

They are beverages that please even the most critical, for they are delicious and pure, being BETTER ROADS AND "BACK TO THE LAND." If we bad better roads we to we used before rounds we could easily get people to "see America first." But the real prob-ical is to feed America first, to enable the furnier to bring his produce to the consumer at a cheaper cost to both. The ques-tion of better rounds, therefore, is not one of furnishing more connot one of furnishing more con hot one of turnshing more con-venient highways for automobile tourists. It is true that when we better and increase our reads the automobile will grow in impor-tance, not as a plaything of the richer classes, but as the most convenient vehicle of business. better roads will turn the fide of utations so that instead of having people fleeing from the farm to the city we will have the masses moving from the city back to the

The crux of the question is not whether we want better roads. We all agree on that. We differ only on the best methods of improving them.-D. W. Shncklo-ford.

STEADY GROWTH OF GOOD ROADS MOVEMENT.

nary of Report on Good Roads by Secretary of Agriculture.

In the annual report of the secretary of agriculture a special chapter is de-voted to good roads. For twenty years, it is stated, there has been a steady growth in the good roads movement, so that today about thirty-four states larve highway commissions or some other form of highway agency. State appropriations for road work have in reproduction solution work in years ago to \$15,000,000 in 1912. The relation of the federal government to road con-struction and road management is pointed out. The federal government should take the lend in investigational and eventmental work and should deand experimental work and should de-velop principles of co-operation with the states in matters of educational and demonstrational work. It seems and demonstrational work. It seems desirable that the federal covernment should deal with the state as the low est unit through an expert highway commission as its agency. This policy would eliminate the difficulty of the federal government's determining lo-cal issues as well as the damer of uncal issues as well as the danger of in-due contralized federal control. In or-der to stimulate this policy and to pre-vent undue intrads on the federal treasury federal aid whenever extend of for construction and multiangues. ed for construction and maintenance should be furnished on condition that the states provide an appropriation at least double that voted by the federal government. This would furnish an automatic check. The plan should prowhen for maintenance as well as con-struction in order to prevent the possi-hillty of the construction of roods many of which may wear out before the bonds placed upon them are paid. The secretary raises the question as to what reads should be inversed. He The secretary raises the question as to what roads should be improved. He says that the roads of greatest eco-nomic and social importance are those over which the products of the farm can be taken to the nearest railway station and which minister to the other special and economic needs of the com-ments. It is united out that no fed spent and economic needs of the cou-manity. It is pointed out that no fed-eral funds should be expended on any project until a scheme of road con-struction and maintenance within a sinte has been developed and agreed upon by the proper representatives of the state and of the federal govern-ment ment

OHIO WAKING UP.

Court Decision Gives State Nine Thousand Miles of Highways. The state of Ohio, which heretofore

has not quite kept pace with other units of the country in the matter of good roads, seems now in a position to do at least as well as any other state, this as a result of a recent decision of the supreme court declaring the Hite road tax law valid. Much the same system is to be followed there as in other states, the central government bring the leader and the counties con-

tributing and co-operating. The tax will raise \$3,500,000 this year, to which add \$500,000 or more



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