# **WILL NOT DISCUSS STATE HIGHWAY CODE** IN ABSENCE OF DRAFT

State Association of Judges and Commissioners Asks That It Be Deferred.

#### ONE SECTION IS RECEIVED

Tentative Code Will Be Submitted to the Legislature Pending Arrival of Full Measure.

The Commonwealth conference will not be able to discuss in its entirety the draft of a proposed state highway code, which has been prepared by the federal office of good roads, at the request of the State Association of County Judges and Commussioners, as the full draft has not reached Port-land. Only one section has been received, a proposed law for the establishment of a new state highway de-partment. It is announced that the sections referring to county and district organization are in course of preparation and will be forwarded in

In the meantime the committees appointed by the State Association of County Judges and the Oregon good roads committee to prepare a tentative code for submission to the state legislature will proceed with their task. They have been holding off expecting to use the draft to be sub-mitted by the government officials as

Highway Commission Law.

Commonwealth conference will take up the reorganization of the state high- state a license fee. commission as recommended by As proposed by the government is to be composed of a commission of

three, two of whom are to be appointed by the governor, one from ties. The state engineer is to be ex- fit to abutting property owners would officio the third member. This suggestion will probably be the laws he said placed a premium on dis-

source of much discussion as it is at honesty, variance with the general sentiment which has crystallized in favor of a non-salaried commission of three, one BASE COMMITTEE OF from each congressional district to be appointed by the governor and confirmed by the state senate,

The government draft follows its standard form. The form making the state engineer an ex-officio member is to agree with the constitutional reall state road work in the office of the disposal at Astoria, if required. would require constitutional amend-

Bill Provides for Salary.

business of the office. is left to the highway commission.

limitation of 10 per cent of the total Roche, city attorney, and others.

Information to Be Given.

officials to furnish the state highway and Harbormaster Speier. department with any required infor-Provision is made for extending state aid to counties on a 50-50 basis except where the work is entirely done by state funds. The state highway department is given authority to maintain state roads and bridges or the department can contract with countles to do so on a 50-50 basis. Higher Tax Recommended.

To raise revenue for state roads it is to be raised from one-quarter to tion law exempting the road rund. It is also proposed practically to double the present motor vehicle registration fee.
This, it is estimated, will yield an

annual revenue of approximately \$677,-000, of which \$200,000 will come from the automobile fund. This is to go to the state, instead of the counties as at present A suggestion of state control over

county roads is contained in the sec-tion that all proposed construction or improvement by counties involving an expenditure of more than \$1000 per mile shall first be submitted to the state highway engineer for approval. Cost Is Considered.

How the cost of state, county and district roads can be equitably placed upon those who use the roads and are benefited by them was discussed by C. E. Spence, master of the state

The district road is the most impertant, said Mr. Spence. Next in order he placed the county road, and the state road, which he subdivided into utility and scenic roads. The cost of the district road should,

he thought, be borne by the residents of the district concerned. He would continue the present law regulating the levy of district taxes.

Bonding Districts Opposed.

He was opposed to the creation of country roads he suggested that they be financed as at present but he suggested the propriety of changing the law requiring 70 per cent of the levy to be expended in the district in which it was raised and instead distributing it on a 50-50 basis, 50 per cent to the district and 50 per cent to the county in general.

For state roads Mr. Spence recommended that the motor vehicle license be practically doubled and that the state road levy be increased from one

agarter to one-half a mill.

This is in line with the conclusion that has been reached by the Oregon Good Roads committee which is preparing a recommendation to the state legislature.

Scenic Highway Last. The scenie highway was placed last n importance by Mr. Spence, and to raise revenue for their construction he suggested that either a toll be imposed

on users of the highway or that hotels and garages which directly benefit from

**NEW YORK HIGHWAY** EXPERT IS SPEAKER



F. W. Sarr, deputy nignway commissioner of New York.

At its session this afternoon the for discussion the proposed law for tourist travel be made to pay to the While he favored making abutting United States office of public property owners pay a larger proportion of taxes for road improvement, Mr. Spence said that this led up to the draft, the state highway commission question of assessment and taxation. If everybody was made his own as sessor and made to pay according to his valuation when he wanted to sell each of the two majority political par- his property he thought that this bene-

