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MR. MOE TELLS OF MOTOR TRIP

A feature of Washington state highway development that interests A. D. Moe, back last week from an automobile tour to Dayton, Wash., is the trend toward more permanent construction.

"I find," says Mr. Moe, "that the Walla Walla county court, working in cooperation with the Washington State Highway Commission, proposes future road bases of solid concrete from six inches at the edges to a thickness of six and a half inches at the center. The base is to be treated with a surfacing of asphalt. It is stated that the constantly increasing weight of motor trucks will break down the base of any lighter construction. The districts around Walla Walla have had experience with macadam, and it is already going to pieces. The new trend will end macadam construction."

Mr. Moe, accompanied by Mrs. Moe and their son, Mark E. Moe, just back from service overseas and daughter, Miss Frances, journeyed to Dayton for a visit with Mr. Moe's brother, Harry G. Moe.

"Information at hand before starting," says Mr. Moe, "indicated that the roads of eastern Washington were preferable to those of the Oregon side. We would have crossed over from here to White Salmon, but the ferry started too late in the morning for our connections, and we journeyed over the Mosier hill grade to The Dalles.

"Indeed, we returned the same way. For we heard that the road between Lyle and White Salmon was full of chuckholes, and the motorists have their choice of a rough dusty route or a steep mountain road. Because of the indefinite night service of the Hood River-White Salmon ferry system, we chose the hill route. The Dalles Granddallas ferry runs at any time day or night, a feature that is very convenient for the transient motorist."

The distance between Hood River and Dayton is about 290 miles. Mr. Moe gives the following log of his journey:

"From Granddallas up over the hill to Centerville is a 12 mile climb. The grade, however, is not steep, and the road is good except for a few rough places. The distance from Granddallas to Goldendale is 30 miles. From Goldendale to Bickleton, 38 miles, the going is fairly good. No bad grade. The worst feature is found climbing down and up a two-mile long canyon on about a seven per cent grade. Near Bickleton the maximum elevation of about 3,000 feet is reached. "From Bickleton to Mabton, 29 miles, the road gradually descends. The only really bad road of the journey is encountered for about 10 miles between these two places. For five miles the route is almost impassable because of chuckholes and dust-filled ruts a foot deep. The only thing to do is to drop to low gear and crawl along. Several steep pitches encountered aggravate the trouble. The old bugger known as Mabton hill, formerly encountered here, has been eliminated by a new grade of from five to seven per cent, comfortably wide, laid out by the state.

"At Mabton we struck the Yellowstone trail, connecting Walla Walla with Seattle, by way of the Yakima Valley. This road is in good condition. It has been gravelled, and provides for fast traveling the 54 miles distance to Kennewick.

"From Kennewick to Wallula one has the choice of two routes. He may go to Hover, fourteen miles down the Columbia, or ferry across to Pasco and then ferry across the Snake, four miles below. The road down to Hover on the west side is good, but it is very sandy on the opposite side. Motorists making the journey, however, should ascertain, by telephone before leaving Kennewick if the Hover ferry is running. A heavy wind interferes with its operation, while the Snake river Pasco ferry and that across the Snake river operate at all times.

"The distance from Kennewick to Wallula is 17 miles. That from Wallula to Walla Walla, 30. Between the two last named points, except where two miles are under construction the going is good. About 10 miles out from Walla Walla one is pleasantly greeted by pavement. The distance from Walla Walla to Dayton is 31 miles. It is in good condition, except why the state and county road building authorities are advocating concrete bases. A stretch of macadam built three years ago is going to pieces. The first four or five miles is full of holes. The rest of the way to Dayton, while holding up, better, is soon going to be in a very bad shape."

Mr. Moe says that he was told while at Kennewick that parties of Washington State Highway engineers had been trying to locate an extension of the Evergreen Highway, to extend at a low altitude the entire distance from White Salmon, Wash., up the big bend to Kennewick. Many obstacles from sand deposits and the contour of the country are encountered. The officials are hoping to locate the route that way in order to avoid the high altitudes necessitated in crossing the ridge along the river. The river route will be open the year around, while the interior road would be blocked by snows in winter.

"The eastern Washington grain belt are very prosperous," says Mr. Moe. "The harvest is in, and wheat ranchers expect handsome returns. Labor is high, wages ranging from \$1.50 to \$7.50 per day. While we were at Dayton we saw a kiddie, they said he was 11 years old, drive up in a big wheat wagon. He had to stand on a box, and then his chin just came over the edge of the wheat rack, but he was handling a four horse team like a veteran. They told us he was drawing \$4.50 per day. The Yakima Valley orchards in the Mabton and Prosser sections seemed loaded with fine fruit, as are the orchards of the Walla Walla district."

