

CLOSURE LAST STEP TO RESCUE TARIFF

Republican Senators Plan to
Invoke Rule.

MEASURE IS NEAR REEF

Should Move in Senate Collapse.
Emergency Bill Will Succumb
to Other Legislation.

THE OREGONIAN NEWS BUREAU, Washington, Jan. 29.—Senate republican leaders have decided to test the sentiment of the senate on the emergency tariff bill by attempting to enforce a closure rule. The petition for closure, containing signatures of republicans and a few democrats, has been reported with Senator Penrose (Pa.), republican, for several days. He will produce it Monday in the senate and ask for enforcement of the rule. Under the senate procedure the vote on closure cannot be had until Wednesday. It requires two-thirds of those present and voting for adoption. At present, not as many as this has been obtained they have the necessary two-thirds and the democrats holding that at least four votes are lacking.

Future of Tariff Involved.
If the closure rule fails the republicans will withdraw the tariff bill and immediately speed up the legislative programme, with special reference to the appropriation bills. Other pending measures will be considered only at such time as action on the supply bills will permit.

The republican leaders take the position now, and will insist on it at all times, that responsibility for probable failure of the emergency tariff bill rests with those democrats who have been "filibustering," a characterization which the democrats refuse to accept. The minority, admitting that they oppose the bill, insist that all they want is "adequate consideration," and that as soon as this has been obtained they are willing to have the bill come to a vote.

Measure Apparently Defeated.
This statement has been made often by Senator Underwood, Alabama, a minority leader, and was repeated today. The best judgment of those well informed on the situation was that the emergency tariff bill is beaten. It would pass if it could come to a vote, which the democrats will not permit unless forced to by closure, and there are not enough votes for that procedure.

There were indications that the republican leaders, while not willing to admit defeat, recognized the inevitability. They were speeding up committee work having appropriation bills before them and urging all possible speed in getting them before the senate. If possible they did not intend to be caught at the beginning of the special session with any supply bills incomplete.

AERIAL 'CENTRAL' CHOSEN

PATHS TO NATIONAL FORESTS
Laid Out for Fire Work.

Reserve Aviators Will Be on Call at
Mather Field to Give Aid at
All Pacific Reserves.

SACRAMENTO, Cal., Jan. 29.—The aerial paths to all national forests in California, Oregon, Washington, Montana, Idaho, Nevada, Utah and Arizona will radiate from Mather field here during the coming forest-fire season, under plans being made at present. Five aerial patrols will be on duty constantly during the fire season, with reserve aviators on call at Mather field. It is a theory of the army that forest patrol work is excellent training for aviators and close co-operation between the war department and the department of agriculture, which controls the forests, has been decided upon.

In all, five air squadrons and 100 men will form the complement of Mather field under plans announced unofficially. The field, it is believed, soon will be the largest and finest training station in the western department of the army.

A forest rangers' school, intended to bring better co-operation with the army aviators, is being conducted at the field. To the same end, a meeting of forest supervisors of California with representatives from several western states and from Washington, D. C., will be held January 30.

Improvements to care for the added personnel at the air field are expected to consist of 24 sets of permanent quarters for married officers.

ROAD REPORT SUBMITTED

MORE MONEY ASKED BY CALI-
FORNIA COMMISSION.

Highway Commission Contemplates
Routing Over Shortest Routes
Between Termini.

SACRAMENTO, Cal., Jan. 29.—The report of the California state highway commission to Governor Stephens has been laid before the legislature here so that the members may consider it during the coming recess. The report recites that the commission has adopted certain fundamental features for the road-building programme which include, first, routing so far as practicable, over the shortest routes between termini; second, cement concrete as a standard construction base; and third, the unit plan of construction.

A heavier duty road now being required than was the case when construction started ten years ago, the commission says. It has increased depth of base from four to five inches of reinforced concrete. A minimum width of 26 feet, often discussed, is not held advisable because of the greatly increased cost a mile, and it is held best to continue the 15-foot minimum, with widths varying up to 26 feet as traffic conditions seem to require.

