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MORE PROPOSED BILLS RECITED

STATE WIDE ROAD COMMISSION PLANS SHOWN

Second Installment of Good Roads Measures to Be Referred.

Further measures that are part of the general batch of good roads measures, the first installments of which were published in the Observer yesterday, are appended herewith:

Creating a State Highway Fund.

An act, entitled "An act creating a fund to be known as the state highway fund of the state of Oregon, and making a distribution of the license taxes derived from motor vehicles therefore, and providing for the distribution and apportionment of said fund among the counties of the state for the construction, maintenance and repair of the roads, highways, and bridges of said state."

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

Section 1. There is hereby created a fund to be known as the state highway fund.

Section 2. The proceeds of all the bonds sold by the state of Oregon annually shall be paid and covered into the state treasury of the state of Oregon for the purpose of building, maintaining and repairing the roads, highways and bridges of said state.

Section 3. That 66 2-3 per cent of all of the license taxes paid through the secretary of state and covered into the state treasury on motor vehicles operated in said state be and the same are hereby created a part of said state highway fund and subject to the uses and distribution in the hands of the state treasurer herein provided for.

Section 4. That seventy-five per cent of the money of the state highway fund hereby created, available on the first day of June of each year shall be and is hereby apportioned among the several counties and paid to the county treasurer of each county of said state when and at the time said county has availed itself of the provisions of this act as herein provided.

Section 5. That the remaining 25 per cent of said state highway fund available on the first day of June of each year shall be and is hereby apportioned among the several counties of the state of Oregon according to the area of each county in square miles.

Section 6. That before any moneys are apportioned hereunder as above provided each of the several counties must first expend an equal amount of money in the construction of public highways in that county in said state, the whole of the work so done by said county to be done under the supervision of the state highway commissioner, but each county shall receive only from said state highway fund a sum of money equal to the amount of money each year actually expended by said county in the construction of public highways in that county in said state, by and with the approval of the said state highway commissioner, and the aggregate of all sums so drawn by said county shall not exceed the amount apportioned by said county under this act, and in the event that county of said state does not expend during the fiscal year of the state of Oregon any sum of money upon the public roads of said state in said county, then all the moneys apportioned hereunder to any such county shall be covered into the said state highway funds to be apportioned among the several counties next year, it being the express intention of this act that no county shall receive in any event more than its part of the said sums apportioned hereunder regardless of the amount of expenditure in said county, and then only such part of the sum so apportioned to it as said county shall have expended.

Section 7. That the county court of each county availing itself of the provisions of this act shall make its findings and certificate to the state highway commissioner that said county has undertaken the construction or repair of a public highway in this state and performed work thereon and expended therefor the sums of money that have entered into the accomplishment of said work and immediately upon receiving the same the said state highway commissioner shall examine

into its correctness as to the amount of work, the expenditure of the money therefor and whether the work done is in accordance with the plans and specifications as previously prescribed by him, and upon so finding he shall forthwith certify to the secretary of state of the state of Oregon the amount of said expenditures as the proper sum to be repaid to said county out of the amount of its apportionment, and thereupon the secretary of state of the state of Oregon the amount of said expenditures as the proper sum to be repaid to said county out of the amount of its apportionment, and thereupon the secretary of state shall issue his warrant on the treasurer of the state of Oregon who, upon receiving said warrant, shall pay out of the said state highway fund to the county treasurer of said county the amount of money to be received by it as a part of its appointment hereunder.

Section 8. All acts or parts of acts in any way inconsistent or in conflict with the provisions of this act, are hereby repealed.

Procedure With Reference to State Aid Highways.

An act entitled, "An act to provide the procedure for the construction, maintenance, improvement and repair of public highways out of the state highway fund in this state and out of the funds provided by the several counties there."

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

Section 1. A road or highway in any county in this state, the construction, maintenance, improvement or repair of which is paid for wholly or in part out of the state highway fund of this state, shall be known and designated as a state aid road.

Section 2. Any county in this state may avail itself of its share of the apportionment under an act, entitled, "an act creating a fund to be known as the state highway fund of the state of Oregon, and making a distribution of the license taxes derived from motor vehicles therefor and providing for the distribution and apportionment of said fund among the counties of the state for the construction, maintenance and repair of the roads, highways and bridges of said state," in accordance with the procedure herein prescribed.

