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TUESDAY, FEBRUARY 20, 1917

ROAD LEGISLATION

Editor Democrat—

For the benefit of those who have
not kept in touch with the road leg-
islation that has been enacted by the
Legislature within the last few days,
I herewith give an outline of the two
bills that have been passed by both
Houses, one governing the state high-
ways and the other the county roads.

Neither one of these bills is just
what we would like to have seen en-
acted in the way of road legislation.
Both bills are the result of a com-
promise, but they mark a long stride
in the right direction towards better
highway and road building through-
out the State of Oregon.

House Bill No. 502 governs the con-
struction and repair of State high-
ways. Under this act the State High-
way Department is created and con-
sists of the State Highway Commis-
sioner, and the State Highway Engi-
neer. The State Highway Commission
shall consist of three members to be
appointed within thirty days after the
passage of this act, by the Govern-
or, one from each congressional
district of the State; these Commis-
sioners to hold office for a period of
three years. Each commissioner is to
be allowed a salary of \$600.00, and
his actual traveling and necessary
other expenses. Each commissioner
is to give a \$5000.00 bond that he will
be faithful in the performance of his
duties. The commissioners are to
appoint the state highway engineer,
who shall be qualified by training and
experience, and is to receive a salary
not to exceed \$5000.00. He is to give
a bond of \$10,000, conditioned upon
the faithful performance of his duties.
The state highway commission shall
employ such other employees and
assistants to the state highway
engineer as it may be neces-
sary for carrying on the work. The
commission shall have general super-
vision of all matters pertaining to
the construction of state highways,
and shall adopt the general policy of
the highway department. It shall con-
struct a system of state highways, and
shall co-operate with the Federal Gov-
ernment to that end.

The state highway engineer shall
keep a careful system according, and
under the direction of the commission
shall investigate and determine the
methods of road construction best ad-
apted to the various counties, taking
into consideration the character of the
roads and the road building material.
All improvement involving an expendi-
ture of less than \$2000.00 may be
undertaken by the highway depart-
ment, and may be done by day labor,
but all projects costing \$2000.00 or
over must be let by contract to the
highest bidder. The State highway
engineer shall make an annual report
setting forth all the work that has
been done by the department during
the year, the amount of money ex-
pended, the highways and roads con-
structed and maintained under the
direction of the commission.

The state highway engineer shall
act in an advisory to and may be
consulted by all the County Courts in
the State in matters of road construc-
tion and maintenance, and may be
called upon to furnish specifications for
any piece of proposed road im-
provement in any county, the county
furnishing the necessary data, such
specifications to be furnished free
of cost to the counties. The engineer
may call upon the County Court for
information and plans in connection
with the construction and mainte-
nance of public highways, and any
County Court refusing or neglecting
to furnish the same shall be subject
to a fine.

The State Highway Commission
may contract highways by means of
convict labor. All construction work

done by counties upon state highways
shall be subject to the supervision of
the State Highway Commission.

State Highway funds shall be ex-
pended upon no other than state high-
ways. The maintenance of the im-
proved state highways shall be car-
ried on jointly by the state and the
counties, through which the state
highways pass.

Each year a tax levy of one-fourth
mill shall be assessed against all prop-
erty within the state and counties,
which, when collected, shall consti-
tute a state highway fund.

First, there shall be taken from the
fund sufficient to pay the salaries and
expenses connected with the state
highway department; Third, sufficient
to maintain and operate state high-
ways; third, sufficient to meet the
Federal Government, appropriation,
and the remainder shall be used as
a fund with which to co-operate with
the counties on secondary state high-
ways. The amount appropriated to
each county shall be computed on the
basis of population and assessed val-
uation, the county being required to
set aside, for such purpose, a like
amount. The highway commission
is authorized to enter into all agree-
ments and contracts necessary for co-
operating with the Federal Govern-
ment.

In a separate bill, provision is made
for increasing the tax on automobiles
throughout the state, so to enable the
highway commission to supplement
the one-fourth mill tax levy for the
purpose of meeting the Federal aid
in highway construction.

House Bill No. 519 provides for the
construction and maintenance of coun-
ty roads. Under this act the road
supervisors in all the counties through-
out the state are abolished after Jan.
1, 1918. The establishment, improve-
ment and maintenance of all county
roads are under the jurisdiction of
the County Court. The County Court
may employ a competent engineer
or practical road builder, who shall
be known as County Road Master,
whose compensation shall be fixed by
the County Court. He shall take an
oath of office and shall furnish a bond
of not less than a thousand dollars
for the faithful performance of his
duties. He may be removed by the
County Court for inefficiency, neglect
of duty or misconduct in office. The
County Court is empowered to em-
ploy such deputy road masters and
assistants as may deem necessary for
the purpose of carrying on the work.

