

## JURY DISAGREES IN TRIAL OF AUTOIST

Numerous arrests of alleged speeders recently lent unusual interest to the trial of Osmin Royal before Justice A. C. Buck on Friday. The case was concluded shortly after noon and early in the evening the jury was discharged, not having been able to agree on a verdict. The case will be reheard, probably this week.

Deputy District Attorney John Baker, who prosecuted the case in behalf of the state, suggested that a jury composed of automobile owners be chosen in order that there might be no charges as to the jury being prejudiced. The jury, as accepted by both parties, included Mayor E. O. Blanchard, O. H. Baker, W. J. Baker, James Ingalls, Harry H. Bailey and J. W. Copeland. All but one were owners of automobiles.

Royal was arrested for speeding on July 31. This was his second alleged offense. Deputies Hart and Hunt testified for the state that they took Royal's speed with an electrical device at a point on the county road just south of Indian creek bridge and that he was traveling between 33 and 34 miles an hour.

In the auto with Royal were Ed Cozad, John Hutson and M. W. Woodburn. All testified that they watched the speedometer closely throughout the trip and that it never registered in excess of 25 miles an hour. There was other conflicting testimony. Witnesses for the defense testified that they slowed

down to eight miles an hour in passing teams and that they passed no teams at the point where their speed was tested. Witnesses for the plaintiff, on the other hand, testified that the auto passed two rigs at that point.

Attorney E. C. Smith appeared in behalf of the defendant, who is a driver on the Mt. Hood auto stage.

As this was in the nature of a test case there was considerable interest on the part of automobile owners and the courtroom was crowded during the progress of the case. The jury stood five to one for acquittal.

## TRAIN DOORS CLOSED TO PROTECT PASSENGERS

Referring to the criticism that not all the vestibules of limited trains passing through Hood River are opened and that passengers are thereby inconvenienced, J. H. Fredrick, local agent, states that there is a reason for this practice and that it is done to protect the passengers. Were this not done, says Mr. Fredrick, many passengers going to way points between Hood River and Portland might board one of these trains and be greatly inconvenienced when they learned that no stops were made. By interviewing each passenger this possibility is removed. It is also necessary, he explains, in order to prevent day coach passengers from boarding the Pullmans and causing confusion. The practice is similar to that in the larger stations where each passenger has to show his ticket before being passed on to the platform.

## MASON EXPLAINS GRANGE ROAD BILLS

Editor, Hood River News:

You have asked me to write an article telling why the voters of Oregon should support the State Grange Initiative road bills. Though our state is now 33 years old and stands unequalled by any other state in the union in many lines of industry, and especially political reforms, yet she is far behind in giving to her citizens laws that will enable them to build better rural highways. To right this wrong the State Grange of Oregon is now initiating two road bills which we believe are worthy of the careful study and earnest support of every voter in Oregon.

At our last general election the voters of Oregon said by a majority of over 18,000 that they were willing to let each county vote its own bonds for the building of permanent roads. Jackson county voted \$500,000 bonds last year, but the bonds would not sell because the courts decided the election was illegal; there was no legal power for calling a special election. But the court's decision also said that had the bonds been voted at a general election they would have been legal, hence we find ourselves in a perplexed condition and it is a case of self-preservation for the taxpayers. We should and must have an enabling act that will give to the people the power to control their own bond issue and the expenditure of the money derived therefrom.

Our two grange road bills are the outgrowth of a long and complicated battle, covering a period of six years, to secure better roads for the farmers of Oregon. At the last three state legislatures we have failed to secure any good road legislation—once by failure to pass the senate and twice by the veto of two governors. The battle from the start to the present is not whether we need better roads in Oregon, but rather to secure a law or set of laws that will give them to us without placing the whole road problem into a political machine.

If we are to build good roads for the farmers of Oregon and at the same time ask them to help pay for them, we believe that they should have a voice in some of the essentials, especially as to those pertaining to the selecting of roads to be improved, the material to be used and how their cost shall be met. Oregon is purely democratic in her administration of all legislation, and why make an exception of road legislation?

The grange road bills place the whole power in the hands of the people. They apply the initiative and referendum to the whole road problem. If the majority of the people in any county desire to bond and build roads the bills give them the right to select those roads and name the conditions relative to the issue and payment of those bonds, and, most important of all, they throw around both the money and construction safeguards which prevent either the county courts or the state highway engineer from overriding the wishes of the voters.

My dear reader, don't believe all I am telling you without investigation, but study our grange road bills carefully and if there is anything in them you cannot understand or to which you are opposed, write me personally and I will endeavor to answer and remove all obstacles. Our road bills were framed by and for the farmer. We farmers do not desire to dictate to the city taxpayers what materials shall be used on their streets or what streets are to be improved with their money, neither do we ask such dictation from anyone. How many voters in our cities would want a law giving the city the power to issue street bonds, place the money into the hands of three street commissioners and say to them: "Here is the money, select your streets, name the material to be used and we will pay the bills." Yet this is exactly what the Portland Harmony (?) and the Medford Home Rule (?) road bills propose to do for the farmers of Oregon. All they ask us to do is to pay the bills and pray for what we want.

The people of Oregon are not in that mood at present. If they are to pay the bills they will demand a voice in the expenditure of the money. The grange road bills give them this power.