Section 3. Whenever, in the opinion of the county court of any county in this state, any road or public highway in this state needs construction, improvement, maintenance or repair, it may, by a resolution duly signed by said county court, notify the state highway commissioner thereof, and upon receiving said resolution so signed said state highway commissioner shall examine into the use, location and situation of said road or highway, as the case may be, and certify the same to the said county court, and thereupon said county court may, by resolution, determine that said construction, maintenance, improvement or repair shall be accomplished in accordance with the certificate of said state highway commissioner and certify its action to him, and thereupon said state highway commissioner shall proceed in accordance with the direction of the act entitled: "An act to create and establish a state highway department and authorize the appointment of a state highway commissioner therefor, prescribing his duties, his powers, his compensation, the method of work, the appointment of assistants and appropriating money therefor."

Section 4. All acts, or parts of acts in any way inconsistent or in conflict with the provisions of this act, are hereby repealed.

Creating a State Bond Issue.

An act entitled: "An act creating a bond issue and pledging the credit of the state hereto, for the building and maintenance of permanent roads in the state of Oregon."

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

Section 1. That the state of Oregon hypothecate, pledge and loan its credit for the building and maintenance of permanent roads in this state to the limit, and not in excess of twenty million dollars in gold bonds for the term of thirty years, carrying interest at five per cent, payable semi-annually, and issued at the rate of two million dollars each year for the period of ten years, said bonds to run for the full term of thirty years from the date of their issuance respectively.

Section 2. That the governor, secretary of state and state treasurer be

and they are hereby empowered, authorized and directed as the bonding committee of the state of Oregon to arrange for and provide the terms of said bonds, preparation, issuance and marketing of the same to the highest bidder in lots as the same may be offered, but always at a price not less than par and at such premium in addition thereto as may be offered.

Section 3. That the proceeds of said bonds to the extent of each two million as issued annually hereunder, as required, be paid to and immediately covered into the state highway fund for the building and maintenance of permanent roads, as provided for under the laws of this state.

Section 4. All acts, or parts of acts, in any way inconsistent or in conflict with the provisions of this act, are hereby repealed.

HUMPHREYS IS CANDIDATE?

CITY RECORDER CONSIDERING THE MOVE.

Opinion of Attorney General Discourages Eastern Oregon.

C. M. Humphreys, at present city recorder, may become a candidate for railroad commissioner in the new congressional district which embraces Eastern Oregon. While friends of the prospective candidate are urging him to enter the race, he is nevertheless deliberating carefully before saying the word. Various phases and conditions enter into this particular office and until it is definitely settled it is not believed that Humphreys will say specifically if he will become a candidate or not. It was generally supposed that the railroad commissioner to succeed C. B. Atchison whose term expires this year would be elected from the present Second congressional district, which includes all the counties on the east side of the Cascades, and which would be strictly Eastern Oregon proper. The attorney general has ruled on this issue, contrary to the above theory and as a consequence it seems as though Multnomah county would have a voice in

the selection of a commissioner to represent Eastern Oregon. If this be true, Eastern Oregon people are slow to enter the race, knowing full well that it is next to impossible to get representation with Multnomah against them. All the counties of the district outside of Multnomah could hardly offset what a candidate in Multnomah alone would poll.

Friends of the local city recorder advance the argument that the fact of Mr. Humphreys' long service with the railroad company as trackman, shopman, fireman and engineer would fit him for the position as it would no one else, his service having covered a period of nearly ten years on the mountain division. He has also served nearly a year with the Blackwell lines out of Spokane, and is thoroughly acquainted with the practical end of railroading. He has also been a shipper, having been engaged in the lumber business at Elgin for nearly three years and is familiar with this end of the business. His service as an office man is also first class and gives him an inside familiarity with office detail also. Being a student of the practical and theoretical sides of railroading fits Mr. Humphreys for the position from all viewpoints of the situation.

"When I have studied the side issues to the question I shall announce definitely as to my future policy," said Mr. Humphreys when seen today, "but as the matter now stands I don't know exactly just who is who and what is what." According to Attorney General Crawford Eastern Oregon will not be represented on the railroad commission this year notwithstanding the fact that it comprises the Second congressional district as provided for by the law establishing the commission.

Buys Union Cigar Store.

C. Thatcher has purchased the Union Cigar store on Adams avenue near the Western Union office from V. E. Kirk and has renovated the place and will conduct a modern cigar store and shoeshine parlors hereafter.

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