ENGLISH PRICE CONTROL INDEFINITE

While representatives of British importing firms express strong optimism over the 1919 apple deal, a general indefinite condition of action on the part of the British Food Ministry, it is stated, makes the present purchase of apples purely a speculation. During the past week Northwestern sales agencies have received from the United States Bureau of Markets requests for prices of sales that have already been confirmed. It is believed that this action on the part of the United States Government results from requests for information from the British Food Ministry. England, it is said, hopes to escape the condition that prevailed last year when the markets were flooded with poorer stocks that sold at the maximum fixed price. By securing an idea of the values as they exist on the American domestic markets, the British Ministry hopes, it is thought, if price control is to be continued, to arrive at a maximum that will secure the importation of the better class of fruit.

Under the existing exchange a pound sterling is no longer worth \$4.86, but has declined to \$4.69. Under the controlled price of apples the maximum for a box of apples, under the rules that have been applied, would be \$4.55. If apples were purchased at \$2, f. o. b. Northern shipping points, the maximum profit to the exporter, it is pointed out would not exceed 55 cents under existing conditions. And if cars were iced or heater service were employed the profit would be cut to a negligible percentage. Respective items of cost in delivering a box of apples to England are given as follows: Transcontinental freight, 75 cents; handling charges, 10 cents; ocean freight, 85 cents; insurance, 5 cents; and discharge and incidental charges, 25 cents.

There is growing feeling that price control may be abandoned in England by the time the apple harvest is on. The British Isle fruit crops, which are expected to be in excess of anything comprehended in America, are said to be better than early season estimates indicated. Weather conditions have been good, and the south of England, it is declared, will harvest a heavy tonnage of fruit. Even if price control is continued, it is thought that a different schedule of prices will be maintained for fruits of different grades.

MRS. MEYERS DIES AT THE AGE OF 63

Funeral services for Mrs. Ruth Jennie Meyers, born October 24, 1856, at Toledo, O., were held Monday at Bartmes' chapel. The body was shipped to Yakima, Wash., where Mrs. Meyers was a resident for 20 years before coming here. Death, caused by asthma, occurred Sunday at the Cottage hospital.

Mrs. Meyers and her husband, who died several years ago, had lived at Lebanon and Seattle before moving to Yakima. The following children survive: C. B. Meyers, Mrs. May Cummings, R. H. Meyers and J. M. Meyers. Hood River: Mrs. Zena Bell Terry, of Wenatchee, Wash., and H. E. Meyers, of Yakima, Wash.

Prizes for Overseas Stories

Nearly every lad who went overseas has an interesting story to tell—of their amusing, or tender, or some child in France. Perhaps it is little Pierre who crept in to eat with him at mess; or Marceline whom he found, white-faced and terror-stricken, in the cellar of a ruined house; or Henri, whose father was killed in the trenches and whose mother was taken to Germany by the enemy; or it may have been Aimee who insisted upon being adopted by the "Americans." At any rate, there is always a story and a child.

For such stories as these, or simple ones telling of the friendship between the French child and the American soldier, 178 cash prizes are offered. Soldiers, sailors, marines, men and women who were in France during the war, in any capacity, or their families, sweethearts or friends, are invited to compete for these prizes. Literary ability is not required. Anybody who can write a letter home can write well enough for the purpose of this contest. Conditions of the contest can be secured by writing "The Fatherless Children of France," room 634, 410 S. Michigan ave., Chicago.

There is no expense attached to entering the contest, which is open to anybody who wants to compete. Mothers, sisters, sweethearts and wives should turn over their letters from Bill or Tom or Jack which they have been so proudly treasuring and hunt up the references to the little French children. Just some one little incident told simply in a letter may win a prize.

Two Divorces Granted

Two women, Mrs. Bernice V. Alexander and Mrs. Lola J. McDonough, were granted divorces Monday by Judge Wilson. The latter was given permission to use the name Mrs. Lola J. Bailey, that of a former marriage.

Both plaintiffs alleged cruel and inhuman treatment on the part of their husbands. Mrs. Alexander declared that her husband, Reed H. Alexander, died summarily at restaurants, while she suffered in want at home. The couple, married in The Dalles in 1911, formerly resided in Ellensburg, Wash. The complaint alleges that Mr. Alexander refused to grant the plaintiff an allotment on entering service, claiming that he was a divorced man.

Her husband, Harry J. McDonough, was formerly a logging camp cook and concealed over his culinary ability. He twitted her, she said, about her cooking and mistreated her children by a former marriage. They were married at Mosier.

Nickelsen is For Ratification

"I'm neutral," said J. R. Nickelsen, just back home after an outing with his family at Cannon Beach, when asked about his stand on a special session of the legislature for ratification of the woman suffrage amendment.

"Understand," said Senator Nickelsen in explanation, "I would vote for the ratification, but I am not so eager for the special session as to try to persuade some of my fellow legislators to accompany me down to Salem. If the majority of them want to go, then I will join them and pay my expenses."

Mrs. Chas. Castner is strongly in favor of the special sessions with members paying their expenses.

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