

SENATE TO ACCEPT BEAN MEASURE ONLY AS A LAST RESORT

Chief Objection to Bonding Bill is That It Might Establish Dangerous Precedent.

SOLONS ARE CAUTIOUS

When Author of Legislation Sees Attitude of Upper Branch He Gets House to Retaliate.

Salem, Or., Feb. 13.—As a last resort only will the senate accept the Bean bonding bill, being house bill 21, for the purpose of authorizing the sale of state bonds to raise funds to match the \$1,500,000 offered by the state by the federal government for post roads construction under the terms of what is known as the Shackelford bill.

This sentiment was manifested Monday afternoon in the upper branch of the legislature, when that body refused to permit the Bean bill to go to a final vote, but deferred it as a special order of business for 2 o'clock Wednesday afternoon.

Just before this action was taken the senate had passed by unanimous vote, Senator Dimick's anti-conspiracy bill, revealing the desire of the senators to write into the statutes of the state a law that will make it a crime for contractors bidding on public works, such as roads and bridges, to conspire to control prices.

Action of Bean Bill Protested. When the Bean bonding bill was taken from the table and placed before the senate for third reading, Senators Pierce, Vinton, Eddy, Hawley and Wood protested against taking action on the bill at this time, saying that they looked upon the proposition of bonding the state as a last resort consideration to be accepted if no other means could be adopted to provide the funds for matching the federal funds.

The Bean bill authorizes the state board of control to issue and sell bonds in sufficient amounts to meet the requirements of the Shackelford bill. President Moser and Senator Olson urged immediate action on the bill, saying the senate should not delay and take any chances on other revenue producing bills that might be passed.

Senator Pierce urged that the Bean bill be put off until 2 o'clock Friday afternoon, by which time, if no other revenue producing bills had been passed, he was willing to vote for the bonding measure.

Special Order Motion Is Lost. A motion to make the bill a special order for that hour was lost by a vote of 8 to 15.

Senator Smith of Coos followed this with a motion to make the Bean bill a special order for 2 o'clock Wednesday afternoon, and this carried by a vote of 12 to 11.

Arguing for the passage of the Bean bill, Senator Olson said the people who had initiated the rural credits amendment were the ones who were now opposing the Bean bonding bill.

"I can't see any difference between issuing bonds for rural credits and issuing bonds for constructing roads," he said.

"The state of Oregon has been a particular victim in losing federal funds," he said, and cited the small proportion of reclamation funds which have returned to this state. "I believe we don't want to take any

chances with this offer of federal funds."

"Bill Like 'Gold Watch.'" "It won't take five minutes to pass this bill," replied Senator Vinton, "but first we want to know what other road legislation is to be passed. It seems queer to me that you would put bond issues before the senate before any effort has been made to provide an income from other sources to match the federal funds."

"There may be no need for this bill, but if no other way is provided I believe every senator will support this bill. I don't believe for a moment that this senate will adjourn before some legislation is enacted to provide for matching the federal funds."

Senator Eddy said most of the senators have looked upon the Bean bill like a cold bath which they do not like to take.

"If in the last hours of the session, if in a moment of temporary sanity, we should pass legislation to provide funds in some other manner this bill would not be necessary," he said. "But rather than face the possibility of this legislature adjourning without passing legislation to provide funds to match the government appropriation I am willing to vote for this bill now."

Lobby Ready to Swarm Senate. "I am only willing to support this bill as a last resort," said Senator Hawley. "If this bill is passed now, the lobby which wants to have bonds issued will swarm to this legislature to prevent the passage of further legislation."

Senator Pierce declared that while he will vote for the bill as a last emergency, if it were pressed to a vote at this time he would oppose it. "I do not want to see the state wedged for bond issues in this state," he said, "and if we do not watch out the state will be loaded with bond issues."

Senator Wood, chairman of the committee on the Bean bill, said he would not vote for the bill at this time. He declared that the federal funds could be matched by the state from the income from the one-quarter mill highway tax and from automobile license fees.

Several of the senators wanted to know why the bills to increase the fees for automobile licenses and to put a tax on gasoline and such revenue producing measures, had not been passed before the Bean bill was pressed to a vote.

Bean Retaliates in House. Representative Bean, author of the much discussed bill, was sitting in the senate during the debate and when the bill was put over until Wednesday he returned to the house and urged the passage of house bill 599, which doubles the present automobile license fees.

The bill was passed, being one of the revenue bills referred to by the senators.

Senators Moser and Olson pointed out the possibility of the increase in automobile license fees being unconstitutional.

That Senator Dimick's anti-conspiracy bill should go through the senate without an opposing vote was a surprise to many.

Before the bill was passed the judiciary committee eliminated one or two of the more drastic provisions which, if permitted to stand some of the senators said it would have been impossible for a contractor and subcontractor to make an agreement to handle a job without violating the law.

Competition Has Been Stifled. Senator Dimick declared there was great need for such a bill "as our counties have been robbed by scrupulous bridge and paving contractors."

"Competition has been stifled," he declared, "because the present statutes do not reach the methods of such contractors."

"I will frankly say that this bill is aimed at bridge and paving combinations, which have left their slimy trail from one end of the state to the other."

"They appear before our committees and say that the highest standards are broad enough to reach such practices. It is well known that we have not had honest competitive bidding in the state or any of the counties for contracts for paving or steel bridges."

He vigorously attacked the methods of the Warren Brothers.

Senator Dimick's speech and he would be glad to vote for such a bill if it would put a stop to "loose and dirty accusation which nobody believes."

