UT OF SIXTY BILLS, **WELVE RELATING TO** HIGHWAYS PASSED

Legislature Enacted Into Law Several Measures of Importance in Road Matters.

ROAD BOND BILL IS CHIEF

casures Pertaining to County Administration of Righways Are of Little Less Interest as Simpler Methods.

During the recent session of the legslature 60 odd bills relating to highmy traffic were introduced, and into laws.

o road bond bill, the reorganization f the state highway commission and Bean-Barret bill, which provides the lesuance of bonds to the mount of \$1,000,000 to meet the fedral appropriation during the next five ears for post and forest roads. less interest were several iensures pertaining to county admin-

Included with these is House Bill io. 469, which provides a simpler od of laying out, opening, estabconstructing, improving, maintaining, altering, repairing, widening, grading, straightening, locating, relorating, legalizing and vacating county

County Courts Have Pull Power. Under the old law, there was much confusion and conflict. Under the new law county courts will have full authority ever all county roads, and four sethods of procedure are provided. first, by petition of freeholders; secand, by resolution of the county court; of way, and fourth by condem-

proceedings. The county board of viewers is consist of two freeholders and the ounty surveyor. Counties having coadmasters may substitute him for

the county surveyor. Proceeding by petition the applicaion must be signed by 21 or a majority of the free holders of the county residing in the road district or dis where the road is to be located, relocated, laid out or changed. The petition must be accompanied by a bond to be executed by one or more of the petitioners to defray all ex-

Filing Claims for Damages.

The board of viewers shall assess nd determine damages. Claims for damages must be filed with the county court prior to the expiration of the on which the viewers' report is read the second time. If not filed then it shall be considered that claims for any damages have been waived by the property owner. Under the old law no definite time was fixed for filing claims for damages. After a road has been established. the final survey is to be made instead over 2,500,000,000 miles.

of before, as at present. The method modernized No final order establishing, altering or relocating any road or highway shall be set aside or annulled on ac-

the petition or resolution. Things That Are Immaterial. The following irregularities are deslared to be immaterial defects: Er- in oil, gas, repairs and deprectation, fors of description of intermediate while covering 125,000,000 million nts when the road can be otherwise efinitely located; errors in posting of notices where it can be shown that all persons objecting to the proceedings had actual notice prior to the time of the first reading of the petition or reslution, and errors in or omissions of names of petitioners appearing on the notice where no remonstrance is filed. When the relocation of a road is made? will automatically vacate any poron of the old road outside the new cation. This will do away with peti-

tions for vacating roads. May Use Another Method.

The second method of procedure that be used is by resolution. The sounty court may, without petition, on its own motion by resolution declare intention to locate, establish, alter, widen, straighten, or change the direction of any road, and such notice shall damages, etc.

If any objections or remonstrances shall be presented, the court, after hearing the same, may deny them. All samages shall be paid out of the coun-Counties are also given authority to invoke the right of eminent domain in

condemning necessary property. For Vacating Roads. A new method of vacating roads is also provided. This can be done eith-

er by petition or by resolution. Under the old law the only procedure is by It also is provided that roads may be legalized when records are lost or de-

519. This measure abolishes after January 1, 1918, the offices of the road supervisor, and provides instead for the appointment of county roadmaswho may be either a practical road builder or a trained engineer, to known as county roadmaster, who phall work under the direction of the county court. He shall be given assistants, the number to be fixed by the county court.

Can Divide Counties. The county courts may, as often as

they deem necessary, but not oftener than once a year, divide counties into sultable and convenient road districts, Upon the petition of 12 resident free-holders, approved by the roadmaster, district improvements may be initiated. A road district meeting

All property owners who have resided in the district for 30 days previous are eligible to vote at district meet-ings. The district may vote a special ax of not to exceed 10 mills on the dollar on the taxable property of the district if approved by the county

emergency or the determination by the improvements estimated by the coun-ty roadmaster to cost \$2000 or more with the Covey Motor Car Co., for the shall be let to contract,

The work is to be done under the direction of the county court and super-vision of the county roadmaster. For a general road fund the county court levy a tax of not to exceed 10

invented that can be turned over the can be called the can be turned over the can be called the c been invented that can be turned over to bake a cake on both sides.

SAVING IDEA INSPIRES TRUCK PURCHASE



with body specially built and designed which he has taken a particular fangy.

for "The Sunday Ranch"

During the part of the year when Billy Sunday takes a rest from the pursuit of saving souls he confines a good deal of his time to "The Sunday cilitating transportation problems of Barbar and the same to "The Sunday cilitating transportation problems of the latest models and is equipped with electric starter and lights. The body is of special design and construction for factorial starter and lights.

