

PACIFIC HIGHWAY GREAT BOULEVARD

Declares Superintendent Hart on Return from California Trip.

R. Franklin Hart, superintendent of the motor vehicle division of the department of licenses, and Mrs. Hart returned last evening from a vacation trip of two weeks which took them as far south as San Francisco.

Driving only in daylight, Mr. and Mrs. Hart took four and one-half days to the trip each way, and enjoyed a visit of four days in San Francisco.

The outstanding feature of the trip, Mr. Hart said today, aside from the pleasant weather and excellent vacation conditions, was the complete lack of accidents, not only to themselves but to others they met long the way. Not a single accident of any kind was seen by Mr. and Mrs. Hart on their entire trip.

Speed Laws Differ Widely

The speed laws in the three coast states differ widely, and enforcement of the laws also is varied, Mr. Hart said. In Oregon the speed limit is 25 miles an hour and, as Hart put it, "every once in a while somebody tries to comply with the law and gums up the traffic."

In California the speed limit is 35 miles an hour but would be onto the driver who gets in a mixup. He has to prove his innocence to keep out of jail, and if he loses his driver's license he can't get a new one for a year.

In San Francisco the traffic moves rapidly despite the city's speed regulations. Curious as to the speed limit, Mr. Hart asked a traffic cop on Market street what it was. "Fifteen miles an hour," the cop replied, "and if you go slower than that you get pinched."

Road conditions were splendid all the way, Mr. Hart said. There are a few short detours in Oregon, aggregating about 16 miles in all, and these are in good condition. Oregon has recently opened many miles of new pavement that makes the Pacific highway a boulevard practically one end of the state to the other.

IMMEDIATE DEVELOPMENT IRRIGATION PROJECTS UNEMPLOYMENT CURE

Senator Borah of Idaho Proposes Early Completion of Work to Meet Present Crisis.

BOISE, Ida., Sept. 8.—Immediate development of many government irrigation projects in the west, which will give employment to thousands of men now out of work in various parts of the country, is the proposal made by U. S. Senator W. E. Borah of Idaho, to secretary of commerce Herbert Hoover, to solve the unemployment problem that is facing the United States at the present time. A copy of the letter of Senator Borah and the proposal contained therein has been received in Boise.

Senator Borah points out that, in addition to furnishing employment to the unemployed, the construction of these projects and pushing them to early completion will supply homes for many other thousands of people who have been waiting for years for the government to finish the irrigation projects.

Senator Borah's letter is, in part, as follows: "I am informed through the press that you are engaged in working out some kind of a program to take care of the unemployed during the coming

fall and winter. I beg leave to make a suggestion to you.

Many Projects in West.
"As you are doubtless well informed, we have a great number of irrigation projects in the west, either ready for construction work or which have been begun and delayed by reason of want of funds. Hundreds, and even thousands of people are waiting an opportunity to make a home upon these projects. In some instances, of which I have knowledge, they have been waiting for a number of years. I think you will agree with me that this government cannot be more deeply interested in any proposition than it is in getting as many people as practicable upon our land and so arranging matters that they may acquire homes.

"I assume that the government, will, in taking care of the unemployed, seek to find them work rather than to engage in the demoralizing program of feeding them without work. The only sane and wholesome and decent way to treat an American citizen when he is in want of food and not accept it at the hands of charity. If these projects could be taken up and built under present conditions, utilizing the unemployed at a fair wage, it seems to be one, at least, of the most practical and desirable things we could do. In the first place, it gives work to a large number of unemployed, thereby enabling them to take care of themselves and their families. In the second place, it provides acreage for the making of homes and for increasing the production in this country. In the third place, ultimately all moneys expended upon these projects will be repaid to the government. Any of these lands are worth much more than the amount necessary to reclaim them."

EQUALIZATION BOARD HEARS VARIED PLEAS FOR TAX REDUCTION

Representatives of Three Transcontinental Railroads Present Arguments.

Varied pleas for reductions in railroad taxation were heard by the state board of equalization yesterday afternoon from tax experts representing three transcontinental lines operating in this state and from representatives of other smaller steam roads.

Declaring that the commercial value of a railroad is dependent upon its earnings and that this should form the basis for the valuation for taxation, A. S. Dudley, tax commissioner for the Chicago, Milwaukee, & St. Paul Railroad, asked the board to take into consideration the present condition of the road's earnings in making up this year's assessment.

