HIGHWAY SYSTEM PROPOSED FOR THE STATE OF OREGON

The full text of the road bill (house bill 550, referred to the people), follows:

An act to provide for the construction of roads and highways in the state of Oregon; to provide for the issuance of bonds by the state of Oregon to raise money to carry out the purposes of this act; to authorize the State Highway Commission to take such action and perform such duties as may be necessary to meet the requirements of this act; to designate and authorize the construction of certain hard-surfaced highways and certain post roads and certain forest roads, and to provide for other post roads and forest roads; to provide for the letting of contracts for the construction, paving and maintenance of roads and highways; to make the surplus arising from the fees collected under House bill No. 509 of the present legislative session a fund under the jurisdiction of the State Highway Commission with which to pay interest and principal on bonded indebtedness of the State, contracted by the state for road purposes, and other lawful claims incurred by said Commission, and to provide for modifying the terms of House bill No. 21, passed by the 29th Legislative Asembly of the state of Oregon, and to provide for submitting this act to the people, for the calling of a special election therefor, and declaring an emergency.

Be it enacted by the people of the state of Oregon:

Section 1. The State Highway Commission is hereby authorized, empowered and directed, during the next five years, to sell the bonds of the state of Oregon as hereinafter provided, in an amount sufficient to meet the requirements of this act.

Provided, that not more than $1,000,000 in bonds shall be issued hereunder during the year 1917, and that not more than $2,000,000 in addition to any surplus unissued or unexpended out of the $1,000,000 authorized for the year 1917, shall be issued during the year 1918.

Sec. 2. The State Highway Commission is hereby authorized, empowered and directed to enter into such contracts, appoint such officials, and do any other act or thing necessary to meet the requirements of this act.

Sec. 3. The Attorney General shall, under the direction of the State Highway Commission, prepare a form of interest-bearing gold bond of the state of Oregon, to be sold in order to provide funds for the carrying out of the purposes of this act. Said bonds shall be numbered serially, beginning at No. 1, and shall be payable in the order of their issuance. Said State Highway Commission is hereby authorized, empowered and directed to issue bonds of the state of Oregon for the purpose of carrying out the provisions of this act in an amount not exceeding $6,000,000, of which sum at least $600,000 shall be issued in demominations of $500 each or less. The bonds issued in any year under the provisions of this act shall be payable one-twentieth each year, commencing with the sixth year after the issuance thereof. One-half of the bonds payable each year shall be payable on the first day of April and the other half on the first day of October. Each bond shall bear upon its face a statement showing the date of its maturity. Said bonds shall bear interest at the rate of 4 per cent per annum payable semi-annually on April 1 and October 1. Principal and interest on said bonds shall be payable at the office of the State Treasurer at Salem, Or., and if said State Highway Commission shall so direct, said bonds may also provide for the payment at some other place. Said bonds shall be in a form embodying an absolute promise of the State of Oregon to pay the amount thereof in gold coin of the United States of America of the value and weight and fineness of the date of such bond, and shall be in such denominations as the State Highway Commission shall elect. They shall be signed by the Governor, Secretary of State and State Treasurer. Said bonds shall bear coupons evidencing the interest to become due thereon for each installment of such interest, upon which shall be printed the facsimile of the signature of said officers. Said commission may, at its option, cause a part or all of said bonds to be payable to the purchaser thereof and register the name of such purchaser in the office of the State Treasurer and provide an appropriate indorsement upon each of such bonds to the effect that the same will be paid only to the owner appearing on the register thereof, and providing a method for reregistering the same as the title may be passed, and it may also provide that a part or all of said bonds shall be payable to bearer and not subject to registration. Not less than ten days before the payment of the principal or interest falls due on any of the bonds provided for in this act, the State Highway Commission shall certify to the State Treasurer the amount necessary to meet the payment thereof. Upon receipt of such certificate by the State Treasurer he shall prepare and verify a claim for the amount mentioned therein, attaching thereto said certificate, and present the same to the Secretary of State, who shall audit such claim in like manner as other claims against the state are audited, and pay the same out of any moneys provided by law for the payment thereof. The State Treasurer is authorized and directed to make any such payment of principal or interest on said bonds at such places, other than at Salem, Or., as the State Highway Commission may provide. All bonds and interest coupons upon payment shall be deposited by the State Treasurer with the Secretary of State to be attached to the original claim of the State Treasurer for the payment thereof.