Old road betterment, it is stated, is also receiving careful consideration and a fair proportion of funds. More money is needed, the report says, to complete the highway system.

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STATE HIGHWAY COMMISSION OUTLINES ROAD LEGISLATION

Regulation of Traffic, Short-term Bonds, Location of Arteries and
Control and Maintenance Are Among Recommendations.

STATE HOUSE, Salem, Or., Jan. 29.—(Special).—Needs for the highway programme in the way of legislation have been summarized by the state highway commission. The commission has presented its suggestions to the joint roads and highways committee, and bills will be considered on these topics Monday. The outline of road legislation follows:

One of the problems of highway construction to which too much thought cannot be given is the regulation of traffic upon our state highways. The present legislation seems inadequate, we therefore respectfully recommend legislation which will more equitably and effectively protect the highways against heavy traffic, and the public using the highways against an unsafe rate of speed. In connection with the regulations as to the weight of trucks and truck traffic there should be a limitation placed upon the width of the vehicle and road permitted upon the highway.

The experience of the highway commission in the sale of state bonds suggests that if a higher rate of interest were permitted a better selling price for the bonds would result. While it is true the state would pay off the bonds at a higher rate of interest, it is also true that the price for which the bonds would sell would be in the judgment of the commission, so much better that the gain in this respect would more than offset the additional rate of interest. We, therefore, recommend to the consideration of your honorable body, legislation which would leave the rate of interest for any particular sale of bonds discretionary with the commission with the proviso that no sale should be made for a rate in excess of 5 1/2 per cent.

Short Term Bonds Recommended.
The money market, like other markets, is not fixed, and for that reason the same bond which today would bring a certain price might, a year from now, bring a much better price. In view of this fact it has occurred to the commission that if the commission were permitted to sell short term bonds and were authorized to redeem or refund these bonds through the sale of other bonds when the market became more favorable, considerable money could be saved to the state and the highway fund more adequately protected. We, therefore, recommend for your consideration, legislation having for its object the benefits here suggested.

Under existing legislation certain burdens have been placed upon the counties with relation to the construction of highways. In some instances the counties are required to build the grading; in all instances the counties are required to furnish the right-of-way. It has often occurred that a county is without the immediate funds, either because of the fact that the levies made have not yet been collected, or bonds voted have not yet been sold. It is not always convenient or wise for the commission to delay construction work until a particular county is prepared to meet its obligation or do its part of the work.

Aid Proposed for Counties.
It, therefore, has occurred to the commission that it might be wise to authorize counties to hypothecate their bonds with the state highway commission for advances made by the commission in the way of improvement to the highways, or even to pay for such improvement with county bonds and that the commission be authorized to make such advances to the counties and to accept and hold as collateral for the payment of such county bonds, or to take, in the judgment of the commission, if it seemed wise, county bonds in payment of such advances or loans. If the commission were authorized by legislative act to accept county bonds in payment of debts due the state highway construction, the commission should have authority to dispose of those bonds.

Present legislation authorizes the highway commission to assist counties in the preparation of grades, bridges and culverts, but so many occasions arise when it is necessary, in order to get the work done, for the state to make temporary loans to a county in a way not specifically covered by present legislation. In a few instances this plan has been followed. We would, therefore, request that the acts of the commission in these particulars be confirmed and the obligations made binding upon the counties which are parties to them.

Urban Program Outlined.
The highways located by the legislature necessarily pass through numerous small towns in the state. In many of these towns the streets are as yet unimproved. The limited resources of the towns make it impossible for the towns to pay for such improvement, and it, therefore, becomes necessary for the state to assist. In the statutory definition of state highway it is declared not to include city streets. Therefore, the commission is without authority to spend state funds in the improvement of city streets.

