

ROOSEVELT HIGHWAY BILL

H. R. 117, An Act providing for construction of a highway to be known as the "The Roosevelt Coast Military Highway" to be located from the city of Astoria through Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry counties of the State of Oregon, to the California state line, said highway to be owned, constructed and maintained by the United States; appropriating \$2,500,000, contingent upon the United States appropriating a like sum of \$2,500,000 for the construction thereof; to provide for the issuance of bonds by the State of Oregon in the amount of \$2,500,000 to raise the money necessary to carry out the purpose of this act; to authorize the governor to take such action and perform such duties as may be necessary to meet the requirements of this act; authorizing the levy of an ad valorem tax to provide a sinking fund for the payment of such bonds at maturity and the accruing interest thereon, and to provide for submitting this act to the people.

Be it enacted by the people of the State of Oregon:

Section 1—That the sum of \$2,500,000 is hereby appropriated out of a fund to be raised as hereinafter provided, to be paid to the United States for the purpose of assisting the United States in constructing a military highway to be known as "The Roosevelt Coast Military Highway," from the city of Astoria through Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry counties of the State of Oregon to the California state line, and for the purchase of rights of way and property necessary and convenient therefor, to be owned and maintained by the United States.

Section 2—That the governor of the state of Oregon is hereby authorized, empowered and directed during the next five years to issue and sell the bonds of the State of Oregon in the amount of \$2,500,000, as hereinafter provided, and do any other act or thing necessary to fully meet the requirements of this act.

Section 3—The attorney general shall under the direction of the governor, prepare a form of interest bearing gold bonds of the state of Oregon to be sold in order to provide the funds for carrying out the purposes of this act. Said bonds shall be numbered serially beginning with number 1 and shall be payable in the order of their issuance, in denominations of \$1,000 each or less, as to the governor may seem advisable.

All bonds issued in any year under the provisions of this act shall be payable one-twentieth each year, commencing with the fifth year after issuance thereof. One-half of the bonds payable each year shall be payable on the 1st day of April, and the other half on the 1st day of October. Each bond shall bear upon its face a statement showing the date of its maturity. Said bonds

shall bear interest at a rate of not more than four and one-half (4½) per cent, payable semi-annually, on April 1st, and October 1st. Principal and interest on said bonds shall be payable at the office of the state treasurer at Salem, Oregon, and if said governor shall so direct, said bonds may also provide for payment at some other place. Said bonds shall be in form embodying an absolute promise on the part of the state of Oregon to pay the amount thereon in gold coin of the United States of America, of the value, weight and fineness of the date of said bond and shall be of such denomination as said governor shall elect. They shall be signed by the governor, secretary of state and state treasurer. Said bonds shall bear coupons evidencing the interest to become due thereon for each installment of such interest, upon which shall be printed the facsimile of the signature of such officers. The governor may at his option cause a part or all of said bonds to be payable to the purchaser thereof and register the name of such purchaser in the office of the state treasurer and provide an appropriate endorsement upon each of said bonds to the effect that the same will be paid only to the owner appearing on the register thereof, and providing a method of registering of the same as the title may pass, and it may also provide that a part or all of said bonds shall be payable to bearer and not to registration. Not less than ten (10) days before the principal or interest falls due upon any of the bonds provided for in this act, said governor shall certify to the state treasurer the amount necessary to meet the payment thereof. Upon receipt of such certificate by the state treasurer, he shall prepare and verify a claim for the amounts mentioned therein, attaching thereto said certificate, and present the same to the secretary of state, who shall audit such claim in like manner as other claims of the state are audited and pay the same out of any moneys provided by the law for the payment thereof. The state treasurer is authorized and directed to make such payment of principal or interest on said bonds at such places other than Salem, Oregon, as the governor may provide. All bonds and interest coupons upon payment shall be deposited by the state treasurer with the secretary of state to be attached to the original claim of the state treasurer for the payment thereof.

Section 4—The governor shall provide such method as he may deem necessary for the advertising of such issue of said bonds before the same are sold, and shall also require such deposits with bids as he may deem advisable, and shall conduct the sale and issuance of said bonds under such rules and requirements not inconsistent with this act as he may adopt.

Section 5—The money derived from the sale of each issue of bonds

shall be deposited in the state treasury to the credit of a special fund which shall be used in carrying into effect the provisions of this act. The secretary of state is hereby authorized and directed to draw warrants on the treasurer in favor of the United States against such funds as the same is collected and become available.

Section 6—For the purpose of creating a fund to pay the interest coupons and the principal of the bonds provided for in this act, in addition to the taxes now imposed by law, there shall be levied and assessed the amount required each year for payment of principal and interest of the bonds issued under the provisions of this act, which shall be included in the state levy of taxes for each year, and shall be collected and paid in the same manner as other state taxes. All moneys collected by the state treasurer as the proceeds of the tax hereby levied shall be set apart by him and shall constitute a separate and distinct fund to be known as "The Roosevelt coast military highway sinking fund." The state treasurer will pay interest on said bonds when due, and the principal of such bonds when due, out of said fund.

Section 7—If at any time there shall not be sufficient money in said fund to pay the interest coupons or the principal of such bonds, when due the treasurer shall pay the same out of the general fund of the state and shall replace the amount, so paid out of the general fund, out of said special fund whenever moneys intended for the same shall be received.

