

GOOD ROADS BILL HOUSE

Seven of Measures Initiative,
Eighth Is Amendment to
Constitution.

TEXTS ARE GIVEN IN FULL

Proposed Enactments Create Highway Department With Head Paid \$5000 Annually and Named by Governor—Huge Fund Plan.

Because of the state-wide interest in the good roads bills which were prepared by a commission appointed by Governor West and which will be submitted to the electors of the state under the initiative in the general election next November, The Oregonian today prints herewith the text of the eight measures. Of the eight measures, seven are initiative bills and one is a constitutional amendment.

Briefly summarized the provisions of the seven initiative measures follow: (1) Creates a State Highway Department, provides for the appointment by the Governor of a State Highway Commissioner at \$5000 per annum and appropriates \$15,000 to defray the expenses of the department; (2) creates a State Highway fund, and prescribes a method for its distribution among the several counties; (3) prescribes method of procedure by which any county may secure the services of the State Highway Commissioner in building permanent roads; (4) provides for the issuance by the state of 30-year 5 per cent bonds to the amount of \$1,000,000 annually for 10 years; (5) authorizes counties to issue bonds, warrants or other evidences of indebtedness for permanent road building; (6) prohibits state from contracting services of convicts to any person, firm or corporation; (7) provides for employment of convicts in building roads in any county in the state.

The constitutional amendment permits any county to issue bonds for permanent road building when its liabilities have reached \$1000, the maximum limit of indebtedness for all purposes fixed by the state constitution.

The text of each of the eight measures follows:

CREATING A STATE HIGHWAY DEPARTMENT.

Section 1. There is hereby created and established a State Highway Department, whose chief officer shall be called the State Highway Commissioner. Said State Highway Commissioner shall be appointed by the Governor, and shall hold office for four years, unless sooner removed for cause. Said Commissioner shall be thoroughly skilled in scientific road construction.

Section 2. The Secretary of State is hereby directed to furnish the State Highway Commissioner with a suitable office in the Capitol building, where his records shall be preserved, and said office shall be kept open at such times as the business of the Commissioner shall require. A record of all proceedings and orders pertaining to the matters under his jurisdiction, and estimates of all plans, specifications and estimates submitted to him.

All Work Under Commissioner. Section 3. No road, highway, public way or bridge, paid for wholly or in part out of the moneys of this state, however appropriated, shall be surveyed, planned, projected, constructed, maintained or erected until and only after approval by the State Highway Commissioner.

Section 4. The State Highway Commissioner shall compile statistics relative to the public highways throughout the state, and shall collect all necessary information in regard thereto which he may deem important. He shall investigate and determine upon various methods of road construction adapted to different sections of the state.

Section 5. The State Highway Commissioner shall make a report to the Legislature at the close of each year, and shall also submit fully set forth all that has been done by him during the period covered by the report, all moneys expended, and the number of miles constructed, and all roads that have been constructed under the direction of the Commissioner during the period covered by the report, and the number of miles constructed in each county and the cost per mile of construction.

Section 6. At the first of each month the State Highway Commissioner shall prepare a detailed account of his traveling expenses for that month, and the cost of stationary and supplies purchased during the month, which shall be submitted to the Auditor of State, audited by him and passed to the Treasurer for payment.

One Man to Act on All Bids. Section 7. It shall be the duty of the State Highway Commissioner to advertise for bids for the construction of public highways or bridges for a certain distance, and to award the contract to the lowest responsible bidder. Other things being equal, the bids shall be awarded to the contractor in which the road is to be constructed. Bids must be furnished to the State Highway Commissioner, and all contracts for the construction or improvement of public highways or bridges, approved by the Governor, signed by the State Highway Commissioner, and approved as to form and law by the Attorney-General or his deputy. Each bidder shall deposit with his bid a certificate check in an amount equal to 5 per cent of the amount of his bid. Should the contractor in whose favor the contract is awarded fail to enter into a contract and furnish the bond hereinbefore provided within 10 days after the notice of award, the amount of such check shall be forfeited to the State Treasurer, and shall become a part of the State Highway fund.

Section 8. Nothing in this section shall be construed to prevent the employment of convict labor, nor the construction or repair of any road prescribed in section 3 by day's labor when in the judgment of the Commissioner it is advisable.

Salary \$5000 and Expenses. Section 9. The State Highway Commissioner shall receive an annual salary of \$5000, payable monthly, by the state, plus his actual necessary traveling expenses while officially employed. Said Commissioner may appoint, if the work of the department requires it, subject to the approval of the Governor, one Assistant Commissioner, who shall be a civil engineer and experienced in road building. Said Assistant Commissioner shall receive an annual salary of not to exceed \$2500, payable monthly by the state, and his actual necessary traveling expenses while officially employed. The State Highway Commissioner may appoint by and with approval of the Governor, such clerical assistants as may be necessary for the conduct of the work of his office, to be paid by the state. The State Highway Commissioner is hereby given authority to employ by and with the approval of the Governor, such civil engineers and other assistants as may be necessary to carry out the provisions of this act, to be paid by the state.

