

UNIQUE ROOSEVELT ROAD IDEA EVOLVED

Immense Coast Highway District Proposed.

SEVEN COUNTIES INVOLVED

Belief Is That Timber Could Be Made to Pay for Road, All Interests Benefiting.

STATE HOUSE, Salem, Or., Feb. 12.—(Special.)—With a unique plan of financing so that it will not impinge on the 4 per cent road bond limit, the Roosevelt highway bill probably will be reported out by the senate roads committee tomorrow morning. This measure, which has caused more or less trouble during the session, has been sleeping in the committee since it was recalled from the house after passing the senate.

Not until last night, when a few shrewd minds got together in Senator Hall's room in the Hotel Marion, was there much hope of the measure leaving the committee. The result of an exchange of ideas, a tentative scheme for financing the Roosevelt highway was sketched out, and by midnight the high points were agreed on. Today in Portland the amendments to the bill were being drafted, and if the plan looks good, Senator Hall will be ready to shoot Monday.

Briefly, the idea is to create a road district and from the taxes of this road district pay for the Roosevelt highway. This avoids the necessity of paying for the cost of the road out of bond money provided from automobile licenses.

Timbermen Would Pay.

As the motorists pay for the highway because they receive the most benefit, the new idea is that the timber owners should pay for the Roosevelt highway, of which they will be the greatest beneficiaries.

The road district would embrace the west slope of the Coast range and consist of Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry counties. This proposed immense road district is chiefly timber land and much of the timber is now overripe and should be marketed. There are no adequate means of getting the timber out, and it is impossible to finance a railroad along the coast at this time. Although the taxes of the proposed road district would come mainly from the timber, there are a couple of railroads which would have to help.

Among other things in the general plan, it is proposed that the Roosevelt highway be not less than 20 feet in width, built of reinforced concrete not less than eight inches thick, and that all of the bridges be built of timber.

Road Cost Estimated.

While the details of calculation have not been worked out, it is roughly estimated that it would cost about \$20,000,000, or possibly \$25,000,000 more than that sum.

That the financing plan should make a popular appeal is the belief of the men who conceived the idea. The road district is now almost wholly timber. When this timber is removed the counties will have lost an asset and the hills will be covered with stumps, but they will have the Roosevelt highway. On the other hand, the timber owners have this road to enable them to get their product to the ports. That is why the fathers of the plan favor a heavily-constructed concrete road which will hold up under the weight of logging trucks.

As the timber is logged off the plan calls for a fee of about 10 cents per acre a thousand feet in width, of course, would have to be paid by the ultimate consumer of lumber, presumably in the eastern market.

Idea Ambitious One.

Just how this scheme of financing is to be whipped into workable shape in such short time as remains of the present session is not known. The authors are not quite certain themselves, but in a general way they hope to have the programme shaped up so that it can come out of the senate committee as an amendment to the Roosevelt highway bill. It may be deemed necessary to refer the whole proposition to the people for the idea is so daring that the legislature may hesitate to take definite action on it on such short notice.

If the present theory is reduced to amendment form and gets before the legislature, the timber owners and the railroads will sit up and take notice. It is said that the timber in the proposed road district is in the hands of comparatively few men and that the majority of those are not even residents of Oregon.

MUCH STILL TO BE DONE

(Continued From First Page.)

A new Roosevelt highway bill is expected Monday and there will be a measure authorizing the governor to appoint a commission to probe further into the question of new sources of revenue.

The measure taking the collection of tolls out of the hands of the Multnomah county commissioners and investing this work with the governor will be advanced to third reading with expedition. There is strong sentiment for the bill and it will probably be passed. The measure creating a hydro-electric commission is almost certain to be defeated, for it places unlimited power in a commission authorized to spend millions of dollars. The measure is considered a step toward government ownership.

More Speed Is Ordered.

More speed is the order of President Rittner and Speaker Bean and there has been a noticeable acceleration in the machinery of the legislature in the past week. When the senate and house assemble Monday forenoon the calendar will be filled with bills ready for third reading and several other measures are rapidly attaining the same position in the order of business.