Road Value Decreases.
Decreases in the value of the road on this basis, Mr. Dudley said, had been 24 per cent since 1917. Last year's taxes were practically double the year's net earnings of the road. Placing the total actual value of the road at \$250,000,000, and the percentage of the road's valuation in this state being 7.155, the value of property of the road in this state would be \$25,045,200. Applying to this the ratio of assessed valuation to be concluded by the board later, Mr. Dudley believed a fair assessed valuation would be arrived at.

F. H. Williams, also representing the Milwaukee, quoted figures on the stock of the road as of 1914 and 1921 showing that quotations now are about one-fourth those of the former year. The assessed valuation of the Milwaukee in this state in 1914 and 1920 was practically the same, being approximately \$19,000,000 as fixed by the board of equalization, he said.

Quotes Net Earnings.

John L. Snapp, representing the Great Northern Railroad, quoted net earnings of 1916 at \$34,000,000 and of 1920 of \$14,000,000 and asked the board to take into consideration this decrease in arriving at a valuation for purposes of taxation. Taking an average of road operating revenue, train mileage, which gave 14.11 per cent to Washington in the case of the Great Northern, Mr. Snapp said the valuation should be \$55,310,865, whereas for 1920 it was \$70,500,000. Mr. Snapp gave \$62,664,710 as a figure which he believed fair to which to apply the ratio for assessed valuation.

Charles A. Murray, representing the Northern Pacific, declared that the ratios applied to railroad properties had been higher than those applied to other classes of property and asked correction on this account, as well as appealing to a board to consider the falling off of earnings to the point where the first four months of the present year shown an actual net loss for the Northern Pacific.

Ceases Operation.

W. T. Beck of Republic, appearing for the Spokane & British Columbia Railroad called attention of the board to the fact that the road had ceased operating in the fall of 1919 and had recently sold its steel and equipment so that nothing remained except the roadbed and right of way, which is a doubtful value.

W. E. Brown of Chehalis, for the Cowlitz, Chehalis & Cascade Railroad an 18-mile line in Lewis county, asked special consideration for a road which is wholly locally owned, is developing as an outlet for an agricultural country and which, if it is to exist, must be relieved of every possible item of expense until it can develop its territory sufficiently to build up its revenues.

TENINO SCHOOL SYSTEM INCREASES ITS ATTENDANCE 60 PER CENT

Tenino schools are crowded to desperation following opening on Tuesday morning, according to C. A. Jewell, new city superintendent of schools. Due to the fact that the Ofut Lake school has been incorporated with the Tenino system, and that Tono and Bucoda are sending their high school students to Tenino, the latter has increased its school attendance 60 per cent this year.

The six grade teachers are doing their best to take care of 185 pupils, and the four members of the high school faculty are strenuously tackling the problem of properly educating 82 students. In spite of trying circumstances and difficult questions of organization, the school administration expects to get matters under headway within the week.

KIWANIS CLUB INDORSE AUTOMOBILE SHOW

The Olympia Auto Trade Association show which will be held in the new American Legion hall as soon as it is completed was endorsed by the Kiwanis club at its meeting and luncheon today held at the Hotel Olympian. The club also voted to aid in the sale of tickets for the show.

Captain Ed Dohm, commander of the American Legion, appeared before the Kiwanians and spoke in behalf of the national guard that is to be installed here. Captain Dohm received the endorsement of the club upon this matter, which will be sent along with the endorsement of the chamber of commerce and Rotary club to the State National Guard headquarters in Seattle immediately.

Farnsworth Speaks.
The principal speaker at the luncheon was E. L. Farnsworth, a member of the club, and director of taxation and examination, who spoke upon the subject of "Taxation."

Some time ago the Kiwanis club appointed a special committee to investigate the matter of cluster lights for the city street. At today's meeting this matter was referred to the Chamber of Commerce to be brought before the Inter-Club Council of the city, that is being organized.

Dr. W. E. Steele won the attendance prize at the lunch and H. E. Millhollin, athletic coach at the high school, and Fred C. Cook, assistant land commissioner, new members, were introduced to the club.