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Sec. 4. The State Highway Commission shall provide such method as it may deem necessary for the advertisement of each issue of said bonds before the same are sold, and shall also require such deposit with bids as may be required, and generally shall conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with this act and shall be adopted by said Commission.

Sec. 5. The money arising from the sale of each issue of bonds shall be deposited in the State Treasury to the credit of a special fund, which shall be used in carrying into effect the provisions of this act. The Secretary of State is hereby authorized and directed to audit all claims incurred in carrying out the provisions of this act in the same manner as other claims against the state are audited, and pay the same from any moneys provided by law for the payment thereof upon the submission of duly verified vouchers therefor approved by the Commission; provided, that bonds and coupons shall be paid as is provided in section 3 hereof.

Sec. 6. The highways described in sections 6 and 7 of this act are hereby determined to be highways of first importance to the general public of the state of Oregon. It is hereby determined that the following highways should be permanently constructed and finished with a hard surface.

1. The Columbia River Highway from the Multnomah County line to Astoria, Seaside and south in Clatsop County to the Tillamook County line. Inasmuch as the counties of Columbia and Clatsop have already expended large sums of money in constructing the said Columbia Highway through said counties and in doing so have practically exhausted their ability to raise money by an issuance of county bonds, the State Highway Commission is hereby authorized, from the funds arising under this act, in addition to paving said highway, to use from said funds sufficient to provide for the preparation of said highway through said counties for the paving thereof.

2. The Pacific Highway from the Multnomah County line through Washington County and Yamhill County by the way of Hillsboro, Forest Grove, McMinnville to Dallas, Monmouth and Independence, in Polk County; to Corvallis and Monroe in Benton County, and through Eugene to the north line of Douglas County.

3. The Pacific Highway from the Multnomah County line through Oswego, Oregon City and Canby in Clackamas County, thence through Marion and Linn Counties, to a junction with the highway at Junction City.

4. Such portions of the Columbia River Highway between the Multnomah County line easterly through the city of Hood River and Hood River County and through The Dalles, Wasco County, through Sherman County, through Gilliam County by way of the town of Arlington and up the Columbia River to the confluence of the Umatilla River with the Columbia River, thence up the Umatilla River thru Hermiston, Stanfield, Echo and Pendleton, and thence by such route as shall be determined by the State Highway Commission to La Grande, Baker, and to the Idaho line, as the county courts of the various counties affected shall agree to prepare the road ready for paving. Provided, that inasmuch as the county of Hood River has raised by a bond issue and expended upon said Columbia River Highway practically its full constitutional limit, said Commission may expend on said Columbia River Highway in Hood River County, such portion of the money arising under this act as it may deem proper in preparing said Columbia River Highway for paving. The various county courts in said counties in Eastern Oregon through which said Columbia River Highway is projected shall agree with the State Highway Commission upon what portions of said highway are to be paved with a hard-surface paving and what portions are to be constructed as post roads, and whenever any of said counties shall have prepared a portion of said highway ready for paving, then the State Highway Commission shall proceed promptly to pave the same under the provisions of this act, and the remainder thereof shall be improved as a post road under the provisions of this act, and such portion so improved as a post road shall not be eligible for paving at the expense of the state under the provisions of this act.

5. The Pacific Highway through Jackson County, where the same has not already been paved, along the route heretofore adopted by the State Highway Commission. Inasmuch as the County of Jackson has already expended large sums of money in constructing said Pacific Highway, and in paving a large portion thereof, and in so doing has practically exhausted its ability to raise money by an issuance of county bonds, the said Highway Commission is hereby authorized, from the funds arising from this act, in addition to completing the paving of said highway in Jackson County, to use from said funds sufficient to provide for completing the preparation of said highway through said county, for the paving thereof.

6. Commencing at the Columbia River Highway at or near Arlington in Gilliam County, thence up Willow Creek in Morrow County, thru the cities of Ione, Lexington and Heppner in Morrow County and thru Pilot Rock, Adams, Athena, Weston, Milton and Freewater in Umatilla County to the Oregon and Washington state line.

7. A road from the south line of Clatsop County, at the end of its highway described in paragraph 1 hereof, south by Wheeler to Garibaldi.

