

BOWLBY TENDERS GOVERNOR RESIGNATION

MAJOR BOWLBY ANSWERS CRITICS COLUMBIA COUNTY

SALEM, Feb. 18.—In reply to attacks made by disgruntled contractors and a recalled county judge against him, State Highway Engineer Bowlby has issued the following statement:

"I have been asked to make a statement relative to the meeting of several contractors, ex-county officials and their attorneys with the senate ways and means committee Monday night at Salem. As a rule I do not believe in making explanations. The finished work is a workman's best advocate.

In Columbia County
"In Columbia county conditions are so confused and so many false and malicious statements have been circulated by mail and by the country press throughout the state, that I feel that a sort of statement of facts may be best at this time.

"In my annual report for 1914 the itemized statements show the condition of the Columbia highway in Columbia county on November 1, 1914. This report accounts for in detail the expenditure of every dollar that has been spent in that county under the supervision of my office. Thirty-four and a half miles of the new road have been started and 26 1/2 miles of highway have been completed. These 26 odd miles of road have been built 24 feet wide and no grade has been used in the county that is more than 5 per cent. All culverts are of permanent construction and the work is comparable in results to those obtained on the Columbia highway in Multnomah county, and on the Pacific highway in Jackson county. In fact, the work in Columbia county has been done at a less cost per cubic yard of material moved than was secured in either of the other counties.

Contractors at Fault
"The only sore spot on the highway in Columbia county is a section of dry rubble masonry wall which has fallen. Parts of these walls fell on the tracks of the North Bank railroad, which are parallel to and alongside the highway for many miles.

"Although much has been said by enemies of the highway concerning the sections of wall that failed, it must be borne in mind that these faulty walls have not cost the taxpayers a dollar. The contracting company consistently refused to build these walls, according to the plans and specifications, and persisted in continuing the poor wall work, notwithstanding the protests of the engineers in charge. These protests were made to the contractors both verbally and in writing. This is substantiated by carbon copies of the letters written and the entries in the engineers' diaries.

"These walls will be rebuilt as soon as the weather is favorable for such work.

Star Chamber Session
"The meeting before the ways and means committee was in the nature of a star chamber session fathered by the chairman, Senator Day. No notice of any kind that a meeting was to be held was given to the highway department. From press reports I was informed that complaints would be heard by the committee from the contractors. I attended the committee meeting and was surprised to find two members of the recalled county court of Columbia county, the two contractors and their two attorneys present, with a mass of accusations, part facts. False representations and insinuations were presented to the committee in that inimitable way that good counsel are paid for doing.

"At the conclusion of a two hour and a half presentation of the case for the plaintiffs I was asked by Chairman Day whether or not I desired to offer anything in defense. Feeling the futility of trying to present evidence at a packed meeting without the guidance of counsel, I asked for an opportunity to appear before the committee with counsel and prove that the work in Columbia county was a credit to any highway department. This appeal was denied on the ground that the committee was too busy to give up more time to this matter.

Explains Contract Amounts
"Much has been said about the discrepancy between the quantities to be moved as appearing in the notice to contractors and those shown in my annual report. In great part the difference in totals is due to the fact that several sections of the highway were omitted from the list of quantities published in the notices to contractors. These sections were omitted because the existing county road was to be used until more funds were



Major H. L. Bowlby, State Highway Engineer

BOWLBY COMPLIES WITH RESIGNATION

SALEM, Or., Feb. 18.—Governor Withycombe has received from State Highway Engineer H. L. Bowlby his resignation to take effect at the pleasure of the state highway board.

According to Governor Withycombe, Bowlby has been the sorn center of opposition to good roads legislation this session, and it was realized by the governor and Kay that unless Bowlby was removed nothing could be accomplished. "Personally I am friendly to Major Bowlby, but he is the big obstacle in securing needed road legislation," said Governor Withycombe today. It is generally believed that the whole proceedings in the Bowlby matter have been carefully staged, largely under the dictation of Senator Day, who is chairman of the ways and means committee, in order to eliminate the highway engineer. The Columbia county controversy was used at a hearing before the ways and means committee, it is said, in a final effort to create sentiment unfavorable to Bowlby in the legislature.

available to build the highway on the new location in these places. Another reason for the difference in quantities is due to the betterment of the location by line changes during the progress of the work. "The quantities shown in the statements in the annual report cover the construction of the entire work between termini. "The fact must not be lost sight of that all our contracts are unit price contracts, therefore the contractor is paid for just the amount of work he performs. Under this system line betterments may be made, and where the quantities are changed the taxpayers are protected and get the benefit.

Great Rush of Work
"The construction of the Columbia highway was undertaken in the spring of 1914. There was a clamor for the contracts to be let at once and the work to start. The 67-mile section from Tide creek to Astoria was located and work started at the same time that an engineering organization was commenced. During the same period the Pacific highway in Jackson county was started. With all new engineers more than \$1,500,000 of new work was started and completed in the period of the first year of the department. No excuses are offered for the few mistakes and errors that have occurred.