RECENT RAINS DELAY PROGRESS HIGHWAY PAVING

Paving construction in Western Washington under contract awarded this year by the state highway department is being delayed by the rains which have prevailed during the past two weeks, reports to the office of State Highway Supervisor James Allen show.

Reports from all contracts under way, made to the state highway supervisor following the close of work

--school days are here and school clothes are waiting for you

Books and lectures are not all school life. To get the utmost out of it, a girl must have becoming clothes suitable for parties, sports and other interesting events sure to occur.

Where she goes will influence her choice of wearables, but smart durable, every day things and a few feminine fripperies for social functions should be in every girl's trunk. A warm coat, tweed or jersey suit, plaid skirt and tailored blouses, the wool one-piece dress an informal silk for Sunday and party frocks form the nucleus of most college wardrobes. Gymnasium suit, rain coat, sweaters and at least two hats and a tam will be needed.

You will find our ready-to-wear department prepared to fill wants and needs of every girl intent on settling the Fall clothes question now.

HOSIERY

Girls need a lot to avoid darning before an early morning class. Good quality silk hose in all the wanted colors.

- Plain hose, 75c
- Fancy hose, \$1.50
- Good serviceable cotton hose, black, white or colors. Per pair, 25c

UMBRELLAS

The pride of her heart will be a smart colored silk rain stick with ring, cord or strap handle.

- Priced at \$4.95 up
- Serviceable school umbrellas of gloria cloth at \$3.50

Mark everything with initial tape.



NEGLIGEEES

Much used during evening hours, blanket or corduroy bath robes,

crepe or pink kimonos. Suitable for the Pullman journey.

Priced at, \$7.50 up

Mottman's

Where You Can Always Do Better

Saturday, show five jobs in the state completed and others nearing completion. One contract, that on the Pacific highway between Tenino and Grand Mound, is lagging, and probably will not be more than half completed when work is suspended until spring.

The reports show the contracts as of September in the following condition:

- Pacific Highway—Blanchard to Allen, 6.24 miles, completed; Pioneer to LaCenter, 4.40 miles, completed; Nisqually embankment, .47 miles, completed; Tenino to Grand Mound, 8.53 miles, 10 per cent completed; Stanwood to Silvana, 6.17 miles, 70 per cent completed; LaCenter to Woodland, work ready to start.
- National Park Highway—Muck Creek-Ohop Valley, 4.35 miles, 65 per cent completed; Pacific Highway to Ethel, 1.60 miles, 70 per cent completed; Peterson to La Grands, 3.39 miles, 65 per cent completed.
- Olympic Highway—Thurston county line to Kamliche, 3.37 miles, completed; Olympia to Perry Creek, 4.12 miles, 90 per cent completed; Perry Creek to Mason county line, 4 miles, 15 per cent completed; Golf Club to Aberdeen, 3.12 miles, 90 per cent completed; Elma east, 1.71 miles, completed.
- Inland Empire Highway—Outlook to Granger, 3.78 miles, 40 per cent completed; Whitworth to Dardford, 5.11 miles, 55 per cent completed; Colfax North, 4.01 miles, 25 per cent completed.
- Sunset Highway—Coalfield to Issaquah, 5.24 miles, 75 per cent completed.

the fire had been controlled, planks were laid across the fire hose to permit automobiles to pass.

Estimates of the number of automobiles in the building were placed as high as 30 during the fire, but a check this morning cut the number down to fifteen. Not all of the cars were owned by the Cooney Motor company, some being on consignment from other parties. All were here for sale. The cars destroyed included, a practically new Daniels 8, the machine which backed, two Oaklands, a Studebaker, two Elgins and other smaller machines. The cars are so badly twisted and damaged by the heat as to have little if any salvage value.

Report that an automobile mechanic had been asleep in a room over the warehouse caused considerable excitement for a time until it was learned that the mechanic had driven to his home near Mud Bay last night to spend the night. Estimates of the loss vary but a conservative figure for both warehouse and cars places the loss at about \$12,000.

STATE COLLEGE DAIRY HERD WILL BE SENT TO STATE FAIR AT YAKIMA

WASHINGTON STATE COLLEGE PULLMAN, Sept. 8.—The State College dairy herd consisting of twenty-one animals of the Holstein, Ayrshire and Jersey breed will be sent to the state fair at Yakima which opens Sept. 19. Fitting and selection of the animals is now in progress under the direction of E. C. Woodard, head of the division of dairying.

