

Os West Set Up Highway Commission Body in 1913

By RALPH WATSON

The shouting and the tumult centered about the seven divergent road building initiative proposals at the 1912 November election barely had subsided when the 1913 legislature met and picked up the war clubs again.

In the November, 1912, battle, the state grange had a program of its own, an amendment by which counties could bond themselves by election called by the county courts, and a proposed initiative statute providing for a state highway engineer appointed by the governor who would operate in the nature of an advisor to the different counties in their construction of county roads.

The group wanted the counties to run the show, each building its own roads, as, when and where it might desire.

Governor Oswald West, who was fighting strenuously and persistently that session with the controlling senate machine, had entirely different ideas about permanent road building, both in 1912 and 1913.

In the former year he had been an active advocate of the "state road bonding act," which was diametrically different than the grange bill.

It provided for a state highway commissioner, appointed by the governor at \$3,600 annual salary and expenses, the total not to exceed \$12,000; for the issuance of 30-year state bonds at the rate of \$1 million annually—bond revenue together with two thirds of the annual motor license taxes to go into the state highway fund for road construction.

Two thirds of the aggregate was to be set aside for use by the counties; one third to be divided equally among the counties, one third in proportion to assessed valuation and one third in proportion to area.

Counties with an assessed valuation of \$10,000,000 or more were required to show they had raised a fund equal to their share of the state highway fund apportionment in order to get it. Other counties could get their state share by putting up half the sum in county funds.

One half of the state's share was to be spent in the first and one half in the second congressional district, there being but the two districts at that time.

This bill met the violent opposition of State Grange Master Charles Spence and many members of the state grange convention held at Roseburg not too long before the election.

Governor West, who got along fairly well with Spence, went down to the convention and talked it into endorsing the \$1

million bonding bill.

Elated, he boarded the train for Salem, but long before it had reached Eugene, Spence and his convention suffered a change of heart, rescinded their endorsement and turned the heat on the bill.

It went into the discard by a 44,693 negative majority. West, however, had the satisfaction of seeing the grange bill plastered on the same day with an adverse majority of 59,974 votes.

That was the picture when the 1913 legislature convened. West, chafing over the slaughter of his \$1 million dollar adopted brain child, joined hands and made medicine with Senator I. N. Day of Multnomah (the two were not supposed to be either politically or officially on speaking terms). Day was a strong advocate of a system of state highways to be financed by bonds and constructed under the direction and control of a state highway commission.

In 1913 the main battle cry of legislative candidates was the "abolition or consolidation of state boards and commissions."

Accordingly, to get around that hurdle and past the grange opposition to state bonds, West and Day made the governor, secretary of state and state treasurer into a state highway commission, set up a state highway engineer with a working organization as the highway department, and gave it all the money it could raise out of a 1/4 mill state tax levy with which to carry on, approximately \$248,000 annually.

During much of this time Samuel Hill, Northern Pacific railroad tycoon and son of the illustrious Jim Hill, had been battling for state highway construction in the state of Washington.

He had put his own money into the construction of the scenic loops at Maryhill, partially financed the road to The Dalles from Goldendale, and the Washington legislature gave him some money to start the North Bank highway.

But when Hill's program ran into heavy construction costing \$30,000 a mile, both Governor Lister and the legislature developed cold feet, cut out more appropriations, so Hill came down to Salem bringing his two chief road enthusiasts with him; Major Henry L. Bowly, West Pointer and engineer, and Samuel Lancaster, who had been sent to Europe to study European road-building methods; together with Charles H. Purcell, noted bridge engineer.

Major Bowly was appointed state highway engineer at \$3,600 a year; Lancaster went to work as his assistant at \$450 monthly and took over the location of the Multnomah end of the Columbia River highway; Purcell commenced designing bridges for \$175 a month—and the highway program was born.

(To Be Continued)

Sextette Entertained
Aurora—Mrs. John Eiler was hostess to the ladies' Sextette of the Aurora Women's club at her home on the Willamette river near Boone's Ferry. Present were Mrs. Donald Garrett, Mrs. Gerald Beach, Mrs. William Jensen, Mrs. Emery Fountain, Mrs. Ward Russell, Mrs. James Langdon and Mr. and Mrs. John Todd.

THREE FEATHERS

The Mark of a Princely Host



Born in the Elegant Eighties... still the mark of a Princely Host

Everyone Knows Only Categorized Oil Leaves **NO CARBON! SOOT!**

35622 or 35606

Howard J. Smalley Oil Co. 1405 Broadway

Union School Ready April 15

New Cascade union high school, now nearing completion to accept students from a consolidation of Turner, Aumsville, Marion, West Stayton, North Santiam and Cloverdale districts, will likely be ready for use by April 15, according to C. R. Schmiedeskamp, Portland contractor.

Latest reports from the Marion county school superintendent's office show that there are now 274 pupils eligible for attendance from the consolidated district.

Cascade union high school contains 10 classrooms, a gymnasium and library. Total frontage facing the road between Turner and Marion is 450 feet. An outstanding feature of construction is a spring floor for the 96 by 69 foot gymnasium. This innovation provides a bounce for players. Cost of the school will approximate \$346,000.

During height of construction, started in July, 37 carpenters and 11 laborers were employed.

