

Early-Day Battles For Organization Of Highways In Oregon Recounted

(Editor's Note—This is the second in a series of "Glances at Highway History" prepared by Ralph Watson, highway department public relations consultant, in which he tells of the turbulent history of highway construction projects in Oregon. In the first article, he told of the first beginnings of highway construction.)

By Ralph Watson
Highway Department Writer

GLANCES AT HISTORY II

The shouting and the tumult centered about the seven divergent road building initiative proposals at the 1912 November election barely had subsided when the 1913 legislature met and picked up the war clubs again.

In the 1912 battle, the state Grange had a program of its own, an amendment by which counties could bond themselves by election called by the county courts, and a proposed initiative statute providing for a state highway engineer appointed by the governor who would operate in the nature of an advisor to the different counties in their construction of county roads. That group wanted the counties to run the show, each building its own roads as, when and where it might desire.

Governor Had Own Ideas

Gov. Oswald West, who was fighting strenuously and persistently that session with the controlling senate machine, had entirely different ideas about permanent road building, both in 1912 and 1913. In the former year he had been an active advocate of the "state road bond-

ing act," which was diametrically different than the grange bill. It provided for a state highway commissioner appointed by the governor at \$3,600 annual salary and expenses, the total not to exceed \$12,000; for the issuance of 30-year state bonds at the rate of \$1 million annually—bond revenue together with two-thirds of the annual motor license taxes to go into the state highway fund for road construction. Two-thirds of the aggregate was to be set aside for use by the counties; one-third to be divided equally among the counties, one-third in proportion to assessed valuation and one-third in proportion to area. Counties with an assessed valuation of \$10,000,000 or more were required to show they had raised a fund equal to their share of the state highway fund apportionment in order to get it. Other counties could get their state share by putting up half the sum in county funds. One-half of the state's share was to be spent in the first and one-half in the second congressional district, there being but the two districts at that time.

Meets Opposition

This bill met the violent opposition of State Grange Master Charles Spence and many members of the state Grange convention held at Roseburg not too long before the election. Governor West, who got along fairly well with Spence, went down to the convention and talked it into endorsing the \$1 million bonding bill. Elated, he boarded the train for Salem, but long before it had reached Eugene,

Business Building Set At Central Point

Central Point, Mar. 2—N. A. Mead will erect a 50 by 100-foot business building on two lots between the fire hall and drug store on main street here.

The one-story structure will be divided into two store sections. Mead, who purchased the property last week, said that further plans regarding the building will be announced later. Construction will be of concrete of pumice blocks.

G. W. Jack, Rancho Santa Fe, Cal., was previous owner of the lots, and Walter Ferguson, real estate broker here, handled the transaction.

Mead, original operator of the Midway auction, gave up the business last summer because of illness and has been convalescing at his Beall lane ranch.

Spence and his convention suffered a change of heart, rescinded their endorsement and turned the heat on the bill. It went to the discard by a 44,893 majority. West, however, had the satisfaction of seeing the Grange bill plastered with a majority of 59,874 votes.

That was the picture when the 1913 legislature convened. West, chafing over the slaughter of his \$1 million dollar adopted brain child, joined hands with senator I. N. Day of Multnomah (the two were not supposed to be either politically or officially on speaking terms). Day was a strong advocate of a system of state highways to be financed by bonds and constructed under the direction and control of a state highway commission.

Crests Commission

In 1913 the main battle cry of legislative candidates was the "abolition or consolidation of state boards and commissions." Accordingly, to get around that hurdle and past the Grange opposition to state bonds, West and Day made the governor, secretary of state and state treasurer set up a state highway engineer with a working organization as the highway department, and gave it all the money it could raise out of a quarter mill state tax levy with which to carry on—approximately \$248,000 annually.

During much of this time Samuel Hill, Northern Pacific railroad tycoon and son of the illustrious Jim Hill, had been battling for state highway construction in the state of Washington. He had put his own money into the construction of the scenic loops at Maryhill, partially financed the road to The Dalles from Goldendale, and the Washington legislature gave him some money to start the North Bank highway.

Cuts Funds

But when Hill's program ran into heavy construction costing \$30,000 a mile, both Governor Lister and the legislature developed cold feet, cut out more appropriations, so Hill came down to Salem bringing his two chief road enthusiasts with him; Maj. Henry L. Bowley West Pointer and engineer; and Samuel Lancaster, who had been sent to Europe to study European road-building methods; together with Charles H. Purcell, noted bridge engineer.

Maj. Bowley was appointed state highway engineer at \$3,600 a year. Lancaster went to work as his assistant at \$450 monthly and took over the location of the Multnomah end of the Columbia river highway; Purcell commenced designing bridges for \$175 a month—and the highway program was born.

Dead line on Classified Ads: 5:30 p.m. for following day; 10 a.m. Monday for Monday; noon Saturday for Sunday a.m.

... AROUND HOLLYWOOD

By VIRGINIA MacPHERSON
United Press Correspondent

Hollywood, March 2—(U.P.)—Something new is coming off in Hollywood. The girls are going in for "outside undies" now.

Honest. Wearing their under wear right out in the open they are, and we guess if the rest of us don't get in the swing, we're apt to wind up as old-fashioned has-beens.