There are six working days left in which a tremendous amount of labor must be performed. The session will have to adjourn sine die next Saturday night or early Sunday morning, irrespective of the condition of the desk, because it would be next to impossible to get a quorum back after that period. The presiding officers feel confident that they will get through on time, but it will be a hard grinding week.

HOUSE HAS FIVE NEW BILLS

Six Measures Pass During Day.

Gordon's Bridge Act Up.

STATE HOUSE, Salem, Or., Feb. 12.—(Special.)—The following bills were introduced in the house today:

H. B. 342, by committee on revision of laws—Amending section 9028, Oregon laws, relating to recording of defective deeds.

H. B. 343, by Gordon of Multnomah—Providing for collection of tolls of the in-land bridges by the governor, and declaring an emergency.

H. B. 344, by Hunt—Amending section 7114, Oregon laws, relating to condemnation of lands or water rights by the Oregon state fish commission.

H. B. 345, by McFarland—Amending section 8561, Oregon laws, relating to license for the practice of dentistry.

H. B. 346, by joint roads and highway committee—Authorizing and empowering the state highway commission to construct or pave streets or cities or towns and providing for payment of costs thereof.

Bills passed by the house today:

S. B. 187, by committee on fishing industries—Providing for a commercial fish-eries code.

H. B. 198, by Hunter—Amending section 6205, Oregon laws, regulating state banks.

H. B. 225, by committee on judiciary—Repealing laws relating to printing of court reports and providing for the printing thereof.

H. B. 115, by committee on insurance—Establishing the office of state fire marshal.

H. B. 141, by committee on labor and industry—Amending certain sections of the workmen's compensation law.

H. B. 139, by Gallagher—Amending section 1035, Oregon laws, and 9400, Oregon laws, regarding stock running at large.

Fees for Attorney Referred.

STATE HOUSE, Salem, Or., Feb. 12.—(Special.)—Payment of \$2500 to C. B. McConnell as attorney's fees for services in the suit which was fought between the state of Oregon and the Pacific Livestock company will be considered by the joint senate and house ways and means committee.

The house today refused to pass a bill offered by Representative Gallagher for the payment, without a report from the ways and means committee.

LINCOLN POINTS WAY

ALL URGED TO CONSULT LIFE OF MARTYRED PRESIDENT.

George A. White, Adjutant-General of Oregon, Addresses Salem Gathering.

SALEM, Or., Feb. 12.—(Special.)—Every American citizen should consult the life of Abraham Lincoln at least once each year in order that they may better understand their country and the ideals for which Lincoln fought, George A. White, adjutant-general of Oregon, told enthusiastic Salem residents at Lincoln day memorial exercises at the armory here today.

"Abraham Lincoln embodied in his humble life the ideal aspirations and course of conduct of a new race of men," he said. "His was not merely the moral and political leadership of a generation; it was the living exposition of a course of conduct that will persist so long as the sacred principles of freedom, equality and honesty shall persist as the foundation of this land of ours."

"What is right? That was the acid test which Abraham Lincoln put to every problem of his day. Not what is expedient, not what is popular, not what will meet the spirit of compromise and further his own political purposes, but what is right. And when by mature process he had reached his decision, with malice towards none, and charity for all and with firmness in the right, as God gave it to him to see the right."

He said that the hearts of Americans today with that acid test of our citizenship, to make it a basic part of our citizenship, in all our dealing as citizens as even it was the very foundation of the citizenship of Abraham Lincoln, and even as it laid at the foundation of the citizenship of that other great American.

"It has been said of Abraham Lincoln that his life was this history of the people of his generation. It has been said that the life of 20,000,000 people beat in his heart and that his logic articulated his thoughts."

"And when our leaders great or small do not reflect these American fundamentals of service which were characteristic of Lincoln, then we and not they are responsible and we may know that there exists a singular conscience."

"Sluggish conscience begets lax citizenship. Lax citizenship provides a breeding ground for incompetency, extravagance and viciousness in public affairs."

There has come to us out of the dark months lately passed a new and virile national spirit, fused in the white heat of a great crisis out of mutual sacrifices as a people. We have before us a duty of circumstances to keep alive that new national spirit. We have a duty and we must hold it to it to give to our country in the struggles of peace some small measure of that loyal and active interest in its affairs which is the sacrifice which we gave to our country in its supreme disaster.