8. A road from the Multnomah County line by Tigard, Rex and Newberg to McMinnville.

For the purposes of this act the above highways are to be known as hard-surfaced highways.

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Sec. 7. The following highways, to-wit:

1. The road running from the north line of Douglas County to the Jackson County line over the line of the Pacific Highway as adopted by the State Highway Commission:

2. All that portion of the Columbia River Highway described in the fourth paragraph of the description of hard-surfaced roads as described in Sec. 6 of this act, which the county courts of the several counties through which the same is located, shall not determine to prepare for paving with hard-surfaced paving as herein provided, shall be considered a post road, and eligible to improvement as such under the provisions of this act.

3. A road from Roseburg, by Myrtle Point and Coquille to Marshfield.

4. A road from the Pacific Highway, from a point at or near McMinnville, by Willamina to Tillamook city.

5. A road from The Dalles by way of Dufur, Maupin and Shaniko to Redmond, Bend and thence to Klamath Falls.

6. A road from Bend to Lakeview.

7. A road from an intersection with the Columbia River Highway at a point either in Sherman or Gilliam County, by way of Condon, Fossil and Spray and thence up the John Day Valley to such point as the Highway Commission shall elect, and from thence to Vale and the Idaho line.

8. A road from La Grande, thru Union and Wallowa counties to Joseph.

9. A road from Bend, through Burns and Harney to Vale,

shall be known as post roads and be constructed along routes between said certain points to be agreed upon by the representatives of the Federal Government and said State Highway Commission. Said post roads shall be constructed according to specifications agreed upon between the representatives of the Federal Government and said State Highway Commission. Provided, that if the counties of Douglas and Josephine, or either of them, shall prepare any part of the said Pacific Highway, and make same ready for paving according to the requirements of the State Highway Commission, then said Commission shall immediately pave the road so prepared, and such portion of said road shall be excepted from the classification of a post road. If the County of Coos shall prepare and make ready for paving, according to the requirements of the State Highway Commission, 20 or more miles in length of the post road between Roseburg and Marshfield hereinbefore described, or the County of Tillamook shall so prepare and make ready for paving 20 or more miles in length of the post road between Tillamook City and McMinnville, and if such portions of said roads, in either or both of said counties, are so prepared, that the same shall be ready for paving according to the requirements of the State Highway Commission, then said Commission shall immediately pave the road so prepared and such portion of said road shall be excepted from the classification as a post road, and such portion shall then be classified as a paved road.

* * *

Sec. 8. Roads over the following routes are hereby adopted and designated as forest roads, to-wit:

1. A road from Medford in Jackson County as surveyed and adopted by the Federal Government in cooperation with the state of Oregon, by the way of Crater Lake, to a point in Klamath County to be selected by the said Highway Commission and the Federal officials representing the Federal Government, operating under what is known as the "Shackleford Bill."

2. A road from a point in Lane County to be selected by the State Highway Commission and the Federal officials representing the Federal Government, operating under what is known as the "Shackleford Bill," by way of the Siuslaw River, to a point in Coos County to be selected by the State Highway Commission.

3. A road from Eugene connecting Willamette Valley with Eastern Oregon by way of the McKenzie River to Bend.

4. A road connecting the post road from the Columbia River Highway up the John Day Valley with the post road between The Dalles and Bend.

5. A road from Albany, via Lebanon, Cascadia and Fish Lake, to Bend.

No preference shall be given in the construction, improving or paving of any of the roads described herein by reason of the numerical designation of such roads.

The funds with which to pay the portion of the expense of the construction of said post roads and forest roads payable by the state of Oregon, shall be incurred from the sale of bonds as provided in House bill No. 21, passed by the present Legislative Session, which bill is entitled "A bill for an act to accept the benefits of the act passed by the 64th Congress of the United States entitled 'An act to provide that the United State shall aid the state in the construction of rural post roads, and for other purposes,' and to provide for the issuance of bonds of the state of Oregon to raise such money as may be required to meet the requirements of said Federal statute, and to authorize the State Board of Control to take such action and perform such duties as may be necessary to meet the requirements of said Federal act and Federal officials acting under said act." Of the funds made available by said act for post roads, at least 60 per cent shall be expended on the above mentioned post roads, in the counties east of the Cascade Mountains.