Bras, corsets, girdles—name your poison, ladies, and Jack Cagan will supply it. He's the gent behind this new "let it show" business.

Cagan, who's head of the De Milo Brassiere company, camouflages undies to look like clothes.

"I call the bras 'glamour-tops,'" Cagan explained. "They can be the top half of a dress, play suit, cocktail dress, or evening gown. You're really wearing a bra, see—but it looks like a beautiful decollete get-up."

Got a bulging waistline?

Killer Of Lambs Found To Be Horse

Oregon City, Ore., March 2—(U.P.)—The mystery killer of 50 lambs on Earl Diskill's winter pasture has been found. It's "Doc," an unsuspected saddle horse.

Government Trapper Clifford Rollison of Willamette pinned the goods on "Doc" by snapping three pictures of the horse stalking, killing, and devouring a two-day-old lamb.

Diskill said the lamb-hungry horse didn't touch lambs more than a week old because they didn't have any clabbered milk left inside them.

Head Crushed

While Rollison clicked away at his camera, six other persons, including Diskill watched "Doc" chase and trap a lamb. After the horse tipped the unyielding victim over, he crushed its head, taking care not to flatten the lamb's abdomen.

Diskill said the predatory saddle horse cost him 33 lambs last year and 17 so far this year. The farmer and his neighbors had assumed that the culprit was a wild animal.

"Doc" won't be getting at those lambs any more," Diskill said. "That kind of food costs too much."

News of 4-H CLUBS

Busy Bee Cooking Club
February 27 Wagner Creek Cooking club held a meeting at the Wagner creek school at 3:15 p.m. to raise funds for the 4-H cooking club.

The meeting was called to order by President Verlee MacDowell. The club pledge was given.

Roll was called by Secretary Beverly Hild. Numbers were drawn for demonstration partners at the fair.

There will be a special meeting March 9.

There will be a cooking school every other Monday. It was decided there would be a cooked food sale, date to be decided later.

Motion was made that the meeting be adjourned by President Verlee MacDowell, seconded by Annie Morrill.

Maureen Brabbin, Reporter

Rogue River

Rogue River, Mar. 2—Elizabeth Schmidt and two small sons left Monday for Los Angeles where they plan to visit for a day or two before leaving for New York to join their husband and father who is in the air corps.

Mr. and Mrs. Frank Obenchain spent the week end at Trallorland as guests of Mr. and Mrs. Paul Hess and the two couples attended the square dance at Live Oak Grange hall, Saturday evening. The Obenchains own and operate a large stock ranch near Klamath Falls where they specialize in raising registered white face cattle. The two men have enjoyed some wonderful hunting at the Obenchain ranch, according to Hess.

The Homestead cafe has been redecorated and opened for business. Tuesday under management of Shade Combs, owner of the Homestead Tavern. Combs states he has been fortunate in getting two excellent chefs, Don Darland, recently at Tracy's in Grants Pass formerly employed at Jonathon's club in Santa Monica, Cal., and W. W. (Bud) Stoen, formerly with Bill's Grill in Seattle. The cafe will be open from 6:30 a.m. to midnight.

Mrs. Thomas Wright, of Riverside, Cal., has purchased the Manning ranch near Grants Pass. Mrs. Wright, sister of Mrs. Bill Lowe of Highway 99 has been visiting at the Lowe home and has decided to remain in Oregon.

Mr. and Mrs. A. K. Petrie returned to Rogue River Tuesday. They spent the winter in Pasadena to be with Mrs. Petrie's sister, Miss Alice M. Warner who is in ill health. They expect to be here about two weeks.

Mrs. Douglas Bennett, and Vicky Lynn, age 7 months, of Kelso, Wash., spent the past week at the home of her parents, Mr. and Mrs. Ellsworth Nightingale of Highway 99. Mrs. Nightingale says her small son, "Skipper" age 22 months, welcomed his little niece by sharing his toys and high chair cheerfully.

The birds are arriving in flocks, according to Bill Lowe, who has decorated the grounds of his riverside home and business location with gay bird houses. And he asks all bird lovers to hurry their spring bird house cleaning so the feathered families will find clean comfortable homes when they arrive from the southland.

The temperature of the burning end of a cigarette is between 1200 and 1325 degrees Fahrenheit.

Pendleton Woolen Mill Employees To Ballot On Unions

Portland, Ore., Mar. 2—(U.P.)—An election on union representation for 65 employees of the Pendleton Woolen mills at Pendleton, Ore., will be held March 9, Robert J. Weiner, NLRB officer in charge here, said today.

The National Labor Relations board said employees would decide whether they wanted representation from the CIO or AFL textile workers or neither union.

Boy Scout News

Cub Pack 15
Phoenix cub Pack 15 will hold an ice cream and pie social Friday, March 3 in the Presbyterian church at 7:30 p.m. Parents are asked to bring pies.

Troop 5 met Monday evening and made plans for an overnight hike on March 11 and 12. Guests at the meeting included Dr. A. W. Glutschi and Joe Lester.

Astoria, Ore., March 2—(U.P.)—A 115-unit lowrent housing project to be postponed by the federal government has been approved for Astoria at a meeting of citizens before the city commission.

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