The duties of the County road master
and his deputies are as follows:

- To assist the county in preparing the specifications for road work or bridges;
- To superintend all road work and bridge work done in the county;
- To recommend to the county court the methods to be adopted for road improvement and maintenance;
- To keep a record of work done and make reports to the county court;
- To investigate petitions for road improvements and make recommendations to the county court;
- To supervise and examine and accept work done on the county roads and bridges under contract;
- To lay out, construct and maintain county roads;
- To establish and maintain sign boards at all cross-roads, giving the distance and direction to the next town;
- To perform all duties imposed on the county road supervisor by any

state law;

(1) He shall have charge of all
county road tools and equipment.

The County Court is to furnish the
material and equipment for construct-
ing the roads, and to furnish suitable
office quarters and transportation fac-
ilities for the county road master.

The county road master and his
deputies are authorized and empow-
ered to enter upon any piece of land
and take away stone, gravel or dirt
for the purpose of constructing roads;
they are also authorized to open and
construct drains leading out from the
road into adjoining properties. In
case any damage is done to the prop-
erty owner, he can petition the coun-
ty for payment of the same.

The county shall be divided into
road districts. Upon petition from
twelve residents freeholders of any
district for a change or improvement
of a road, the county road master
shall investigate it, and make surveys
and estimates and report to the Coun-
ty court. If the County Court sees
fit it shall grant the petition, and have
the desired improvements made.

Three freeholders of any road dis-
trict may petition the County Court
any time for the purpose of having
the County Court call a meeting of the
legal voters of such district, the peti-
tion shall state the object of such a
meeting. Any person twenty one
years old and paying taxes in the dis-
trict shall have the right to vote.
The resident tax payers in any dis-
trict may have the right to vote an
additional tax not to exceed ten mills
for the purpose of road improvement
in that district, a meeting for vot-
ing such tax is to be held during the
month of November. Due notice of
such road district meetings is to be
given to the taxpayers.

Any job or project in road improve-
ment or bridge construction costing
\$2000.00 or more shall be let by con-
tract to the highest bidder. Jobs cost-
ing less may be constructed by day
labor under the direction of the coun-
ty road master. Specifications for
such construction work or improve-
ment or bridge work shall be prepared
by the county road master or some
other competent person. The County
Court may supply the material, or part
of the material and receive bids for the
labor alone.

The County Court is empowered to
levy an annual county road tax not
to exceed ten mills. The County
Court is also empowered to co-operate
with the Federal Government in main-
taining state highways, and in con-
structing and maintaining secondary
highways. Seventy per cent of the
taxes levied in a road district shall
be expended in that district, the other
thirty per cent to be spent as the coun-
ty court may direct.

ALFRED C. SCHMITT

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o'clock should stay just where it is.
If people wish to begin an hour earlier
let them begin.

You can prove anything by figures;
but experience often shatters it.

Calling 6 o'clock in the morning 7,
and beginning work then doesn't make
it so.

In order to gain time if it is the prop-
er thing to begin at 6 a. m. let's begin
then and call it 6 o'clock just what it
is.

Some people are never so happy as
when they are turning things topsy-
turvy.

Every day in the U. S. sixteen
million people see the movies, about
a fifth being children under 16. The
expenditure is approximately \$384-
000,000 annually.

The movie has come to stay and
grow in popularity.

There are good and bad pictures
like everything else in life; but, all
together they offer one an opportuni-
ty for an hour or more to get one's
mind off the business of life and gives
a needed change and relaxation.

Most of the legislators have now
been pictured, else many of them
would be forgotten. Like a foot ball
player they shine for a few days and
then settle down to the hash of life.

We protest against a proposed bar-
rel skirt.

Don't make your children nervous
by being nervous yourself.

The state legislature did one good
thing. The members endorsed Log-
anberry juice.

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Jelly is a nervous, excitable food
that falls all over itself whenever it
tries to go anywhere without its
glass.

It's all right as long as it sits still
and keeps its lid on, but the minute
you turn it loose in a dish it goes
limp and wobbly. Nine times out of
ten it will collapse and cut its head
off on the edge of the bowl.

But jelly's all right if you under-
stand it. It's just fruit without a
backbone, and it has its limitations.
Jelly has to be managed. It is
weak and timid. Don't make it ride
on your knife. It will wreck itself,
sure. And you can't do a thing with
wrecked jelly. Not a thing.

Put your jelly aboard a spoon
where it can lie down and be comfort-
able and it will go anywhere.

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phreys at P. O. F13-20

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