

# SUGGEST NEW CEREALS FOR THIS COUNTRY

VARIETAL TESTS AT MORO STATION MADE ON SILT LOAM

## KARUM AND TALIMKA SHOW GOOD AVERAGE

Pacific Bluestem's 1913 to 1915 Average was 21.4 Bushels An Acre, Karum's 26.3; Early Baart 25.9; Talimka 25.5; and Little Club 21.6. Mariout, C. I. No. 261 Best Barley.

Washington, D. C., Feb. 28.—That a number of varieties of spring wheat give consistently better yields in the Columbia Basin of Oregon than does Pacific Bluestem, the standard spring wheat of the basin, is shown by varietal tests made at Moro, Oregon. The tests were conducted cooperatively by the Bureau of Plant Industry of the U. S. department of agriculture, the Oregon agricultural experiment station, and Sherman county, Oregon, and are reported in Department of Agriculture Bulletin 498, recently published. It is believed that the results obtained at Moro are applicable in a general way to most of the Columbia Basin, but especially to districts where the prevailing soil type is silt loam and where the average annual precipitation ranges from 9 to 12 inches.

The 5-year average of Pacific Bluestem from 1911 to 1915, inclusive, was 19.2 bushels per acre, while its 3-year average from 1913 to 1915 was 21.4 bushels. The highest 5-year average production was from Early Baart, 22.2 bushels. The highest 3-year average was from Koula, 27.7 bushels. The 3-year averages of the leading varieties not already mentioned were: Karum, 26.3 bushels; Early Baart, 25.9 bushels; Talimka, 25.5 bushels, and Little Club, 21.6 bushels. Of these only the Early Baart and Little Club are now grown commercially in the Columbia Basin. Milling and baking tests of several of the spring wheat varieties, made by the Bureau of Chemistry of the U. S. department of agriculture, show that most of them are as good as, and that some are better than, the Pacific Bluestem.

Date-of-seeding experiments with Pacific Bluestem spring wheat indicate that seeding as early in the spring as possible gives the best results. Rate-of-seeding experiments with the Pacific Bluestem variety indicate for early spring seeding about 5 pecks per acre is the best rate. For late seeding 3 pecks per acre produced the highest yields.

Of the oat varieties under experiment, the early varieties, Kherson and Sixty-Day, gave the best results, though Siberian, a variety maturing in midseason, gave yields practically as high as the Sixty-Day and Kherson in a 5-year average.

Forty-two varieties of spring barley were tested, and 5-year average yields obtained for 13 varieties. The variety giving the highest average yield in the five years was Mariout, C. I. No. 261, a 6-rowed form, yielding 34.3 bushels per acre. The 2-rowed forms, White Smyrna and Hanchen, produced average yields in the same period of 33 and 32.2 bushels per acre, respectively. Spring emmer has not given as good results at Moro as spring barley or oats. The grain sorghums have not produced profitable returns. Of the varieties tested, Manchu Kaoliang is the most promising.

The 5-year average acre yield in pounds of the highest yielding spring varieties of the three leading cereals was as follows: Wheat, 1,362 pounds; oats, 1,402 pounds; barley, 1,646 pounds. Based on the 10-year average farm price of these cereals in Oregon, the acre value of wheat would be \$18.39; oats, \$19.35; and barley, \$20.35.

Switzerland last June and July had the heaviest, most continuous rains known for 50 years.

State of Ohio, City of Toledo, Lucas County, I ss. Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh of the Bladder cured by the use of HALL'S CATARRH CURE. FRANK J. CHENEY. Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1916. A. W. GLEASON, Notary Public.

LEARN PHOTO-ENGRAVING THE MAKING OF CUTS FOR NEWSPAPERS, CATALOGS AND ALL ARTS IN GENERAL. WRITE FOR FREE CATALOG AMERICAN COLLEGE OF PHOTO-ENGRAVING 747 4TH STREET PORTLAND, OREGON

# HERE IS THE TEXT OF THE GOOD ROADS BILL. SAVE IT FOR FUTURE REFERENCE

(House Bill 550, Referred to the People and to Be Voted on June 4—Reprinted From the Oregon Voter.)

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 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 assembly of the state of Oregon, and to provide for submitting this act to the people and 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 raise enough money 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.

Section 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 fully meet the requirements of this act.