## NAVY IS INSPECTING THE COLUMBIA RIVER

adjust itself. Our present assessment

(Continued From Page One.)

quirements of some states which place rangements to have an army tug at its

ment. This condition does not obtain at 8 o'clock and after breakfasting in Oregon. Francisco over the Southern Pacific of the Chamber of Commerce. Mem- approximately \$1,000,000 daily. The proposed bill provides a salary bers of the visiting party are: Rear of \$500 for the members of the state Admiral Helm, who is chairman of the Service commission urged the neceshighway commission and necessary ex- commission; Chief of Construction W. sity of eliminating grade crossings bepenses while directly engaged in the L. Capps, Captain George W. McElroy, Civil Engineer H. H. Rousseau, Com-The commission is to select its own mander Charles L. Hussey and Captain highway engineer, who in turn shall A. A. Cunningham of the navy flying select and fix the salaries of his sub-

ing the salary of the highway engineer Secretary W. D. B. Dodson, Jacob Kanzler of the civic bureau, Major H. C. After the highway commission has public docks; Commander George F. established a general state system it Blair of the Oregon Navai Militia, Capis authorized to add to this from tain Jacob Speier, harbormaster; James time to time other roads under a McI. Wood, Frank E. Smith, W. P. La-The commission was accompanied

down the river by President Clark, En-It is made mandatory for county gineer Hegardt, City Attorney LaRoche safeguarding.

Party Starts Down River. mation. Rights of way are to be secured by counties at county expense Truxton shortly after 10 o'clock, goit be spent to protect our citizenship." but the state highway department is ing from the municipal boat landing given authority to acquire rights of at the foot of Stark street in the harway should the county fail to do so. bor patrol launch to the rakish war craft which was moored at Municipal pavement and the needs of paving was dock No. 2 on the east side of the

With the arrival of Rear Admiral Helm on board, the two-starred flag let of a great deal of "bunk." of his rank was raised and the speely "Paving is justifiable," said he, destroyer got away without delay on "providing we eliminate politics, make her down-river trip.

Island yard yesterday afternoon in viding that the prices are right." command of Lieutenant Stanley G. Fred W. Sarr, deputy state highway is provided that the state road levy Womble. The Truxton was laid down commissioner of New York, reviewed in 1898 and completed several years the progress of highway work in that one-half mill. To do this will require later at Sparrow Point, Md. She is state and pointed out many features now attached to the Pacific reserve of the state highway law.
fleet. She is a vessel of 433 tons, is New York, he said, had invested

Portland Report Pleases. Members of the commission praised the report submitted by Portland in favor of the Columbia as a naval base most highly, congratulating the com-mittee in charge of its preparation on its thoroughness. Report has it that the Portland report is one of the best

the commission has received. Charged not only with examining possible locations for naval bases or stations in both continental and territorial United States but also with making recommendations for the abolition of present navy yards, if deemed wise, the commission has been working for the past four months and has overed portions of both Atlantic and Pacific seaboards. How long it will take to complete its labors is probematical as the insular possessions of the United States have still to be

The commission will leave the Truxton at Astoria and return to Portland by train tonight, leaving on a late train for Puget sound. A return visit will be made to Portland within a few

The information presented by the Chamber of Commerce deals with the entrance to the Columbia river, channel conditions, anchorage inside the mouth of the Columbia, port facilities, and an extensive argument showing the need of a naval base in the Co-

River Is Vulnerable. One of the chief arguments is that the Columbia is situated midway between the Straits of Fuca and the California line, and so forms a logical base for the movement of fleets both

north and south. It is also pointed out that the Columbia basin is the one great break in the mountain ranges between the British Columbia line and Southern California, and so is the most vulnerable point from an hostile viewpoint. The importance of the Columbia basin from the viewpoints of water power, highways, inland waterways, area, population and other economic features is also indicated.

With the headquarters of the military forces of the northwest at Vancouver, the advantage of a naval base on the Columbia, from the viewpoint of military cooperation, is also urged.

#### HIGHWAY INVESTMENT IS DISCUSSED FULLY BY FEDERAL ENGINEER

(Continued From Page One.)