In addition to the livestock exhibit which this year will be limited to dairy animals, there will be a college exhibit including displays put in by the departments of agriculture, home economics, plant pathology, farm crops, botany, agricultural engineering, photography, dairying and one or two others yet to be decided upon.

The farm crops exhibits will feature wheat varieties best adapted to different parts of the state under the heading, "Why raise 25 or 30 varieties of wheat in Washington when five or six of the best will yield more wheat?"

Also, there will be a special exhibit of potato diseases prepared by Geo. L. Zundel, extension plant pathologist. "Feeding the dairy cow" will be the subject of another exhibit. The exhibit will occupy space 14 by 48 in the grandstand along with the

exhibits put in by the United States department of agriculture.

FARM BUREAU WILL PAY EXPRESS ON COUNTY EXHIBIT

Expressage on the exhibit of Thurston county products which will be displayed at the Spokane Interstate fair this week by the South Bay Girls' Canning club will be paid by the Thurston County Farm Bureau, according to a decision made at a meeting of the executive committee on Saturday afternoon. The committee has received many inquiries in regard to the co-operative buying of superphosphate and has accordingly arranged for purchase of carload lots through a local dealer. Fertilizer demonstrations have shown the great value of superphosphate in this county.

Those present at the meeting were: C. C. Aspinwall, president of the bureau; Charles E. Starr, treasurer; Dr. Lucie Cook, secretary; William Porteous, L. M. Goldsmith, Mrs. F. C. Baker and Mrs. R. B. Rowe.

Mrs. Myra Vaughn left Thursday for Winston-Salem, North Carolina, where she will spend the winter with relatives. Mrs. Vaughn has been in Olympia for the past year visiting with her daughter, Mrs. Elmer Breckner.

NOTICE BY THURSTON COUNTY GAME COMMISSION OF CLOSING OF SUMMIT LAKE AND ANGEL CREEK TO FISHING

Notice is hereby given, That the Thurston County Game Commission, considering that the protection of game fish requires the closing of that certain lake located in township 18 north, ranges 3 and 4 west of the W. M. in Thurston county, Washington, commonly known as Summit lake, to fishing during that proportion of the open season for 1921, 1922 and 1923, from October 15th to November 30th inclusive in each of said years; and

Whereas, said game commission considers it advisable for the protection of game fish to close that certain stream commonly known as "Angel Creek," flowing into Black lake, in township 18 north, range 2 west of the W. M. in Thurston county, Washington, by closing to fishing continuously for a period of five years from this date, to-wit: September 9, 1921.

Wherefore, Notice is hereby given, that said Summit lake is hereby closed to fishing by order of the Thurston County Game Commission between the dates October 15, 1921, and November 30, 1923, inclusive; further, that said Angel creek shall be entirely closed to fishing for a period of five years from September 9, 1921, to September 9, 1926; and any person or persons fishing in said lake or in said stream between said dates shall be guilty of a misdemeanor as provided by law.

Dated this 8th day of September, 1921.
THURSTON COUNTY GAME COMMISSION.
By E. N. STEELE, Chairman.
Pub. Sept. 9, 16, 25, 1921.

ANSWER THIS PUZZLE

Win Ford Sedan or \$300

The operator of the movie machine in this theater decided to play a joke on his audience, so he threw these re-arranged "Movie" puzzle names on the screen.

To solve the Movie Puzzle all you are required to do is rearrange the letters so that they will spell the correct actor or actress name. No. 1 is Mary Jane Hitchcock. If you can guess all ten you can win Ford Sedan or \$300.

WHO ARE THEY?

- 1. LET MY AUNT RINSE (SHALL I WARN IT)
- 2. RACE WALL DIE (KAR YOU CAN GAMBIT)
- 3. BABE SEND LIE (AN ILL IS HIGH)
- 4. ASK AIR OF BAND SLUG (LET A MAN ARM DOG)
- 5. DOWN TO ME (MAD IN ALL CHAD)

185 "POUNDS" STARS AWARDED

The state highway department has awarded \$185,000 in stars to the contractors who have completed the paving of the highway between Olympia and Woodland.