It is well that from time to time in gauging the quality of our citizenship that we compare it with the standards that have been set by Lincoln, and that we should go further and measure by those standards those who are our leaders, and were we to find that they fall to share throughout all those standards of honesty, native capacity and courage, then we may know that we have been derelict in our duties as citizens, and that we have before us an immediate duty to repute them."

IDAHO SCHOOL WINS VICTORY IN SENATE

Biennial Fight on Albion State Normal Is Lost.

NORTHERN SENATORS AID

Plea for Economy Does Not Meet

With Favor From Friends of Education in Legislature.

BOISE, Idaho, Feb. 12.—(Special.)—The senate emphatically refused today by a vote of 22 to 16 to abolish the state normal school at Albion, in Cassia county, thereby settling a controversy that arises biennially, and upon which much pending legislation hinges.

The act, it is believed in legislative circles here tonight, clearly indicates that from now on no effort will be made to attack other state institutions, but that they will be liberally taken care of instead. It is said to mean that the fight against the state board of education in an effort to abolish the office of commissioner of education will be smothered in the upper house. It was the north that saved the Albion normal. That is conceded. And the north is vitally interested in its own normal and in the state university. For 11 years the Albion fight has been launched before the legislature. The effort to wipe out that institution this session failed as miserably as it has failed every other time the issue has come up.

Bill Aily Championed.

The state affairs committee introduced the bill seeking abolishment, which came before the senate on third reading today. M. B. Yeaman of Idaho Falls, chairman of the committee, championed the measure in a most able manner. He urged it be considered on its merits alone, and that neither personalities nor prejudices be injected into the debate. He asserted a lobby had been maintained which had been very active in its effort to kill the bill before it could be given fair and impartial consideration.

The institution, he said, has cost the state over a million dollars and was not giving results. The republican party he held to be committed to a programme of economy and should move to abolish the school. Senator McMurray of Cassia county, where the school is located, attacked the measure. He charged that since the state board of education was created it has been against the normal and that if the same energy used against it had been used in its favor it would be one of the leading institutions of the state.

Paddock of Washington asserted the state would save money if it would take all of the students at the normal, pay their railroad fares, expenses and tuition and send them to the best normal school in the United States. The average annual cost per pupil he held to be \$186.

Honor Paid to Lincoln.

The portrait of Abraham Lincoln, draped in his country's flag, held a place of honor in front of the speaker's desk in the house of representatives and reverent tribute was paid by the house to his memory by suspending its work at the hour of 11 o'clock and listening to memorial addresses.

Speaker Peter G. Johnston, after calling the house to order for the special order in previously announced order Edwin Markham's poetical description of Lincoln, and on concluding the reading called upon Representative Jay M. Parrish of Ada county, who recited Lincoln's Gettysburg address.

Representative Donald Callahan, of Shoshone county delivered a brief and beautiful eulogy. He spoke of the reverence due the memory of him who bore the sadness of the nation's civil trial upon his shoulders and the prodigious service he rendered the nation, and of the ideals nourished in the hearts of his countrymen by his spirit.

Primary Bill Postponed.

By common consent consideration of the direct primary bill, scheduled for final consideration, was postponed until Monday. By common consent the special order for the afternoon, amendment to the bill regulating sale of automobiles, was continued to Monday afternoon.

Five bills were passed and two were defeated. Six were considered in the committee of the whole house.

Two new bills were introduced by the committee on state affairs, the house granting permission to suspend the rules for the purpose, though Friday was the last day for introduction of bills under those rules.

House bill No. 109, by Severson, was one of those passed. It is designed to relieve the farmer by extending the time in which he can pay his rental on state land leases until October 1 for the present year and until the same date for 1923. By statute, leases of state lands are payable in advance.

Farmer Memorial Adopted.

House joint memorial No. 10, also was adopted. It calls upon congress for such farmer relief as may be possible by extending the assistance of the federal farm loan bank.

House bill No. 105, indefinitely postponed on recommendation of the committee of the whole house, would have provided authority for extending their traveling expenses paid by the state. Anderson of Ada attacked the bill, scathingly, telling of earlier days when sheriffs were glad to attend state conventions at their own expense. If officials of today were more conscientious and less grasping, he declared part of the tax burden would be removed.