We recommend some legislation which will grant to the commission authority to spend state funds on the improvement of streets of incorporated towns or cities where the street or road forms a connecting link in a state highway, and we further recommend that our acts, in the instances where we have already spent state highway funds on improvement of roads or streets through incorporated towns or cities be confirmed. We recommend that the matter be referred to the public service commission, and that the public service commission be authorized to determine the proportionate amount of the costs which should be borne by the city and the state, or the city, county and state.

Location the Vital Problem.
In many instances the statutory location of state highways has been found impracticable. By legislative act the commission is permitted to make local changes, but the term local is so indefinite that the commission has seen difficulties embarrassed and delayed in its work because of lack of certainty in its authority in this matter. We recommend, therefore, that legislation be enacted which will give the commission authority to make such changes as in its discretion will result in better highway construction and a better highway system.

The various counties of the state are permitted to enter into co-operative agreements with the state highway commission for the construction of roads, either on a co-operative plan between the state and the county, or between the federal government, the state and the county, and oftentimes, after obligations have been incurred and the improvements completed, the counties find themselves either unable or unwilling to meet their portion of the indebtedness, or to reimburse the state for what it has paid out for the county on the strength of the contract. Therefore, we respectfully recommend legislation which will more definitely authorize such agreements and make the obligation on the county a valid obligation and one enforceable in the courts, if such procedure be necessary.

Prior to the creation of the state highway commission and the designation of public highways as state highways, the county courts of the various counties exercised jurisdiction over the public highways outside of incorporated cities and towns. In connection with such jurisdiction the county court was clothed with authority to grant franchises to persons or corporations desiring to use the public highways for the maintenance and operation of telephone, telegraph, gas and power lines. Many of these same roads now burdened with such enterprises have become state highways, and the state highway commission is also without authority to control or regulate the use of such highways, since it is no longer a county highway. We suggest, therefore, legislation which will give to the commission jurisdiction over state highways, and the right to regulate the use of the same by telegraph, telephone, gas or power lines.

Existing legislation provides that the state highways shall be maintained by the state highway commission, and the terms as may be mutually agreed upon between the commission and the county court of any county. There is no provision by which a portion of the cost of the maintenance of these roads can be placed upon a county which refuses to agree upon terms. We suggest, therefore, enactment of legislation which will require all counties to contribute to the maintenance of state highways, or if the maintenance is to be placed upon the state alone, that additional revenue be provided for this purpose.

If the burden of the maintenance of state highways is placed entirely upon the state, the state should not be required to assume that burden until after a state highway has been improved.

Incidentals Are Set Forth.
On some of the highways located in the county in which the highway is located is required to do certain construction work such as grading and the like. In some instances the counties refuse to do that work, and therefore, higher than the highway commission will authorize the highway commission to do the necessary grading which has been primarily placed upon the counties and that the cost of the same become a debt recoverable against the county and that there be furnished some definite means of collecting the same.

Some confusion has arisen with reference to the designation of some of the state highways, and to remedy this confusion we suggest that the principal highways of the state be definitely and specifically named.

It has been called to the attention of the highway commission that a bill has been introduced having for its object the exemption from the state tax or royalty of all road building material entering into the construction of state highways. The highway commission advises the exemption of material going into the construction of any such highway.

Much controversy exists with reference to the question of whether or not the statute fixing eight hours as a day's labor applies to the state highway department and state highway construction. We, therefore, respectfully recommend that the statute on this question be amended so that there can be no doubt as to its meaning.

Police Regulations Suggested.
It has been suggested that if police authority were given to the authorized employees of the highway department covering traffic regulations on state highways, that a more rigid enforcement of traffic regulations would result. If legislation should be enacted covering this matter we recommend that the times, routes and information filed, or arrears made, by employees of the state highway department placed in the state highway fund. This matter is referred to you for your consideration.