Provided, however, that the above provision shall not be construed to impair the assent of the state to the Federal aid as hereinbefore specified, and to limit the necessary cooperation between this state and the Federal Government in the construction of forest and post roads.

No description of any highway provided for herein shall be construed to prevent the State Highway Commission from making such local changes in the location thereof as they may deem proper.

Sec. 9. The State Highway Commission is also authorized to adopt such other roads or routes connecting portions of the state and to provide for the construction of post roads or forest roads over such routes and the improvement and maintenance thereof, and to pay for the same from the fund created by House bill No. 21, referred to by title section 8 hereof.

Sec. 10. The State Highway Commission is hereby authorized, empowered and directed whenever the county through which any portion of said hard-surfaced roads may be located, shall have constructed all or any section of any such hard-surfaced road in accordance with plans and specifications prepared by the State Highway Commission, along routes prescribed by said Commission, and shall have provided for suitable drainage of said roads in accordance with the requirements of said Commission and shall have prepared the foundation in accordance with the requirements of said Commission, then said Commission shall let contracts, or otherwise provide according to law for completion of said hard-surfaced roads by causing said roads to be finished and hard-surfaced according to plans and specifications prepared by said Commission, and the funds required therefor shall be derived from the sale of said bonds, provided for in section 3 hereof.

Sec. 11. The State Highway Commission shall pay the interest upon said bonds as the same shall become due, from any funds subject to its control, from whatever source the same may come, and the payments upon the principal of said bonds, as the same shall become due, shall be paid by the said Highway Commission from any funds within its control, without regard to the origin of said funds.

Sec. 12. Any surplus or unexpended balance of the fees received under the operation of House bill No. 509, passed by this Legislative session, which bill is entitled "For an act to amend Chapter 174 of the General Laws of Oregon for 1911, as amended by Chapter 135 of the General Laws of Oregon for 1913, and as amended by Chapter 350 of the General Laws of the State of Oregon for 1915; providing for regulating the use, registration, license, identification, conduct and operation of vehicles operated upon the public roads, streets and highways of the State of Oregon; to regulate and license the persons who drive the same, to prescribe penalties for violation hereof and to prohibit the unauthorized possession or use of a vehicle and to provide a penalty therefor; to license and identify all motor vehicles; to limit the authority of cities and towns on like subjects concerned with said vehicles; to prescribe the duties of the Secretary of State as to certain provisions of this act; to provide for the handling and distribution of the funds derived from the operation of this act and to repeal all acts and parts of acts in conflict herewith," remaining after the payment of all claims incurred in carrying out the provisions thereof, or estimated by the Secretary of State as necessary to defray any further administrative expenses for the balance of any license year, shall be transerred on the first day of April and the first day of October in each year by the Secretary of State to an account to be expended under the jurisdiction of the State Highway Commission in payment of the interest and principal as same shall become due upon bonded indebtedness of the State of Oregon, contracted for road purposes under the provisions of this act or the provisions of the said House bill No. 21, referred to by title in section 8 of this act. Any remainder of such surplus or unexpended balance so transferred to the jurisdiction of the State Highway Commission shall be subject to the payment of any other lawful claim or claims incurred or contracted by said Commission.

