

STEWARD'S OPERA HOUSE

FRIDAY 31 JANUARY 31

A PERFECT CYCLONE OF LAUGHTER

FRANK O. MILLER PRESENTS THE MIRTHFUL FARCICAL SUCCESS

The Girl From Tokio

From the German of Robt. Pohl, English Version by Frank Tannehill, Jr., and Geo. W. Barnum.

Breezy and Refreshing as the Mountain Air
Screamingly Funny. Absolutely Clean

Presented by a Capable Company of Competent
Players. Contains More Laughs Than "Baby Mine"
or "Seven Days."

Prices \$1.50, \$1, 75c, 50c

SEATS ON SALE WEDNESDAY MORNING

WHAT THE CRITICS SAY:

"Full of amusing situations."—St. Louis Republic
"Plenty of snap and vim."—Louisville Post.
"Admirable entertaining qualities."—Philadelphia Public Ledger.
"Full of good clean humor."—Indianapolis Star.
"Every member of the company is worthy of special mention."—Dallas News.

COMMITTEE ON ROADS EXPLAINS

OUTLINES PROPOSED ROAD MEASURE.

In Detailed Manner Tells of Its Working Applications.

Salem, January 23, 1913. — To the people of the state of Oregon, the committee on roads and highways from the house of representatives, in its report to the legislature, has explained the measure proposed for the improvement of the state roads.

It has been brought to the attention of the Multnomah county delegation to the house of representatives that you are against the state supervision of state aid moneys. This of itself is a rather peculiar condition, inasmuch as it has been conceded to the counties that they are entitled to spend the moneys within their county lines in their own way, and as they see fit. Arguing from this concession to the representatives of the counties, it is no more than to be expected that those who are putting up the money to state aid should direct state aid expenditures. As a member of the legislature from Multnomah county, I wish to call your attention to the fact that Multnomah county and her citizens stand ready to furnish a little better than one-third of the state aid moneys; that Multnomah county already has good roads or a program to get roads that will in the near future give us good roads at our own expense; and that the moneys that Multnomah county puts up from

a state aid levy will be a contribution pure and simple to the good roads cause of the state. The opposition of the grange and the farmers' union is due to two facts in particular—the objection to spending road moneys on trunk lines for the use of automobiles, and the reference to the sad state of affairs that now exist in the state of Washington—they having spent in Washington their good money and wasted it, and their experience should give this, your legislature, an opportunity to profit.

Speaking for this committee on roads and highways from the house of representatives, as a member there—representatives of the twenty-seventh of, we have come to a unanimous agreement on those measures which constitute the enabling act for the bill allowing counties to bond themselves respectively for the permanent improvement of highways. This unanimous agreement on the part of the house committee is to the effect that we are desirous of, and will devote our efforts to, a measure that meets with the approval of the house and of the senate, giving to the counties of this state the enabling clause of which they are so much in need. To this enabling act will not be attached any irrelevant subjects. It will stand upon its own merits before the people of the state and will not carry with it any subjects in controversy. In other words, it is the consensus of opinion of the house that each subject shall be in the form of a bill, and those subjects on which the greater difference of opinion exists should not pull down and defeat those subjects of highway improvements on which we have unanimous-

ly agreed, and which are the first steps toward good roads.

The above is introductory to the objection that has been voiced by a convention of the county judges and county commissioners and the legislative delegations from the state grange and farmers' union. It is the intention of the committee on roads and highways of the house to make the first state highway commission and state aid moneys a matter of experiment and a matter of education to the various counties.

The plan is this: That we shall provide a state highway commission or a state highway commission that will be empowered to select a competent road expert from the department of roads at Washington, D. C., a department that is under the department of agriculture. The duties of this road expert will be to instruct the various county courts, or those in charge of the expenditure of county road moneys, in the best method of procedure consistent with local conditions whenever called upon to do so. His only power over the supervision of the expenditure of the state aid moneys will be that of making a request of the county authorities to appoint and hire a suitable road expert, preferably a citizen of that county, who is conversant with local conditions, who shall under his direction expend the state aid moneys in that county upon that highway which has been determined by the county officials to be the main highway of the county. He will have the further power of removing said expert should he prove inefficient and of requesting the county authorities to name another. Should it prove that there is not sufficient talent or expert knowledge in the possession of a citizen of that county, he will then be empowered to appoint an expert with the suitable requirements and executive ability, subject to the satisfaction of the county court or the road authorities of that particular county.

