

FULL TEXT OF THE ROAD BONDING ACT

(Continued from Page Three.)

Hot Rock, Pendleton, Adams, Athena, Weston, Milton and Froewater 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.

Section 7. The following highways to-wit:

1. The road running from the north line of Douglas County to the north line of Douglas County to the Jason 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, 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 shall 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 as a post road.

If the County of Coos shall prepare and make ready for paving, according to the requirements of the State Highway Commission, twenty

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 twenty 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.

Section 8. Roads over the following routes are hereby adopted and designated as forest roads, to-wit: Coos 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 "Shackelford 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 "Shackelford Bill," by way of the Siuslaw River, to a point in Coos County to be selected by said 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 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 Number 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 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 sixty 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 co-operation between this state and the Fed-

eral Government in the construction of forest and post roads.

No description of any highway provided in hereina, 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. Any surplus or unexpended balance of the fees received under the operation of House Bill No. 569, 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 356 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 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 road 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 said special election.

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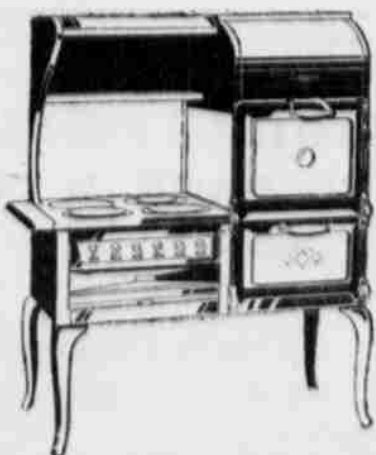
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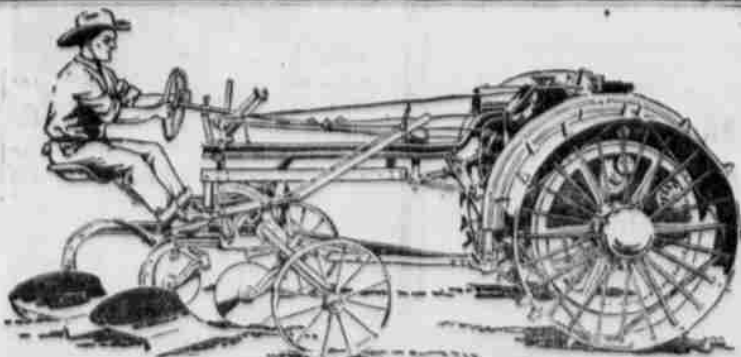
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