The commission has felt for some time that too much is being exacted from the state as premium on the bonds which are required for each year of highway construction, and the commission is, therefore, anxious that some provision will be made which will afford the protection which the legislature had in mind when the statute was enacted, but which protection can be had at a much lower cost to the state. In order that the matter be brought to the attention of the legislature, we suggest an open meeting to which the representatives of the various county committees may be invited, together with representatives of the various highway contractors, so that the members of the legislature, and particularly your committee, may have from first hand the facts relative to this matter.

Additional Revenue Is Required.
It has come to the attention of the highway commission that the legislature has been asked to consider the advisability of repealing the law of 1917, which collection each year of a 1/4 mill for highway construction, and that said law be diverted to other purposes. The commission desires to suggest in this connection that should the legislature adopt such plan it will be necessary to, by some other means, provide funds for highway construction in lieu of the amount otherwise diverted.

It is provided by law that claims presented to the commission shall be approved by the engineer. The commission, the other duties of the engineer necessitate his absence from the office for extended periods and it is, therefore, not always convenient for the engineer to approve these claims. We, therefore, suggest that the engineer be given authority to authorize his first assistant engineer to approve claims.

CARDS OF THANKS.
To our friends and acquaintances and to our friends of our departed loved one, for their many acts of kindness while he suffered, and their expressions of sympathy in our time of sorrow; for the beautiful floral offerings; for everything done by individuals and organizations to help and comfort us in our bereavement; we wish to extend our heartfelt thanks.
F. A. HENDERSON.
MRS. W. EARL HENDERSON.
Adv. MISS O. O. RINEHART.

We wish to express our gratitude to our friends for their kindness and sympathy during the illness and death of my husband; also for the beautiful floral offerings.
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I desire to express my appreciation for all the kindness and sympathy shown me during the recent illness and death of my beloved wife and for the many beautiful flowers.
Adv. ALFRED HENDRICKS.

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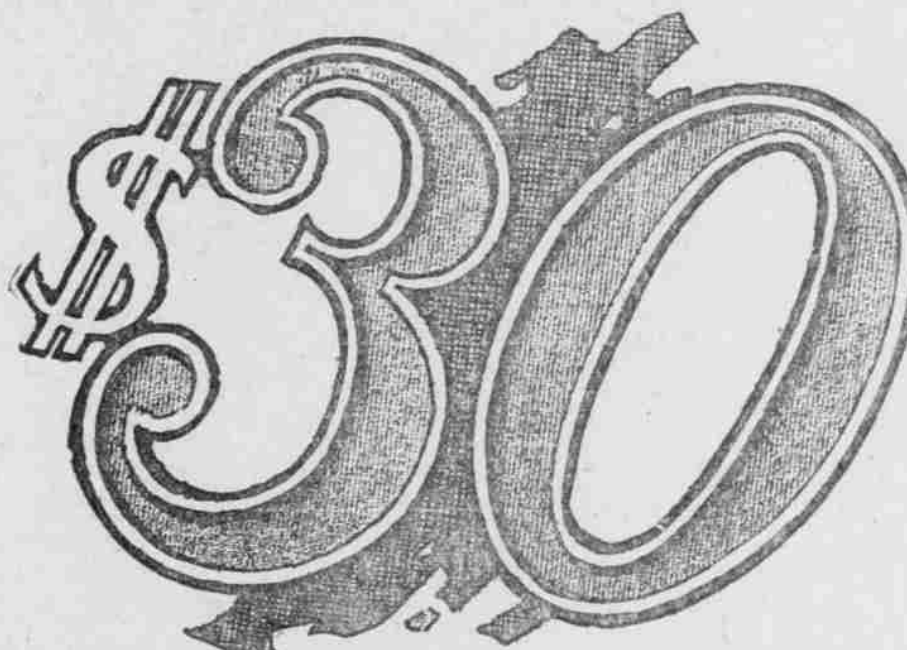
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