But our opponents tell us our bills, especially our bonding act, are too cumbersome; that they are inoperative and will never give us any better roads. Again let me appeal to you to study them. I might add that they have been carefully studied by their framers and some of the best legal talent in the state has assisted in perfecting them. If they are weak in any single point we are ready to

be shown; the fact is, they are a little too strong on points of interest to those who are doing the most squirming.

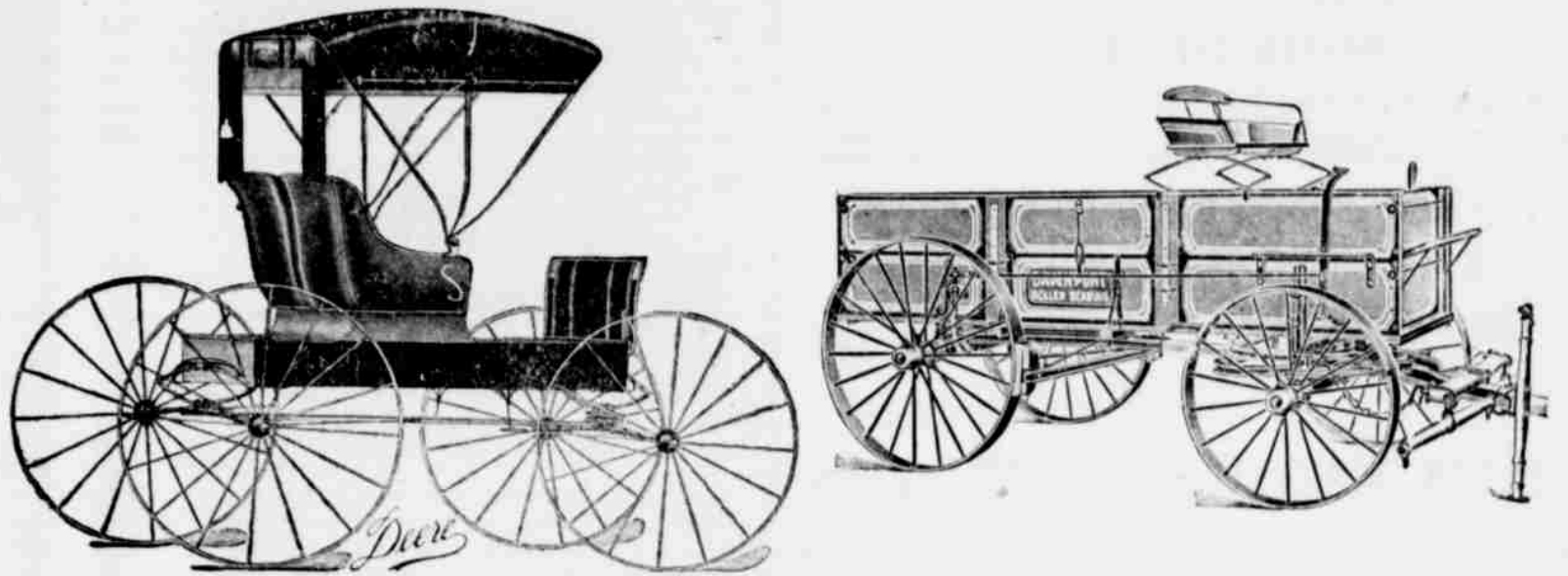
Let us examine the bonding act and see if it is very cumbersome and complicated. Fifty registered voters sign a petition asking the county court to notify each road supervisor to call a mass meeting in their respective road districts. At this meeting the voters discuss the proposed plan and representative citizens are elected as delegates to go to a county road meeting which is nothing else than a county legislature with certain defined powers

given it upon which to legislate. These representatives must deliberate carefully, for their acts must go before the people twice before they become effective; first they must be endorsed by five per cent of the registered voters before the county court is compelled to call a special election, and second, their acts must be ratified by a majority of the voters of the county before they become a law. The only difference between the acts of this county road meeting and of our state legislature is that the acts of the former must be referred to the people, while the acts of the latter may or may not. You

will observe that our bills provide for voting bonds only at special elections. We do not believe it wise to have a bond issue at a general election, where all kinds of political log rolling may be used either to defeat or carry a bonding proposition. There is nothing complicated in our proposed road bills; they are simple, fair and just, and if they ever become a law will give the farmers of Oregon a chance to get roads from their farms to their market centers without having to cater to the wishes of any set of road politicians.

A. I. MASON.

[To be concluded in next issue.]



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☐ Our prices are consistent with the goods we offer, showing us only a fair margin of profit.

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15 lbs. best Fruit Sugar for	\$1.00
2 cans Jersey Queen Milk for	15c
3 cans Carnation and Libby Milk for	25c
Diamon, Crown and High Flight Flour, sack	\$1.45
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Mason--- Pts. 55c, Qts. 65c, Half G., 85c  
Economy--- Pts. 85c, Qts. \$1.10, Half G. \$1.40  
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### FUN AMUSEMENT INFORMATION INSTRUCTION

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will be held at

The Dalles, October 1, 2, 3 and 4, 1912

This Exhibition will comprise horses, cattle, sheep, swine, poultry, farm products, fruit, flowers, merchandise, machinery, manufactures, woman's work, art, children's exhibits of art and gardening, speed contests, novel attractions and entertainments that will tickle you very much. Come and have the best time of your life and you will live fifty years longer.

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JUDD S. FISH, Secretary

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