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### Will Benefit Entire State.

If the bill, which was introduced into the House of Representatives of the Fifty-eighth Congress, on November 19, by Representative Brownlow, of Tennessee, becomes a law, the state of Oregon will become entitled to the sum of \$250,000, payable in three years, 1904-05-06, to be expended in the improvement of her public highways, providing that the state, counties and municipal districts in which the proposed improvements are to be made will co-operate in the work and bear their pro rata share of the expenses.

The bill referred to is the same as that introduced by Mr. Brownlow during the fifty-seventh session of Congress, but contains two or three slight amendments, which are quite important and affect Oregon materially. A copy of the bill has been received by County Judge John H. Scott, of Salem, president of the State Good Roads Association, having been sent him by H. N. Eldridge, assistant director of the Good Roads Bureau, Department of Agriculture. Mr. Eldridge states that the bill has been introduced in the House by Mr. Brownlow, and that he was pleased to state that Senator Mitchell, of Oregon, had agreed to introduce it in the Senate before the adjournment of that body this session.

The first bill provides for an appropriation of \$20,000,000 for the permanent improvement of public highways, and provides that this amount should be equally divided among the several states of the Union, in the manner prescribed by the bill, but the new bill, as amended, provides for the appropriation of \$24,000,000, to be available at the rate of \$8,000,000 a year during the years of 1904, 1905, and 1906. While the amount of the appropriation is increased by \$4,000,000, the chief virtue of the amendment, so far as the state of Oregon is concerned, is the manner in which this sum is to be distributed. The amended bill says:

"States having a population of less than 700,000 inhabitants are to receive the sum of \$250,000. The remainder of the appropriation to be distributed pro rata among the states having a greater population than 700,000, each of said states to receive a sum equal to the proportion its population bears to that of the total of the states having a population of over 700,000." The population is to be based upon the census of 1900. Oregon under the census of 1900 is credited with a population of 300,000 inhabitants and thus would come under the provision for the greater sum easily and will receive \$100,000 more under the amendment than it should have under the original bill, should it have become a law.

The main objects of the bill are to create, in the Department of Agriculture, a bureau to be known as the Bureau of Public Roads, and to provide for a system of national, state, and local co-operation in the permanent improvement of the public highway. The general policy of the bureau is to bring about, so far as may be, a uniform system of taxation for road purposes, and a uniform method of road construction, repair and maintenance throughout the United States, and to co-operate with any state or civil subdivision thereof in the actual construction of permanent highways.

The bill also provides for an appropriation of \$75,000, for the salaries of the officers of the bureau, and for the payment of the general expenses, such as to enable the director to investigate the system of road building throughout the United States; to investigate and experiment in regard to the best methods of road building and the best kind of road materials to co-operate in the building of object lesson roads in the several states, etc. The officers of the bureau shall consist of one director, salary \$4500; assistant director, \$2500; chief clerk, \$2000; clerk, \$1500; messenger, \$720; four field experts, \$2000 each; four civil engineers, \$1800; four road experts, \$1400; one assistant, in charge of road material laboratory, \$2500; engineer, \$2000; chemist, \$1800; petrographer, \$1200, and such other officers as the directors may from time to time require.

The bill provides that, in order to receive government aid in the construction or improvement of roads in any state of the Union under the provisions of this bill, that a petition for the same must be presented through the proper officers having jurisdiction of the public highways in the civil subdivisions of the states, giving the description of the contemplated improvement and estimate of its cost, and, in case the proposed road and plans therefor are approved by the director of the bureau, the government will pay one half of the expenses of such improvement and the state or its subdivision are required to bear the other half. Nothing shall be construed to prevent the state or civil subdivision thereof from distributing its one-half of the expenses so that the state may pay a portion, the

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township or district a portion, and the owners of the land abutting upon said road another portion. It also provides that any state or civil subdivision which avails itself of the advantages of the act shall, because of having accepted such national aid, contract and bind itself to maintain and keep said roads in good and efficient repair for the free use of the public.

### Native Sons and Daughters.

The Native Sons and Daughters of Oregon, residing in Clackamas county, effected a permanent organization in this city Saturday afternoon. Fifty charter members have enrolled their names in the society, the membership of which is restricted to native Oregonians residing in this county. It is proposed to hold annual reunions.

Officers were elected as follows: President, W. G. Starkweather, of Milwaukie; vice-president, Henry Stevens, Milwaukie; secretary, O. D. Eby, Oregon City; treasurer, E. C. Hackett, Oregon City; historian, Miss Mollie Barlow, of Barlow. These officers constitute the executive committee of the organization. The purposes for which the society has been formed are set out in the preamble of the constitution, as follows: To aid in gathering historical data, to keep alive the memory of the historical deeds of the pioneers, and to aid their descendants in upbuilding the splendid Republic of the West. Any native born person above the age of 16 years, and residing in Clackamas county, is eligible to membership in the society. Pioneers having resided in the state prior to 1859 having been made honorary members.

Harvey E. Cross, of this city, who is a member of the society, offered to the Native Sons and Daughters, in behalf of the Willamette Valley Chautauqua Association, the use of the Chautauqua grounds for all reunions. It is very probable that the society may hold its first annual reunion in conjunction with the Willamette Valley Chautauqua Association some day next summer. The first meeting of the society will be held in this city on the first Monday in January. Oregon City Enterprise.

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### Candy.

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The cartoon department in the December Review of Reviews is entirely devoted to American cartoons of the month. The elections and the Panama situation are effectively "covered," as well as many other topics of the time.

To get perfect rest use one of those silk floss or cotton felt mattresses. They are the best. C. W. Conklin.

C. J. Crump, one of the Applegate boys and who has made his headquarters at Cinnabar Springs this fall getting ready to put in the winter trapping in the mountains of that section, has changed his base of operations to Yreka, for he has written to have his copy of the Sentinel sent to that place in care of the McKinley Mining Company.