Among the newest purchasers of a ative for Packard trucks, for a two- Among his well kept lot of stock is Packard truck is Billy Sunday, the ton truck of standard Packard chassis fine strain of Polin China hogs, of evangelist, who last week bought one for use on his Hood River ranch. Mr. unday closed a deal with the Portland Motor Car company of this city through W. B. Froud, local represent-

RELATION BETWEEN HORSES AND MOTORS IN WORLD'S HAULAGE

Long Time Must Elapse Before Latter Can Be Motorized, Says A. E. Robinson,

"As there still are something like 5,000,000 horses living in and on the United States, there is yet some distance to go before the world's haulage becomes completely motorized," says

A. S. Robinson of the Kisselkar. "Against these millions, we now in case the petition is not have but 150,000 motor trucks, although the truck percentage gain of each year is so great that the future of this branch of automobile manufacture is one of the roslest sureties among American industries; "Consider for a moment just the

cost of feeding 25,000,000 horses at least \$1 a day per Dobbin. Twentyfive million dollars sounds like Euro pean war figures, doesn't it? "If these horses all worked steadily, which of course they do not, each

might haul a half ton 10 miles a day,

or in the aggregate 12,250,000 tons "It is estimated that 8,300,000 and haul the same tonnage as the 25,-000,000 horses. Therefore, if each two horses were replaced by a one-ton motor truck, it would mean 12,500,000 trucks reeling off about \$75,000,000 count of any defect or irregularity in miles each day. Whereas the horses require \$25,000,000 a day to reed, their haulage equivalent in trucks, liberally estimated, would consume much less

THE INTAKE

miles.

Band Greets Evans .- Gene Evans who shares honors with Dr. Brougher as being one of the only two men who dared the Portland climate the whole summer through in white suits, is back, duly greeted and again established with the Boss & Peake Automobile Co. Evans has seen much of the Pacific Coast since he left here some months ago. He spent the winter in Los Angeles, but like other Gregorians

wants to be home to meet the spring. Motor Association to Dance.-The Oregon State Motor association will have another dance on March 17, at the club house on the Sandy river. The be given as is provided for upon the last affair, held February 21, was so filing of a petition, and like proceed-successful that another was urred on successful that another was urged on ings shall be had in the matter of the committee at an early date and March 17 was selected.

> CRITTENDEN IS MADE COVEY CO. MANAGER



"Jack" Crittenden.

Coincident with the resignation of W. Strowger from the Covey Motor Car Co., comes the appointment of with the Covey Motor Car Co., for the past two years, is a man of wide ex-perience in the automobile industry. having been connected with several eastern auto concerns prior to this

Howard M. Covey will again interest himself in the affairs of the firm more actively than he has in the last

OF THE MUD IS ADVICE

Washington Booster

IS CONSTANTLY ON THE GO

Morris Chair Given - 6

it, there comes a call from some secdress some good roads meeting.
"They are working me to death," he says. "Two weeks ago I was at Cleelum. From there I went to Vancouelum. ver Island and then to Mt. Vernon in Skagit county, Washington, where they are considering a bond issue for

Reeps Mim on Jump.

GOODRICH

BLACK SAFETY TREAD TIRES

Must Make Good

TATHEN a Goodrich Black Safety Tread Tire is

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sent from the factory of the B. F. Goodrich

"I was at Rainler last Sunday and in Ranch," which is located some 12 miles from the town of Hood River. Here he has established all the up-to-date methods of living including a swimming pool, tennis courts, etc. The swimming pool, tennis courts, etc. The swimming pool, tennis courts, etc. The saving policy is perpetuated—this time is growing bigger every day."

the farm. Appropriate racks for the the next tew days. The farmers all coe.000 bond bill. It will not give you can be realized. The something which can never be realized. It will, however, start everything going and by the time you spend that the policy is perpetuated—this time is growing bigger every day." anch comprises 70 acres and is desaving policy is perpetuated—this time is growing bigger every day." ing and by the time you spend that the property of the discontinuous cultivation on an economic principle. When he is at home near Orillia, Mr. smount of money your delrying will

Fair Treatment

possibilities in Oregon and Washing-ton west of the Cascades are very sim-ilar, Oregon has a natural advantage, but this is more than offset by a lack

"Oregon was a great state when Washington was a territory," he added, "but Washington has forged ahead largely for the reason that she has developed her highways. That has developed her farms and her dairy in-Mik Business Grows

What Good Roads Have

Done for His State.

"The first milk condenser in Washington was established at Kent near Seattle. It had a capacity of only a few thousand pounds per day and had but little product to handle because the farmers could not reach it on account of the worse than bad roads." With the coming of the condenser road development started. In the last five years King county has spent \$5,000,000 on her roads and the counties

"During the last 15 years or so there has been put into condensers more than \$10,000,000. These condensers Coos county friends have presented have manufactured millions of pounds Frank Terrace of King county, Wash-ington, with a Morris chair, made of native myrtle wood in appreciation of his services in the road bond campaign of several months ago. of several months ago.

But, sad to relate, Mr. Terrace has no chance to enjoy the chair, Just about the time he gets settled down in it, there comes a call from some second one without improved highways.

"Four years ago the milk was bringing an average of \$1.48 per hundred. Now it brings \$2.10, and the demand is constantly increasing.

Demand Relia

"For this and other reasons our farmers are demanding more and better roads. They do not ask about the cost, as they consider roads an in-vestment. We have some 17 condensers, fully 60 creameries and at "If Oregon had developed its roads

as the Puget sound country has done you would have as many condensers as we have.
"One of the most unique road meas-Ranch," which is located some 12 the farm. Appropriate racks for the the next few days I am going into ures I have ever heard of is your \$6,000 miles from the town of Hood River. handling of all stock and produce is eastern Washington. The farmers all 900,000 bond bill. It will not give you

"Your slogan should be 'Pull Oregon out of the mud. Only recently at Rainter, a man came to the meeting which I addressed and apologized for not bringing his wife. He said his

Chicago, March 3.—(U. P.)—Federal Judge Landis estimated that Levy Zimroad to the highway, that is, the Co-lumbia river highway, was about four miles long and he couldn't drive a team over it. His wife couldn't walk,

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