Section 8—For the payment of the bonds by this act authorized and the interest accruing thereon according to the terms thereof, the faith of the State of Oregon is solemnly pledged and for the payment of the interest of the bonds thereby authorized as said interest shall accrue, the state treasurer shall reserve any and sufficient funds in his hands at the least possible cost in preference to all other claims whatsoever, except the interest on the other state bonds heretofore issued under acts passed by the people or the legislature of the state of Oregon.

Section 9—This act shall be referred to the people of the state of Oregon for their ratification or rejection at the next general election to be held in 1920; provided, however, that if a general special election is called prior to said date this measure shall be submitted to the people at that time, and shall be in full force and effect as soon as ratified by the people at such election; provided however, that the provisions of this act shall not be operative until the United States has appropriated or provided from any fund the sum of at least \$2,500,000 for the purposes designated in section 1 hereof, and if the United States shall fail to make such appropriation on or before February 1, 1921, then this act shall be null and void.

ARGUMENT IN FAVOR OF MARKET ROAD BILL

Oregon has 45,000 miles of public roads. A greater part of this immense mileage is used constantly by the people of the state for marketing their products.

The proceeds from the \$17,900,000 of state road bonds provided by the state, augmented by over six millions from the National Government, will only be sufficient to construct the main trunk and post roads.

We all agree that it will be an immense accomplishment to have a paved road from the California line to Idaho, by way of Portland. It will be a greater accomplishment, even, to have good roads over which the farmer may haul his products to market any season of the year.

This bill provides for a one mill tax which will raise, approximately \$1,000,000 annually to be distributed to the counties by the State Highway Commission. Multnomah county will pay into this fund, approximately \$365,000. Under the provisions of the bill no county can receive to exceed ten per cent of the amount annually raised, therefore, \$265,000 of the amount to be raised by this bill in Multnomah county will be for apportionment in the various counties of this state that take advantage of the provisions of this act.

Any county desiring to take advantage of the provisions of this act must raise an amount equal to the amount appropriated to the county by the State Highway Commission. Under the provisions of the bill no county of the state can receive less than the amount they pay into the state market road appropriation, except Multnomah county, provided the county takes advantage of the act. It will be a strong incentive to induce every outlying county to improve market roads. It means the expenditure of \$2,000,000 each year,

in addition to amounts already provided for, in improvement of these various essential arteries of trade.

In five years this act will raise more money for market roads than has been provided by the ten million dollar bond issue passed by the Legislature.

The bill provides that all plans and specifications for market road construction shall be provided by the State Highway Commission. The object of this is to secure uniform road construction. The bill also provides that in counties taking advantage of this act, the improvement of the market roads shall be under the control of the county courts. The county courts are in close touch with the people who pay the taxes and who will be the chief users of the market roads. Under this plan, the State Engineer making the grades and specifications free of charge to the counties and the county court doing the work, we will receive a dollar's worth of work for every dollar expended.

The taxes provided under this act will hardly be felt by the ordinary taxpayer. If assessed for \$10,000, by the county assessor the amount to be paid into the state market road fund will only be \$10.00 and an additional \$10.00 to be levied by the county court. No one with \$10,000 of taxable property should object to paying \$20.00 annually, in addition to what is now being paid, for the improvement of market roads in the state. Nothing will add more to the material improvement of Portland and other cities as well as to the entire state, than a comprehensive system of market roads.

This appropriation will be continuous from year to year. If there are any defects discovered in the administration of this act they can be amended by the Legislature in 1921 session.

We believe the main features are correct, viz:

The expenditure of the fund for market roads by the various county courts as the work is so varied that it can as a rule be taken care of by the county courts in a more efficient manner than by the State Highway

Commission.

This act will virtually compel every county to improve its market roads or be taxed annually for the benefit of counties that are willing to make such needed improvements.

F. R. Brown, connected with the Farmers' Exchange of Heppner, was here Wednesday last in connection with matters pertaining to the opening of the John Day project. While here he also conferred with officers of the local dairy association, and it may be that he will handle the sale of pure bred stock at the Dairy and Hog Show next fall—Hermiston Herald.

Henry Alken is building a nice new home on the lot adjoining the premises of his father in North Heppner. Carpenter Reynolds is doing the work.

Marcellus Morgan of Rhea Siding, was in Heppner on Monday and Tuesday on business connected with the estate of the late Thos. Morgan.

A TWICE-FOLD TALE.

One of Interest to Our Readers. Good news bears repeating, and when it is confirmed after a long lapse of time, even if we hesitated to believe it at first hearing, we feel secure in accepting its truth now. The following experience of a Heppner man is confirmed after six years. J. H. Cox, carpenter, Baltimore St., says: "When I catch the least cold, I suffer from pain in my back. At times it has been so bad I simply couldn't move and have had to stay in bed for a week or ten days. I have used a great many medicines, but Doan's Kidney Pills have done me more good than anything else. I haven't had an attack of this trouble for some time."

OVER SIX YEARS LATER Mr. Cox said: "It has been a long time since I have had any occasion to take a kidney medicine. I consider Doan's Kidney Pills a good reliable medicine for backache and kidney disorders." 60c. at all dealers. Foster-Milburn Co., Mfgs., Buffalo, N. Y.



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