Senate bill No. 54, by Boughton, requiring that county commissioners situate all county bonds of equalization shall complete their duties by the fourth Monday in July of each year, was passed without a dissenting vote.

Obituary.

Funeral services for Robert C. Baker, prominent Portland pharmacist, were held Friday afternoon at 4 o'clock Monday, and representatives of the local association are expected to attend. A second meeting of the legislative committee of the dealers will be held at noon tomorrow to finish work not completed last night. Among those present yesterday were: H. M. Covey, A. H. Brown, H. W. Roberts, Charles G. Irwin, Harry Hayes and W. R. Delay.

The dealers may suggest an amendment to the proposed law, providing that on county highways pedestrians be required by law to walk to the left of the roads, always facing traffic.

Phone your want ads to The Oregonian, Main 7070, Automatic 569-95.

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"Whenever a top grade, ready made suit can be bought for \$25 to \$35, the boycott is going to collapse"

In That Case, the Buying Boycott Never Even Reached Fahey-Brockman's



Fahey-Brockman's rock-bottom UPSTAIRS prices reflected the prevailing market conditions so faithfully that they constantly meet every condition in price and quality that the buying public demand at any time.

High-Grade, Beautifully Tailored SUITS and OVERCOATS



with some as low as \$20.00 and others as high as \$40, but all at Fahey-Brockman rock-bottom market prices

Greatest Values Yet

It is no exaggeration to say that never in our history did Fahey-Brockman offer the men and young men of the Northwest the wonderful values we do today.

Fahey-Brockman's present UPSTAIRS prices are all the way from \$10 to \$20 per garment lower than even Fahey-Brockman's last Fall's UPSTAIRS prices.

New Spring Prices Plus

That means to say that the new Spring prices you've been waiting for are here—NOW. They are 30% to 35% lower than last Fall's wholesale prices, plus the regular Fahey-Brockman UPSTAIRS saving of \$10 per garment.

The Fahey-Brockman Upstairs Plan
Low Rents—Plain Stores—Volume Business—No Credit Losses—Rock-Bottom Market Prices—Alterations Free—Fit Guaranteed.
SATISFACTION
Or Your Money Back

You Need Not Wait a Day Longer—Buy the Fahey-Brockman UPSTAIRS Way—NOW

Raleigh Building—Sixth and Washington

FAHEY-BROCKMAN

Upstairs Clothiers Buy upstairs and save \$10.00

county, living near here until falling health caused him to try a change of climate. He is survived by his widow, Mrs. Catherine Barr, a daughter, Mrs. George D. Barker of River-side, Cal., and a grand-daughter, Georgia Barr of Portland.

LAWLES COREANS BLAMED

Japanese Commander Issues Declaration About Expedition.

SEATTLE, Cora—General Oba, commander of the Japanese army in Corea, has issued a declaration to the Coreans residing in Huncheon and the Chientau region, Manchuria, explaining the reason for the expedition against the Corean malcontents in southern Manchuria.

troops for the protection of the Japanese subjects in the region. The Japanese government will take most circumspect measures not to prejudice China's prestige, which shall be strictly respected, and not to cause menace to the interests and welfare of the law-abiding Chinese population in the region. The Japanese government and army expect to attain the object of the expedition by maintaining a perfect harmonious operation with the Chinese government authorities.

The Farmer Says:

"Bumper crops this year—and no more dry throat after harvesting. All the hands' know BUNTE'S Cough Drops."

EUGENE, Or., Feb. 12.—(Special.)—Harold Raymond Harzick, an ex-service man, died at Eugene hospital yesterday at the age of 25 years. He is survived by his widow, a son, Harold Raymond Jr., a mother, Mrs. G. Grivey, and other relatives at Junction City. He was a member of the 96th Field artillery and saw service in France. The body will be interred at Junction City Sunday.

Look for the Red Box with the Funny Face Man on it
Bunte PURE CANE SUGAR MENTHOL AND HOREHOUND
COUGH DROPS

The success of this institution of service is due to our ability and willingness to serve all people equally, whether well-to-do or of moderate means.
EDWARD HOLMAN AND SON
FUNERAL DIRECTORS
THIRD AND SALMON STREETS