"The finished work in Columbia county challenges comparison with the results obtained by an equal expenditure of money on road work in any state in the Union. More than 400,000 cubic yards of material were moved, besides the large amount of walls built (besides the faulty ones), culverts constructed and finishing done. In no place in Oregon can the same showing be pointed to nor one-half the efficiency demonstrated with road work that has been accomplished by county authorities under an annual expenditure totaling between \$3,000,000 and \$4,000,000."

DIED
THOMPSON—At the home of W. W. Taylor at Eagle Point, February 17, Matthew S. Thompson of Climax, from cancer, aged 40 years. He was a native of California and had been a resident of Jackson county for 28 years. He leaves a wife, Fannie, a brother, J. W. Thompson of Ontario, Ore., a sister, Mrs. W. W. Taylor, of Eagle Point. Funeral will be held at the Taylor residence Friday, February 19, at 1 p. m.

A Good Resolution.
To help build up Medford payrolls by smoking Governor Johnson or Mt. Pitt cigars.

SAM HILL TELLS OF GOOD WORK DONE BY BOWLBY

PORTLAND, Feb. 18.—Samuel Hill's statement in behalf of Major Bowlby follows:

"I am thoroughly satisfied of the integrity and ability of State Highway Engineer Henry L. Bowlby. It would be well for the public to consider carefully before making up its mind what qualifications as road builders the men had who were making these attacks.

"In one year's time a green organization had been put together and the sum of \$1,750,000 expended, and outside of the defective wall in Columbia county, from which the state should suffer no loss, and the concrete pavement in Clatsop county, which was used by narrow tired vehicles prior to the time the concrete had set, no cases have come to my knowledge where defects have occurred. The expense of repairing these defects should not exceed \$8000, which is a small percentage of loss for carrying on an enterprise of this magnitude. No mention is made of the fact that Major Bowlby saved the county of Clatsop \$50,000 by rejecting the first bids offered for this same work.

Why the Attacks?
"It would be well also to ask why this attack was made on the department which had expended \$1,750,000 and no question was raised regarding the expenditure of the \$4,000,000 made by the counties of the state at large.

"It is well known that my interests in roads lies entirely in the benefits to be derived from them by the farmers. They are the people to whom Oregon must look for its future prosperity. They cannot get relief except by an organized system of competent road builders. Simf, Benson, who is known as a hard headed man, insisted that the money, derived from the sale of bonds which he took, should be spent entirely under the direction of Major Bowlby. "Let the public ask themselves just one question. What was the reason for this attack?"

Yeon's Estimate
J. D. Yeon, roadmaster Multnomah county, when interviewed concerning State Highway Engineer Bowlby, made the following statement:

"It seems to me that the taxpayers of the state are the ones that are ignored in the present controversy over the state highway department. From my observations, it is clear to me that all this agitation is brought about by disgruntled paving companies and engineers looking for jobs. My policy has always been to let well enough alone. None of us are perfect. We all learn by experience. Of course, Bowlby and his engineers have made some mistakes. I believe that the proportion of these mistakes to the total work done is almost insignificant. The taxpayers should stop and think what it would mean to them if they had a new organization to take over the road work of the state. In road work more than in most work an engineer's value increases with the length of her service. The bottom of all this agitation against the state highway department is very similar to the agitation that has been made, and is still carried on, against me in Multnomah county. The question is, are the interests of the taxpayers the same as the interests of those who are making all this fuss."

WOMEN ON SKIS VISIT CRATER LAKE

Superintendent Will G. Steel of Crater Lake Park, has received word that the following party left Fort Klamath on skis for Crater Lake at 4:30 o'clock, Thursday, February 11, and spent the night at the saw mill; Charles Brewer, Fred Moffat, Wm. Zumbum, Charles Zumbum, J. H. Berry, Ivan Murphy, Rille Brewer, Beatrice Harbaugh, Maud Kirkpatrick, Edna Zumbum, Alta Berry, Eva White, and Alma Berry. On Friday they went to park headquarters and spent the night. Saturday they visited the rim and returned to headquarters for the night, reaching the Fort next day. They report six feet of snow at Wildcat and 11 1/2 at headquarters. This is a decided gain from January 24th, when there were only eight feet at the latter point. This is the first time ladies have ever visited Crater Lake during the winter.

JUBILEE SINGERS AT THE PAGE THEATER THURSDAY NIGHT



NATIONAL PARK CONFERENCE CALLED

The secretary of the interior has called the third Conference of Park Superintendents and Supervisors, to be held in Berkeley, Cal., beginning March 11, 1915, and continuing thereafter during such period of time as shall seem appropriate, not longer than six days. Important matters of administration and park improvement, both physical and clerical, will be considered and it is believed this meeting will have an important bearing on park interests of every description. The conference will be presided over by Assistant Secretary Stephen T. Mather, and many representatives of the government will participate besides the superintendents. Superintendent Steel has been instructed to bring a memorandum of the work accomplished at Crater Lake during the past two years, as well as a general outline of the more difficult problems, which confront him in the administration of park affairs.