The method of allotment of state moneys will be a flat appropriation of \$10,000 per county to be raised by state taxation. This \$10,000 to be matched with an equal amount by the county which desires state aid, or a less portion by both should the county authorities so elect.

The result of a measure as outlined in the preceding paragraphs will be that where the county authorities in any particular county do not desire the expenditure of state aid moneys under state supervision they shall be as free after the passage of the act as before to spend the moneys of their county as they see fit. But should this experiment who have not desired to come under the act will have a chance to observe and profit by the experience of those counties that have.

The financial expenditure amounting to \$10,000 per year per county will amount during the next two years to \$680,000. The proposition of taxing automobiles at the rate of 50 cents per horsepower will be incorporated into this act; this money, less the cost of collection to the state, will be turned into the state aid road fund. This in the next two years will amount to approximately \$200,000, leaving \$480,000 to be raised by the

state at large by direct taxation. Of this the county of Multnomah will furnish approximately \$160,000, leaving \$320,000 to be raised by the remaining 33 counties. As these counties will receive back on the average \$20,000 for the \$11,000 put up, the burden of the cost of the experiment will be on the taxpayers of Multnomah county. Those counties which do not elect to come under the act will be out the difference between what they put up and the \$20,000 they might have received.

The delegates from Multnomah county feel that their constituents will approve of Multnomah putting up the sum of \$70,000 a year for this experiment, not a cent of which can be spent under the proposed act within the boundaries of Multnomah county. They therefore feel that if their county is willing to donate towards the expense of this experiment \$160,000 during the next two years that the other counties of the state should be willing to take a chance. This act will be so drawn that the experiment will terminate with the expenditure of the above appropriations. Should it prove a failure and at the same time be perpetuated the burden will be with the next, the twenty-eighth biennial session of the legislature of the state of Oregon.

To answer any objections on the part of those who fear the waste of state moneys in road construction as instanced in the state of Washington, to the friends of the measure as proposed above, I, as one member, will promise to fight out any act which will enable the issuing of state bonds pending the trial of this experiment. There will be time enough after the experiment has proved successful to vote state bonds for state aid.

The following is a list of those counties, as taken from page 73 of the first biennial report of the board of state tax commissioners, which will receive less than they pay:

Calclamas, Douglas, Jackson, Lane, Linn, Marion, Multnomah and Umatilla.

The following is a list of those counties which will receive more than they pay:

Baker, Benton, Clatsop, Columbia, Coos, Crook, Curry, Gilliam, Grant, Harney, Hood River, Josephine, Klamath, Lake, Lincoln, Malheur, Morrow, Polk, Sherman, Tillamook, Union, Wallowa, Wasco, Washington, Wheeler and Yamhill.

Klamath county	1.55
Lake county	16.00
Lane county	18.17
Lincoln county	20.66
Linn county	20.66
Malheur county	5.33
Marion county	5.33
Morrow county	5.33
Multnomah county	51.11
Polk county	12.40
Sherman county	2.00
Tillamook county	41.00
Umatilla county	.08
Union county	2.94
Wallowa county	.80
Wasco county	1.20
Washington county	8.00
Wheeler county	2.00
Yamhill county	26.00

In conclusion of the above remarks I wish to add that we are all agreed upon the need of good roads and we commence to diverge upon the first introduction of an act towards the furnishing of this much-felt need. Where we come in conflict is the method of economical expenditure of road funds and we can only determine the best method by experiment. A measure, drafted along the lines as proposed in the preceding paragraphs, will not take away from the county officials their authority to say where the money shall be expended or on what roads, but simply provides a change for adequate supervision of this expenditure along the lines of the most approved practice. (I will add that the foregoing has not been drafted as a legislative act, but that the nature of an act resulting will be in line with the general opinion as expressed by you, so kindly be prompt, and if in the negative explain your contentions fully.) It is my desire that you read over carefully and answer by return mail if possible. A 40-day session is short and any effective legislation that will be passed by this session must be introduced during the next few days.