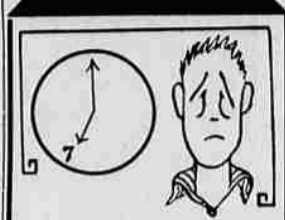
Home Rangers Guest

Butteville—The Home Range 4-H cooking club met with the leader, Mrs. Peter Krupicka. Cookies, cake and jello were made by the first, second and third year cooks and incidentally were later used as Valentine refreshments. Girls present were Judy Westcott, Susan Meyers, Delores Hathaway, Angela Krupicka, Carrie Hartel, Bonnie Hillner, Patty Wahl and Beulah Harper.

Registration Drive In Oregon Planned

Portland, March 2 (AP)—A statewide campaign to get Oregonians registered to vote in the 1950 elections was set up here last night by Junior Chamber of Commerce groups.

Ed Eggen, former state junior



PRETTY ROUGH . . . getting up and out so early? You'll find it's easier with a Nohlgren's

HEALTH-FILL Breakfast

And we're ready to serve you at 7 a.m. every a.m. but Sunday.

Have a rousing ranch-style waffle with a cup of Nohlgren's nut-brown coffee.

Make you feel fine.

Replies Refused By Sherman

Washington, March 2 (AP)—John L. Sherman, named by Whittaker Chambers as a one-time member of the Soviet spy apparatus, refused today to say whether he knows either Chambers or Alger Hiss.

He also declined to answer almost all other questions put to him at an open hearing of the House un-American activities committee.

Sherman protested the questions were "part of a pattern of a frameup that already has destroyed the reputation of a fine American—part of a frame-up of a disordered mind."

When Rep. Kearney (R-NY) asked him to name the "fine American," Sherman refused. He was not asked immediately to name the person he referred to as the "disordered mind."

The witness identified himself as John Loomis Sherman, 54. He said he was born near Utica, N.Y., and that he now lives in Los Angeles.

Sherman told the committee he was a professor of science and dean of men in a small university in the Los Angeles area until he lost that job because the FBI was investigating him.

Louis Russell, committee in-

Bodies of Husband, Wife Found in Shop

Agate Beach, Ore., March 2 (AP)—Bodies of Ernie Murray, 30, and his wife, Marion, about 40, were found late yesterday in their photo shop residence at Nye Beach.

Coroner Frank Parker said both had died of gunshot wounds, apparently inflicted by the husband.

Sheriff Tim Phelps said a deputy had served papers earlier yesterday on the husband in which Murray was ordered to cease threatening his wife. Mrs. Murray had instituted a divorce action.

Bentley Libel Suit Settled

New York, March 2 (AP)—Commerce Department Official William W. Remington has made an out-of-court settlement of his \$100,000 slander suit against ex-Communist Elizabeth Bentley and two other defendants.

His attorney said yesterday that Remington received a "substantial sum." He declined to specify the figure.

The New York Herald Tribune said the amount was reported to be \$10,000.

Remington filed his suit after Miss Bentley, a self-styled former spy courier, failed to publicly withdraw a charge that he belonged to the communist party.

His suit also named the National Broadcasting company any the General Foods Corp. sponsor of a television show on which Miss Bentley made the accusation Sept. 12, 1948.

She previously had made the charge before a congressional committee. Testimony before a congressional body is not subject to slander actions.

Remington was suspended from his job in July, 1948, pending a loyalty investigation, and was reinstated in February, 1949, by the federal loyalty review board which cleared him of the charge.

Davenport Entertain

Sheridan — Rev. and Mrs. Charles R. Davenport of Sheridan, were hosts at a George Washington party, given for members of the Butler Methodist church at the Methodist church parsonage. Refreshments were served by the hosts.

STORMWELTED WORK SHOES

Genuine Barbour storm-welt helps keep moisture out. Rugged cord and rubber soles, one-piece moulded back. Great for farm or general wear. Brown leather uppers. B to EEEE. 6 to 11.

6.90

PENNEY'S DOWNSTAIRS STORE

DOUBLE-TANNED WORK SHOES

A great shoe for farm and general wear. Black composition outsole is tiger-tough . . . rubber heels . . . black retan leather uppers. 6 to 11, EE.

3.98

PENNEY'S DOWNSTAIRS STORE

HEAVY-DUTY 8" LOGGER BOOTS

Double-tanned cowhide upper . . . plain comfort-built unseamed toe . . . solid leather woodman heel. A real value-packed, cash-and-carry buy!

8.90

PENNEY'S DOWNSTAIRS STORE

VUL-CORK SOLE WORK SHOES

Shoes for carpenters and roofers . . . soles grip surely! One-piece moulded back, rubber heels, brown elk finished uppers. Goodyear welt construction. C, D, E, EE.

6.90

PENNEY'S DOWNSTAIRS STORE

SINGLE SOLE WORK SHOES

6.90

Oil-treated single leather soles built to take hard knocks. Natural retan uppers, one-piece moulded back, Goodyear construction. D, E, EEE.

PENNEY'S DOWNSTAIRS STORE

8" OIL TANNED WORK BOOTS

Full raw cord soles and heels . . . double-tanned cowhide uppers . . . An ideal work boot for farm or job. 6-11.

8.90

PENNEY'S DOWNSTAIRS STORE

8" LACE-TO-TOE VULCORK SOLE BOOT

The ever-popular lace-to-toe design. With gripper vul-cork soles. Eight inches of solid Penney value. Black. 6-11.

8.90

PENNEY'S DOWNSTAIRS STORE

ALL-LEATHER WORK SHOES

8.50

Oil-treated soles, brown elk-finished cowhide uppers. Solid sole, leather counter, riveted steel shank. Tip has four rows of stitching, inside is cloth lined. A great buy!

PENNEY'S DOWNSTAIRS STORE

IN SALEM IT'S **PENNEY'S**