\$10,000 serial bond will cost an average of \$710 annually. If the reduced operating cost of the above two items of travel for 20 years only is to meet this entire cost there must be a saving of \$2 daily. Twenty tons of com-mercial hauling is below the average. Eliminations Are Urged.

This travel with 40 motor vehicles in addition saves at the above rate \$2 daily. These figures are conservative, Ten cents per ton mile saved would not be high. We see clearly why our state engineer. To leave him out The commission arrived from San The money can be profitably invested. highway expenditures are mounting. This country will spend a billion dollars for highways in the next three years, estimated Dr. Hewes. This is F. J. Miller of the Oregon Public fore permanently improving a high-

Public Safety Great Object.

The great object desired, he said' is select and fix the salaries of his sub-ordinates, subject to the approval of the state highway commission. Fix-the state highway commission. Fix-Commerce by President O. M. Clark, 40 deaths and 100 serious injuries may Is left to the highway commission.

Provision is made for the initiation of state road work by the highway department without the application of the counties, if deemed advisable.

Iter of the civic bureau, Major H. C. Jewett, U. S. A.: Lieutenant J. H. Blackburn, U. S. N., in charge of the local navy recruiting office; G. B. Helport of the counties, if deemed advisable.

Iter of the civic bureau, Major H. C. Jewett, U. S. A.: Lieutenant J. H. Blackburn, U. S. N., in charge of the assumed figure of \$7500 per individual Oregon has lost \$300,000 by reason of its citizens killed on grade crossings. Various interests are now giving consideration to the question of grade crossings, he said, and it is hoped that it will be possible to present to the

> law providing for their elimination and "Millions," sald he, "are freely spent to protect our commercial assets and a few thousand might with equal prof-

legislature a broad and comprehensive

Pavement Is Discussed, At yesterday afternoon's session the selection of different kinds of the subject of an address by J. W. Cunningham of Portland. He said that the paving question has been the out-

a scientific choice of the proper pave-The Truxton arrived from Mare ment for the proper location and pro-

248 feet long, had an extreme breadth about \$100,000,000 in its state of little over 23 feet and a draft of highways. It spends approximately six feet. Her sea speed is in excess \$4,000,000 a year on maintenance in order to protect this investment.

order to protect this investment. Business Basis Urged, J. C. Ainsworth of Portland advocated a central system of accounting for road expenditures and pointed out the necessity of ascertaining unit costs. "There is great need," said he. that our road work be organized and

to be applied uniformly on all state and county work it is useless to suggest improvements in our present sys-A. G. Johnson of the department of public works of Portland advocated in road construction that the state or county purchase all materials and supply them to contractors in order to reduce cost. Professor Graf of the Oregon Agricultural college presented paper on the necessity of testing all materials used in road and bridge con-

a new road code with central control.

The night session was taken up with an exposition of the Iowa state road in further explanation of the New York road laws.

#### Attempt to Light Tree Proves Fatal

Seattle, Wash., Jan. 4.—(P. N. S.)— Four-year-old Lucile Baumgart lost her life and five homes were destroyed by fire here late yesterday afternoon on Alki Point, a suburb. The fire started in the home of C. E. Lawson when an attempt was made to light a placed on a strict business basis. Christmas tree.

Without a proper cost keeping system The Baumgart girl was visiting the When Mrs. Lawson tried to light the tree, she had her own baby in her arms. The tree flared up and Mrs. Lawson ran for safety, thinking the Baumgart girl was following. Outside she collapsed and then it was discovered that the child had been burned to death

Acacia Club Social.

inside the house.

The Acacia club, with quarters in the struction. He emphasized the need of Oregon building, Fifth and Oak, will entertain all members of the Masonic lodges, their wives, daughters, sisters, sweethearts and friends next Saturday code by C. B. McCullough of the engininght, January 6, with cards and neering staff of the Oregon Agricul-dancing. A special program of music tural college, who was formerly con- has been arranged. The social affairs nected with the Iowa highway depart- of this club are looked forward to ment, and by F. W. Sarr of New York, with pleasure by all who have partaken of its hospitable welcome in the



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