Senate Passes Other Bills. Other bills were passed by the senate as follows:

H. B. 258, by Hawley—Regulating the sale of agricultural lime.

S. B. 270, by Cusick—Providing that teachers who make contract to teach and resign within 30 days of opening of school term shall be liable to have certificate to teach revoked.

H. B. 117, by Clark—Increasing bounty on coyotes from \$1.50 to \$3 and prescribing special additional bounty on female coyotes and fixing bounty on seals at \$2.

H. B. 147, by Brand—Providing for sale to lands sold by state before state title to vest in purchasers from the state.

H. B. 358, by Gore—Abolishing office of recorder in Jackson county.

EVEN SUPREME COURT SUFFERS AT HANDS OF BUDGET TRIMMERS

Salary of Clerk Reduced From \$3000 to \$2400; Deputy at Pendleton Cut.

STATE FAIR IS NICKED

Committee Make Unexpected Visit to Grounds—Finds Conditions Anything but Satisfactory.

Salem, Or., Feb. 13.—Even the supreme court of the state of Oregon is not immune from the ruthless slashing of the legislative economy program. The joint ways and means committee last night decided to reduce the salary of the clerk of the court from \$3000 to \$2400 per year. The salary of the deputy clerk was left at \$1800, but the compensation of the deputy at Pendleton was cut from \$600 to \$300.

The salaries of five stenographers were cut from \$1200 to \$1000 per year, and the salary of the bailiff was cut from \$1800 to \$1400.

Another suggested cut was in the preparation of court reports, \$5000 having been asked for. Only \$3000 was allowed. Another \$1000 was lopped off the item of \$2500 for preparing reports in 1916.

Slashes in the funds requested by the state fair board were made to the tune of \$179,500.

A new pavilion. The committee threw out absolutely the request for \$125,000 for the construction of a new livestock pavilion and a request for \$40,000 for a woman's building. That was just a starter.

The amount allowed for premiums was reduced from \$50,000 to \$35,000, while the \$2500 request for printing was cut to \$2000.

Two requests totaling \$2000 for the boring of wells and erection of tanks for a water supply were refused, but the committee instead decided to recommend \$4000 for a permanent water connection with the city plant at Salem, provided such arrangement could be made.

Fencing Sum Out. The request for \$1800 for the construction of some new fencing was cut to \$300. A request for \$2000 for 100 additional toilets was increased to \$2500, the extra \$500 to be used to install a septic tank.

Two items totaling \$2500 for fire protection were knocked out.

Accordingly, the fund for maintenance was reduced from \$52,500 to \$27,000, and the request for betterments and improvements was cut from \$2300 to \$700.

The committee made an official but unexpected visit to the fair grounds Sunday and complained bitterly at the lack of care manifested there. The new building was found to be leaking, and the barns apparently had not been cleaned since the fair last fall.

Two Cunard Liners Arrive in New York. Laocnia and Ascania Reach New York and Report Having Been Convoyed by Cruisers Through Barred Zones.

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The Ascania regularly plied between Montreal and Liverpool. This is her second voyage to New York.

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Both vessels are armed. The Laocnia carried 27 passengers. They reported the ship picked up "S. O. S." calls shortly after leaving Liverpool, February 2, and that two cruisers which had been convoying the boat disappeared, apparently answering the distress signals.

One cruiser continued as convoy when the danger zone was cleared. Four other British ships arrived today, after "running the blockade." They were the Atlas and Hermes from London, and the Clifton and Stoaker from Cardiff.

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Salem, Or., Feb. 13.—The house Monday passed H. B. 509, the product of the committee on roads and highways, providing for the operation and registration of vehicles. The measure was debated as to various provisions, particularly those increasing the license fees for automobiles and those empowering the state highway commission to manage the distribution of the funds.

Members from up-state charged that Multnomah county would be the chief beneficiary of this distribution, although the counties of smaller population would be contributing in license fees much more in proportion than the larger county.

Other measures passed by the house this afternoon were:

H. B. 89, by insurance committee—Providing for future safeguarding of mutual insurance benefits.

H. B. 31, by Lurguard—Providing for redemption of real property by judgment debtors.

H. B. 514, by committee on game—The revised game code, adopted with hardly any debate.

H. B. 311, by Anderson—Granting

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Enforced Retirement From Field Will Only Add to Efforts of Commission.

New York, Feb. 13.—(U. P.)—A tremendous campaign to raise millions of dollars in the United States for the aid of Belgians will follow the withdrawal of the American Belgian Relief commission from active work in that country.

At the headquarters of the commission it was learned today that, far from stopping its work, the enforced retirement of its representatives from Belgium because of the break between the United States and Germany, will serve as a stimulus to its efforts here.

About \$25,000,000 worth of supplies—food, clothing, etc.—is now on hand at the various depots of the relief commission in Europe. The food will prevent the poverty stricken Belgian women and children from starving for about six weeks. The clothing and other supplies will also last about that long.

After that time means must be found to carry on the work started by the American commission.

Officials of the commission today expressed the belief that their work is being organized. The only way it can be continued, however, is to turn the vast machinery over to some neutral nation. It is expected Spain will be offered the opportunity of taking up the actual work of distribution. The American commission will then center its entire attention upon the raising of funds in this country.

All Belgium has been "plotted," showing just where families needing aid are located. One scheme considered is to send relief to cities and towns in this country that they undertake the support of a certain community in Belgium or northern France.

Under such a plan, it was pointed out, clubs might be formed in towns throughout the United States, the members of which could subscribe a certain amount each month for the aid of the suffering women and children in the Belgian district that might be assigned to them.

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