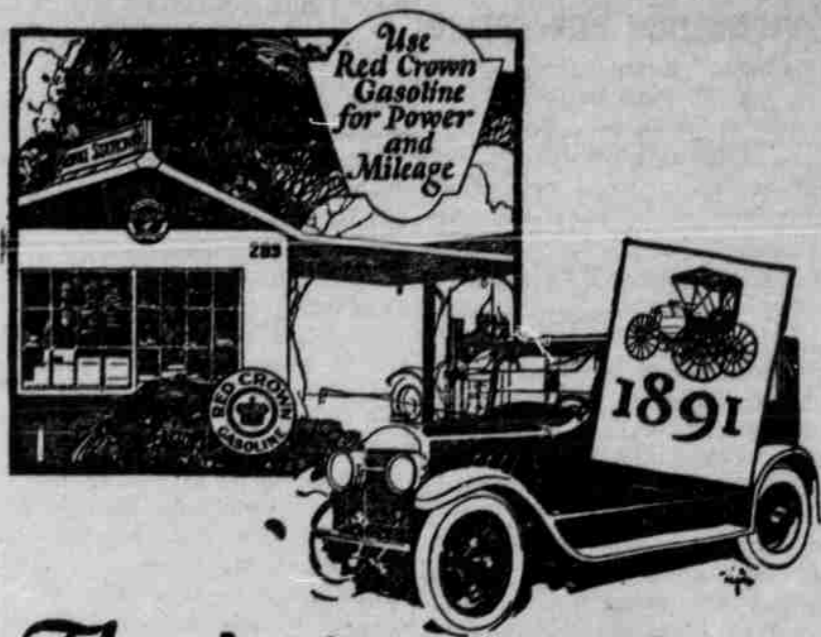
### APPLICATION BLANKS ARE READY FOR SOLDIER BONUS

Salem—September 1—(Special)—Fifty thousand application blanks for the Oregon state loan and bonus which was voted to Oregon's ex-service men by the people last June, are now being distributed to every part of the state. These blank forms, upon which the applicants must establish their eligibility for the bonus, are being sent to American Legion posts of which there are 104 in the state with the request that the posts give them to all eligible ex-service men.

This action was taken by the state bonus commission in order to save considerable time in getting the bonus and loan into the hands of the ex-service men. The initial bond issue of \$5,000,000, already is being floated. Bids are to be opened October 10th and the commission expects to have money ready by November 1st. By having the applications come in early the commission hopes to have a large number of checks ready for distribution the moment the funds are realized from the sale of bonds. Steps have been taken by the commission to interest the bond buying market of the entire United States. The bonds are to be sold at par or above and not to exceed six percent interest and the commission expects to sell at an interest rate of about five and one-half percent.

The administrative force to handle this big task of passing upon applications has been created in the U. S. National bank building at Salem, headed by Harry C. Burnbaugh, an overseas veteran. Necessary funds for an executive administration of the law have been provided. Commissioners say that the loan feature, which appeals to a majority of the ex-service men, necessarily will be a slower process but that the commission will continue to follow its past policy of avoiding any and all avoidable delays.

Only an unexpected suit to test the constitutionality of the law will now prevent payment of several thousand claims in November. Such a suit has not been launched by the commissioners because of their belief



### The development of Motor Transportation

There have been many contributing factors in the development of motor transportation; the perfecting of the motor car in comfort and dependability; the construction of smooth durable highways; the production of a motor fuel—Red Crown gasoline—which meets every test of power and mileage; and finally, the Standard Oil Service Stations at convenient locations, making Red Crown gasoline readily available to motorists.

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STANDARD OIL COMPANY (California)

### Red Crown - the Gasoline of Quality



in the constitutionality of the law and failure of the bonds to sell alone might make such a suit necessary.

Miss Cora Rossiter, a former teacher in the Lewisville schools, is recovering from a serious operation in San Diego.

J. I. Potter of Dallas reports the loss of 18 head of registered sheep on his farm near Monmouth. He believes they were loaded on a truck and hauled off.

No man can make a mountain, but some men can make a big bluff.



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