Section 10. There is hereby appropriated out of any money in the Treasury of this state not already otherwise appropriated the sum of \$10,000, or so much thereof as may be necessary for the payment of salaries and expenses as provided for in this act.

Section 11. All laws, or parts of laws, in any way inconsistent or in conflict with the provisions of this act are hereby repealed.

Creating a State Highway Fund.

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

Section 2. The proceeds of all bonds sold by the State of Oregon annually shall be paid and shelled into the State Treasury of the State of Oregon for the purpose of

AUSTRALIAN MAILS SAY McVEY WAS HANDED DECISION OVER LANGFORD ON SILVER PLATTER.



SAM McVEY.

That Snowy Baker, Australian referee who officiated as third man in the Sam McVey-Langford boxing affair in Australia, literally handed over the decision to McVey, is the declaration of the great Antipodean fight expert, W. F. Corbett. Corbett's dope has just reached America by mail.

This, coupled with Tommy Burns' assertion in Victoria, would appear to vindicate Joe Woodman's shrieks of pain at the loss of the battle for his protégé. Corbett's view, expressed under his nom de plume, "The Amateur," follows:

"The pity of it is that so great and generously waged a contest should have been marred by such a glaringly wrong decision as the verdict in Sam McVey's favor. I cannot recall more than a few cases where a ring ruling has so little justification. Sam Langford finished with a handful of points to the good. Only in two or three fights did McVey hold an advantage, and then the margin was by no means wide. I cannot understand what Snowy Baker was thinking about. I'll be bound there was no other group of people right through the whole enclosure more surprised by the verdict than McVey and his corner."

building, maintaining and repairing the roads, highways and bridges of said state.

Section 3. That 75-3 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, and the same, are hereby created a part of said state highway fund and subject to the use and distribution in the same manner as the State Treasurer herein provided for.

Section 4. That 75 per cent of the moneys of the state highway fund hereby created, available on the first day of June of each year, shall be divided equally 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 for.

Area Basis of Apportionment. 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 to the several counties, 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, and with the approval of the said State Highway Commissioner, and the aggregate of all sums so drawn by said county under this act, and in the event that any county of said state does not expend the fiscal year of the State of Oregon any sum of money upon the public roads of said state, it shall receive only the moneys apportioned hereunder to any such county shall be covered into the state highway fund for the next year, if being the express intention of this act that no county shall receive more than the amount of money expended by it in the construction or repair of a public highway in that county, and no more than the amount of money expended therefor the sum of money that have entered into the compilation of the same the said State Highway Commissioner shall immediately upon receiving the same the said State Highway Commissioner shall make a list of the work done and the amount of work, and the 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 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 apportionment hereunder.

LIABILITY OF COUNTY LIMITED.

The Legislative Assembly shall not loan the credit of the state, nor in any manner incur any debt, or be bound to repay in any or in the aggregate, with previous debts or liabilities, exceed the sum of \$50,000, except in case of war, or to repair levees or suppress insurrection, or for the building and maintenance of permanent roads, and every contract for the construction, maintenance, improvement or repair of any such highway or bridge, entered into or assumed by or on behalf of the state, shall be null and void, and the amount to be repaid to the State of Oregon shall be null and void, and the amount to be repaid to the State of Oregon shall be null and void, and the amount to be repaid to the State of Oregon shall be null and void.

CONVICT CONTRACTS BARRED

Bill Would Prevent Firms Employing State Prisoners.

The text of the bill prohibiting the state from contracting the services of convicts to any person, firm or corporation, and providing for the employment of prisoners in road building, is brief and as follows:

Section 1. It shall be unlawful for the state to enter into any agreement or contract with any private person, firm or corporation for the employment of convicts of the State Penitentiary.

Section 2. Upon a written request of the County Court of any county in the State of Oregon or of any superintendent of any state institution for the purpose of giving from the State Penitentiary such convicts as in his judgment may seem proper for use on the public highways or on about any state institution, said convicts shall be delivered to any County Court, or to the superintendent of any state institution on such terms and conditions as shall be prescribed by the Parole Board, and approved by the Governor.

Section 3. All acts or parts of acts in conflict herewith are hereby repealed.

The other proposed convict bill is an enlargement of the above and provides for the transfer of convicts from one county to another, authorizes County Courts to prescribe rules and regulations governing their employment, and also provides for the giving of prisoners credit for good behavior. The provisions of this bill are as follows:

Section 1. It shall be unlawful for any county, city or town to contract with any private person, firm or corporation for the employment of any convict of the State of Oregon, or to give any convict of the State of Oregon credit for good behavior.