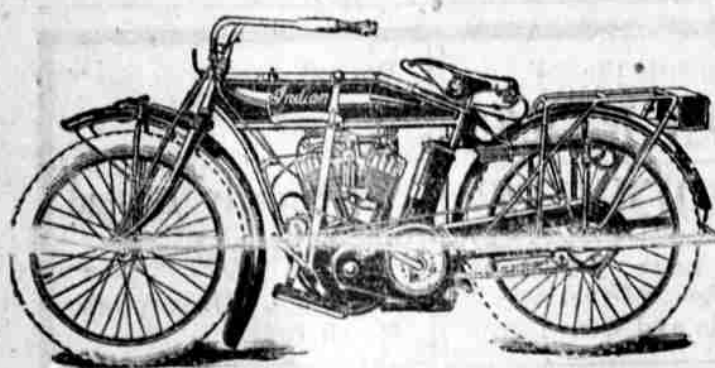
The foregoing plan without the automobile feature will require an annual state tax levy of one-half mill.

Yours very truly,
W. IRVING SPENCER,
Member of committee on roads and highways, house of representatives, Twenty-Seventh Legislative Assembly.

Note.—These facts have been compiled, and the above outline has been formulated for the benefit of those who are offering resentment to a state aid road measure and state supervision of state aid expenditures, and is intended to answer their objections and eliminate their objections thus leaving the legislative body of the state free to enact measures of an experimental nature. It is particularly addressed to the county judges and commissioners of the state who handle road moneys, to the farmers' union which bases its opposition upon the disastrous result in the state of Washington to the state grange and to the press of the state of Oregon. The writer asks the press to print this communication in a prominent place, and invite its subscribers to answer the arguments therein contained, not in the press but by direct communication to the writer, and to lay special stress upon explaining their objections in full. This special request is

(Continued on page seven.)

Just Arrived



1913 Model Indian Here

REGULAR 7 H. P. TWIN
\$270 F. O. B. LA GRANDE

For Sale by
CHASE BOHNENKAMP
Agent for Union County.

OUR WANT ADS BRING RESULTS

HOUSE DRESSES \$1.50. Other sewing reduced during January. 1708 Spruce. Mrs. Etta Wines. 1-7-tf

WANTED—Second girl for nurse-maid and to assist in general housework. Call at Mt. Emily Timber company's office, new Foley building. A. J. Stange. 1-10-tf

WANTED—Clean rags at the Observer office. Pay 2c per lb. 1-16-tf

FOR SALE—Two new 126 egg Petaluma incubators, at a bargain. Tuckey & Warnick. 1-17-tf

FOR SALE—Good four foot wood \$6 per cord. Call Main 90. 1-17-tf

FURNISHED ROOMS with bath for rent. 1512 Adams avenue. Phone Black 1713. 1-15-lmo

WANTED—Boarders and roomers; 1601 Adams; phone Red 3291. Mrs. G. E. Moore. 1-17-tf

FOR SALE—Modern five room house on O avenue. Telephone Black 562. 1-23-6t

FOUND—Sum of money. Owner can recover same by applying at our office and giving proper description. Home Independent Telephone company. 1-21-tf

WILL EXCHANGE—A 1912 model T Ford automobile in perfect condition for La Grande real estate. Address Drawer T, La Grande. 1-21-tf

FOR RENT—Housekeeping rooms 1914 Third street. 1-24-tf

FOR RENT—Rooms suitable for offices or light housekeeping. Inquire of B. F. Lewis, Lewis bldg. 1-24-tf

WANTED—Smallpox cases to nurse. Call Will Julian, (Ronde Valley House. 1-23-6tp

FOR RENT—Suite of housekeeping rooms. Phone Black 3881 or call 905 Spring street. 1-24-tf

BOARDERS AND ROOMERS wanted. Phone Black 3881 or call 509 Spring street. 1-24-tf

FOR SALE—Fresh cow. Full blood Jersey. Phone Red 1532 or call F. H. Talman. 1-25-6t

FOR RENT—Furnished housekeeping rooms. Phone Black 3512. 1-27-6t

FOR RENT—House and barn and two acres of ground. North street and V avenue, 2 blocks east of school house. Phone Farm 205 or call Observer. 1-27-6t

FURNISHED ROOM FOR RENT—Desirable location. Close in. Mrs. Frank Pike, 101 Greenwood, phone black 3832. 1-27-tf