INSURANCE RATES ON WAR RAISED


LONDON, Feb. 18.—Insurance was placed at Lloyd's today at 20 guineas per cent on policies covering the holder against war between the United States and Germany within six months. One month ago the premium for this same risk and period of time was five guineas per cent.

DR. HILL PRAISES VAMPIRE FILMS

At the Page Friday and Saturday only. Based upon Kipling's poem and the Burnes-Jones famous painting, Mr. Porter Emerson Browne, who has been hailed as "The" American dramatist, accomplished his greatest success when he penned his daring, virile drama of a weak man and an unscrupulous vampire woman, "A Fool There Was." This remarkable drama, in which Robert Hilliard starred and achieved a notable success, is even excelled in the screen version released through the Box Office Attraction company as a production extraordinary, and shown at the Page Theater Friday and Saturday, matinee and evening. Headed by such famous players as Edward Jose and the notable Parisian actress, Theda Bara, the cast assembled for this powerful drama is in every sense a remarkably distinguished one. Edward Jose is known to theater-goers all over the world, starting his stage career with Mme. Bernhardt, he played practically every classical role in that actress's repertoire. Miss Bara, who is known to audiences in Berlin and Vienna as well as in Paris is peculiarly suited by appearance and temperament to enact the part of the beautiful and heartless vampire. The gowns she wears in this role, in themselves, cost a small fortune. Dr. J. C. Hill of Medford, who is so well known for his management of the charities of this city last fall, and is one of the best posted and most


A PIPE O' VELVET

is a great teacher.
When a man's smokin' he ain't called on to talk so much. He gets a chance to listen some.



Velvet Joe

No tobacco surpasses VELVET as a promoter of reflection and concentrated thinking. This Kentucky *Burley de Luxe*, with the aged-in-the-wood mellowness and without a trace of bite, truly deserves its name "The Smoothest Smoking Tobacco."



Leggett & Myers Tobacco Co.

qualified judges of motion pictures, has seen this production in Portland. Dr. Hill states of his own accord he would be pleased to have the management of this theater use his name in any way as regards the merits of this splendid feature and considers it the most wonderful, fascinating and interesting motion picture he has ever seen.

GIRLS! LOTS OF BEAUTIFUL HAIR NO DANDRUFF—25 CENT DANDERINE

Within ten minutes after an application of Danderine you cannot find a single trace of dandruff or falling hair and your scalp will not itch, but what will please you most will be after a few weeks' use, when you see new hair, fine and downy at first—yes—but really new hair—growing all over the scalp. A little Danderine immediately doubles the beauty of your hair. No difference how dull, faded, brittle and scraggy. Just moisten a cloth with Danderine and carefully draw it through your hair, taking one small strand at a time. The effect is amazing—your hair will be light, fluffy and wavy, and have an appearance of abundance; an incomparable lustre, softness and luxuriance. Get a 25 cent bottle of Knowlton's Danderine from any drug store or toilet counter, and prove that your hair is as pretty and soft as any—that it has been neglected or injured by careless treatment—that's all—you surely can have beautiful hair and lots of it if you will just try a little Danderine.—Adv.

Now is the time to make House and Morning Dresses for Spring Even the simplest dresses made of PICTORIAL REVIEW PATTERNS have a chic and style not to be obtained in any other pattern.



12 1/2c—DRESS GINGHAMS—12 1/2c
All the well-known brands, such as Toit du Nord, Red Seal, A. F. C. All new spring patterns; large assortment to select from.

JUVENILE CLOTH, 25c
Absolutely the best material made for house dresses, blouses and children's wear, colors are fast and guaranteed to give satisfaction or money refunded, made in all new spring styles, stripes and checks.

25c—CLEOPATRA CREPES—25c
Used especially for dresses and waists, styles very new and attractive and guaranteed fast wash colors, always sold for 35c—this seasons' price only 25c.

40-IN. SHADOW VOILES, 35c
Complete assortment of new spring patterns in large and small floral designs, has the transparent lace effect and comes in all spring shades.

MISSES DRESSES made after PICTORIAL REVIEW PATTERNS are different.



40-IN. SHEER ORGANDIES, 35c
We show the best value in Organdies, 40 inches wide, to be had anywhere, all new floral designs and very attractive.

15c—SPRING FLAXON—15c
All new spring styles, especially a large assortment of Dresden and Dolly Varden patterns, a spring fabric that will launder and always look like new.

12 1/2c—30-IN. FOULARD BATISTE—12 1/2c
We show large assortment of the Foulard Batiste, a fabric well worth 15c. All new patterns for early summer styles.

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EXCLUSIVE DRY GOODS