Section 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 denominations of \$500 each or less. The bonds issued in any year under the provisions of this act shall be payable on the twentieth day of each year, commencing with the sixth year after the issuance thereof. One-half of the bonds payable each year shall be payable on the 1st day of April and the other half on the 1st 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 1st and October 1st. Principal and interest on said bonds shall be payable at the office of the state treasurer at Salem, Oregon, and if said state highway commission shall so direct, said bonds may also provide for 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 endorsement 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 of registering 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

money provided by law for the payment thereof. The state treasurer is authorized and directed to make any such payments of principal or interest on said bonds at such places, other than at Salem, Oregon, 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.

Section 4. The state highway commission shall provide such method as it may deem necessary for the advertisement of each issue of said bonds and 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 as shall be adopted by said commission.

Section 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.

Section 6. The highways described in sections 5 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 River 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 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 and 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 through 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 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.

Section 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 section 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 is 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 from 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 through Union and Wallowa counties to Joseph;

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

10. A road from the intersection of 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;

11. A road from the intersection of 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;

12. A road from the intersection of 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;

13. A road from the intersection of 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;

14. A road from the intersection of 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;

15. A road from the intersection of 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;

16. A road from the intersection of 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;

17. A road from the intersection of 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;

18. A road from the intersection of 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;

19. A road from the intersection of 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;

20. A road from the intersection of 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;

21. A road from the intersection of 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;

22. A road from the intersection of 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;

23. A road from the intersection of 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;

24. A road from the intersection of 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;

25. A road from the intersection of 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;

26. A road from the intersection of 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;

27. A road from the intersection of 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;

28. A road from the intersection of 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;

29. A road from the intersection of 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;

30. A road from the intersection of 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;

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 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 secured from the sale of bonds as is provided in house bill No. 21, passed by the present legislative session, which bill is entitled "A bill for an act to accept the benefit of the act passed by the sixty-fourth congress of the United States entitled 'An act to provide that the United States shall aid the states 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.

Section 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 in section 8 hereof.

Section 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 the 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.

Section 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.

Section 12. And 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 amend chapter 174 of the general laws of Oregon for 1911, as amended, chapter 135 of the general laws of Oregon for 1913, and as amended, chapter 350 of the general laws of Oregon for 1915, relating to the state of Oregon for the purpose of regulating the operation of public utilities, license identification and operation of public utilities, on the public use of the ways of the state, and the late and license identification, 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 and further administration expenses for the balance of any license year, shall be transferred 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.

Section 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 a 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.

Section 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.

Section 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 to said special election.

Section 16. 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.

Section 17. And 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 amend chapter 174 of the general laws of Oregon for 1911, as amended, chapter 135 of the general laws of Oregon for 1913, and as amended, chapter 350 of the general laws of Oregon for 1915, relating to the state of Oregon for the purpose of regulating the operation of public utilities, license identification and operation of public utilities, on the public use of the ways of the state, and the late and license identification, 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 and further administration expenses for the balance of any license year, shall be transferred 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.

Section 18. 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 a 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.

Section 19. 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.

Section 20. 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 to said special election.

Section 21. 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.

Section 22. And 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 amend chapter 174 of the general laws of Oregon for 1911, as amended, chapter 135 of the general laws of Oregon for 1913, and as amended, chapter 350 of the general laws of Oregon for 1915, relating to the state of Oregon for the purpose of regulating the operation of public utilities, license identification and operation of public utilities, on the public use of the ways of the state, and the late and license identification, 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 and further administration expenses for the balance of any license year, shall be transferred 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.

Section 23. 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 a 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.

Section 24. 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.

Section 25. 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 to said special election.

Section 26. 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.

Section 27. And 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 amend chapter 174 of the general laws of Oregon for 1911, as amended, chapter 135 of the general laws of Oregon for 1913, and as amended, chapter 350 of the general laws of Oregon for 1915, relating to the state of Oregon for the purpose of regulating the operation of public utilities, license identification and operation of public utilities, on the public use of the ways of the state, and the late and license identification, 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 and further administration expenses for the balance of any license year, shall be transferred 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.

Section 28. 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 a 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.

Section 29. 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.

Section 30. 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 to said special election.

Section 31. 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.

Section 32. And surplus or unexpended balance of the fees received under the operation of house bill No. 509, passed by this legislative session,