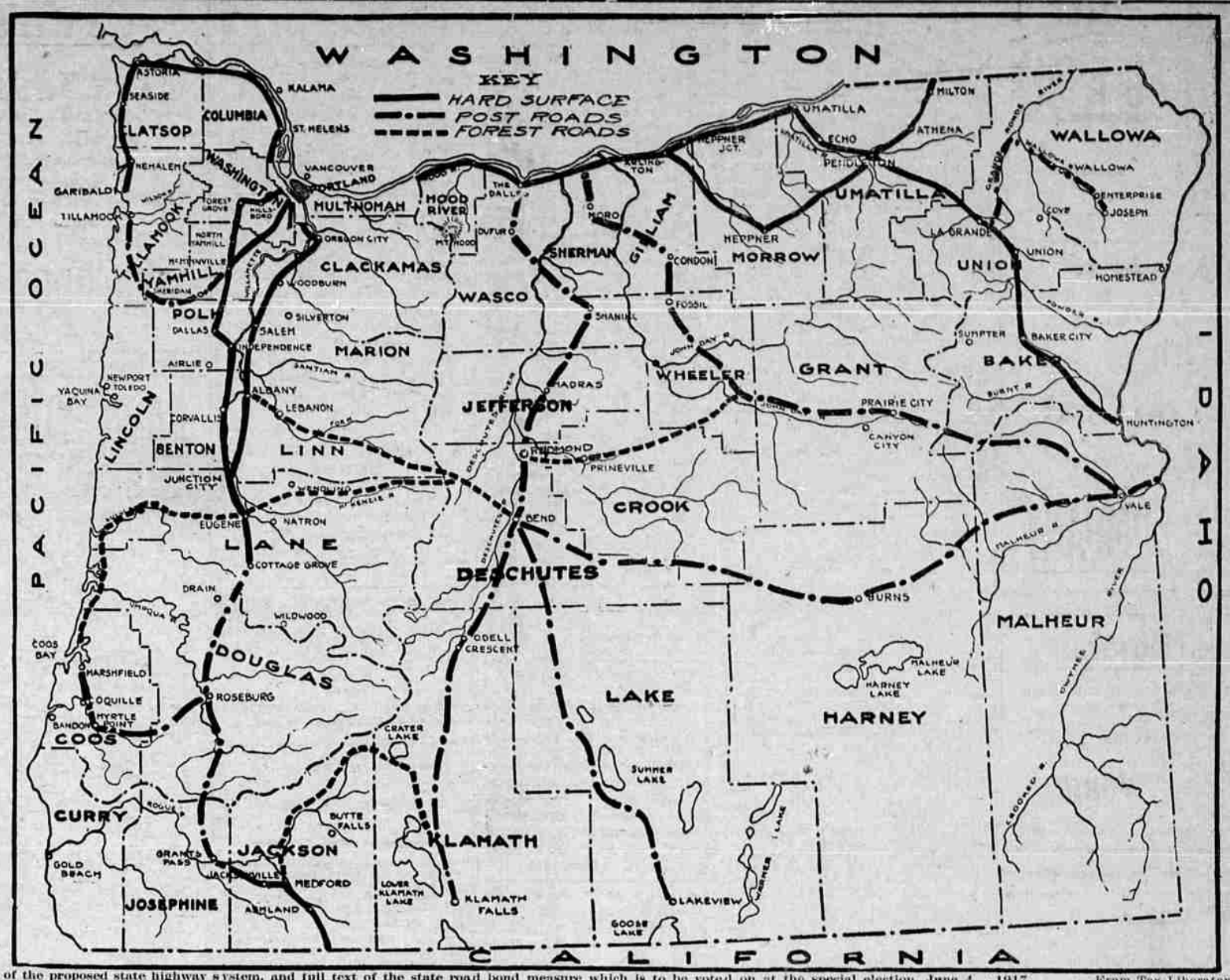
Sec. 13. The State Highway Commission is hereby authorized and empowered to enter into contracts for the purpose of constructing the roads provided in this act; provided, however, that all contracts shall be let according to law and in open and public session of said Commission; provided further, that if, in the opinion of the majority of the members of said Commission, the lowest bid for the construction of any of the roads or parts of roads herein authorized to be constructed, shall be excessive, then and in that event, said Commission shall have the right and it is hereby empowered and authorized to reject all bids and to construct under its own direction and supervision, all of such roads or any part thereof, and to this end to accomplish this purpose said Commission is hereby authorized and empowered to purchase or lease all necessary machinery, equipment, tools and appliances and to employ all necessary help and labor and to do all things necessary and convenient to carry out the provisions of this act.

* * *

Sec. 14. This act shall be referred to the people for their ratification or rejection at a special election to be called in the manner provided by law, said election to be held on the 4th day of June, 1917, and shall be in full force and effect as soon as ratified by the people at such election.

* * *

Sec. 15. On account of the importance of the early decision of this matter and the importance of getting funds for construction of roads, this act is necessary for the peace, health and safety of the people of the state of Oregon, and the special election hereinabove declared should not be delayed beyond the time hereinabove set, and for that reason an emergency is declared to exist, and this act shall be in full force and effect in accordance with the terms and provisions therein set forth, from and after its passage, as regards said special election.



Map of the proposed state highway system, and full text of the state road bond measure which is to be voted on at the special election, June 4 , 1917. —From Tax Liberator.

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