

NATIONAL HIGHWAY WORK TO CONTINUE CONGRESS PROVIDES FUND

Passage of Dowell Bill Assures Middle West Necessary Financial Assistance For Road Building

Construction work on the national system of interstate and trans-continental highways is now financed for another three years as the result of the recognition by congress of the federal government's obligation to support financially these recognized means of communication and transportation, the Chicago Motor club announced yesterday.

Passage of the Dowell bill, authorizing appropriations of \$165,000,000 for federal aid highways for the two-year period ending June 30, 1929, definitely assures the middle west the financial aid necessary to permit the continuation of the program of highway construction laid out. Money from previous appropriations is now available for use of the states during the fiscal year ending June 30, 1927.

Few Opposing Votes
"The overwhelming support given the Dowell bill when it passed the senate with only six opposing votes, definitely establishes the federal aid principle in highway construction and is practical assurance that when the funds now appropriated are exhausted, congress will continue appropriations until the federal aid highway system is completed," according to a statement issued recently by Charles M. Hayes, president of the Chicago Motor club.

The Dowell bill authorizes appropriations of \$75,000,000 annually for federal aid highways for each of the fiscal years 1928 and 1929 and also provides appropriations of \$7,500,000 annually for each of these two years for national forests roads and trails.

Successful Campaign
Reviewing the campaign which has been carried on for the past year to secure the continuation of the federal government's support in highway building, Mr. Hayes declared that passage of the Dowell bill by the senate concludes one of the greatest good roads campaigns carried on by the organized motorists of the country. He commended particularly the efforts of the American Automobile association which has worked in close co-operation with its 810 affiliated clubs in developing public sentiment to the Dowell bill so effectively that it passed the house without a dissenting vote and was approved by the senate with only six contrary votes.

"Passage of this measure, which is the lifeblood of highway construction in the western states, was not secured without a great deal of organized effort on the part of the motor clubs affiliated with the A. A. A.," Mr. Hayes declared. "Owing to a misconception of the federal aid principle, strong political opposition to the Dowell bill developed during the past year in certain states.

Efforts Bring Results
"Following passage of the bill in the house, an attempt was made by opponents of the measure to defeat it by permitting it to die on the senate calendar. However, through the efforts of the A. A. A. and affiliated motor clubs, consideration of the measure was secured and its passage by an overwhelming vote followed a short debate on the floor of the senate."

DON'T WOUND PLANTS

Avoid wounding or breaking plants when cultivating or working around them. In harvesting fruits and vegetables to be stored, avoid bruising, as decay most frequently begins where the protective covering is broken. Certain insects, such as the potato tuber moth, gain access at points of injury.

George Brennan, of Illinois, says that Vore's victory in Pennsylvania was just like his own in Illinois. The difference between them will develop in the results of the November election.

COQUILLE RIVER IN OREGON IS SURVEYED Water Supply and Power Possibilities Investigated by Government

The water supply of the Coquille river basin, Oregon, and its utilization for power and relation to the timber resources have recently been investigated by Interior Department engineers. The studies show that although the head that could be developed on the main four branches of Coquille river amounts to over 3,200 feet the stream flow during the greater part of the year is so low that less than 1,500 horsepower can be developed during periods of low water. In striking contrast, however, to this small figure, 36,000 continuous horsepower could be produced by utilizing natural storage reservoir sites to regulate the river's flow.

The Coquille basin lies between Coos and Umpqua rivers on the north and east and Rogue river on the south. The basin is known best for its remarkable stand of Douglas fir and Port Oxford cedar. The timber industry is and will be for many years the paramount industry within the basin. Eventually the power resources of the basin may be utilized, but probably not until hydroelectric energy can compete with electric energy generated by steam produced from mild refuse, or until the demands exceed the supply of energy that can be so produced. There is nearly 6,000,000,000 board feet of timber within 7 miles of the large reservoir sites, and eventually these sites may be developed for use for power and in the timber industry.

This is said to be an age of rapid transition, and anyway the people are very rapidly transiting all along the automobile roads of Lake county.

The fellow who can holler the loudest at the rallies does not necessarily know the most about what laws should be passed.

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