Section 2. All convicts sentenced by any court of legal authority, whether in default of the payment of a fine, or committed to a county jail or prison, during the period of such sentence, for the purpose of this act, shall be under the exclusive and absolute control of the County Court of the county in which the crime was committed for which any such convict was sentenced. The said County Court shall have full power to place such convicts under the control of any road supervisor or other person or persons appointed to take charge of them, upon any agreement or contract with any private person, firm or corporation for the employment of any convict of the State of Oregon, or to give any convict of the State of Oregon credit for good behavior.

Section 3. The County Court may at any time return any convict taken under the provisions of this act to the Sheriff, who shall thereupon again take charge of such convict. The County Courts are hereby authorized and directed to provide such rules and regulations in regard to the employment of said convicts, and for the allowance of credits in time and compensation for good behavior as may be deemed proper, and such rules and regulations shall be subject to the same rules and regulations as provided in section 2 of this act for county prisoners.

MORE ABOUT THE MIGHTY MICHIGAN

Did you read our ad. that appeared in last week's edition of this paper—a facsimile of a telegram we received from the factory advising of a number of carloads of the Michigan being shipped and more to follow? Well, eight of these carloads are here and will be unloaded Monday and Tuesday.

The first 24 machines unloaded will be Michigan "33s." Don't fail to see this little wonder. We say "little" because it is compared with our Mighty "40," but yet it's not so small. It's a foredoor, torpedo-body touring car with four-cylinder en bloc motor, 4 1-16 by 4 1-2"; wheel base 112 inches; 34-inch wheels with 3 1-2 inch Q. D. tires; three-quarter floating axle; silk mohair top with full set side curtains and envelope; wind-shield; speedometer; foot and robe rails; prest-o-lite tank; self-starter; pump, jack, tools, tire repair kit and other dope. And the price of this little beauty all complete and f. o. b. Portland is but \$1500.

We want to show you one of these cars and will be tickled to death to do so after we get them all unloaded and reship several of them. Then, after we wash our hands and faces and change our clothes (everybody but the stenographer helps unload), we are at your service for a few days. We have already received and delivered three carloads of the Michigan "40" and there are more following the "33s" at the rate of two and three carloads a week. Come on and help us unload.

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convict taken under the provisions of this act to the Sheriff, who shall thereupon again take charge of such convict. The County Courts are hereby authorized and directed to provide such rules and regulations in regard to the employment of said convicts, and for the allowance of credits in time and compensation for good behavior as may be deemed proper, and such rules and regulations shall be subject to the same rules and regulations as provided in section 2 of this act for county prisoners.

Section 4. Any County Court may transfer to the County Court of any other county any of the convicts committed to its control, by the provisions of this act, and the County Court to which such convicts are so transferred shall have the same power and authority respecting such convicts as if they had been sentenced to serve in that county. The transfer of convicts from one county to another shall be made upon such terms and conditions as may be agreed upon by the County Courts concerned in such transfer.

Section 5. Any convict held to labor under the provisions of this act who, being physically able, shall refuse to perform the labor required of him, may be denied all food except bread and water, until he signifies his willingness to perform such labor, and the time of such refusal to labor shall not be counted as service of his sentence, but he shall be held to labor until all such time shall have been made up and the sentence of the court shall have been fully complied with.

Section 6. If, in any county, there shall be created a board of county commissioners, or other board or tribunal which shall have charge and management of the public roads of such county, such county commissioners, board or other tribunal shall have the same power and authority under this act as is herein conferred upon the County Court.

Section 7. This act shall apply to every county in this state irrespective of its population and all laws and parts of laws inconsistent with the provisions of this act are hereby repealed.

ECUADORIAN RIOTS TOPIC

Seattle Man Writes to Friends of Slaying of Officials.

SEATTLE, Wash., Feb. 10.—(Special.)—The detailed story of the narrow escape of a Seattle railroad man and his wife from the hands of the Ecuadorean revolutionists, who last month murdered two ex-Presidents and several Generals of the country, is told in a letter from M. Keith Jones, ex-division superintendent of the Great Northern Railroad and one time superintendent of the old Seattle, Lake Shore & Eastern Railroad to relatives in Seattle.

As Superintendent of Railroads for the government of Ecuador, the former Seattle railroad man held a position close to the President and left Guayaquil in haste on December 28, when the President's private secretary brought word to him that a revolution was imminent.

Since Mr. Jones' letter was written his personal friend, President Eloy Alfaro, has been assassinated by a mob in Quito and the country has been involved in riotous outbreaks.

As head of the government railroad Mr. Jones had the services of a large bodyguard of soldiers, who also patrolled the town.

One of the results of the revolts in the Ecuadorian camps during the South African war was the foundation of the Boer military institute at Worcester, South Africa. One hundred and fifty-five young people have been graduated thus far from this institution.

NIGHT LETTER

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We have just received second report, order American Express Company ten more trucks, making sixteen in all. This is further endorsement of Peerless superiority by people who have used other makes in the past.

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