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DON'T FORGET THE GOOD ROADS RALLY

Governor and Highway Commissioners Included in List of Speakers.

Governor Withycombe and Highway Commissioners Benson, Thompson, and Adams are included in the list of speakers for the State-wide Good Roads Rally to be held in Portland, Saturday, April 28th. The committee in charge of the gathering also plans to have five-minute talks by a number of Mayors from various Oregon cities.

Representation at the meeting will be unlimited. Every club and organization throughout the state that is interested in good roads and is favorable to the road bond bill has been invited to send as many representatives as find it possible to attend the rally.

The railroads have granted a special rate of one and one third fare for the round trip, based on the certificate plan, for those attending the meeting. Reports from throughout the state indicate that the attendance will be large.

GOOD ROAD POINTERS

County money now spent on trunk lines will be used on laterals and other less traveled roads if the good roads bond issue is voted by the people at the June election.

Clackamas County, the home of C. E. Spence, Grange Leader, who is opposing the road bond bill, is reported to have spent \$3,000,000 on roads in the last ten years and has three or four miles of improved roads to show for it.

Vote for the roads bonds June 4th. It is good business.

In 1910 the people of California voted bonds to the amount of \$18,000,000 for good roads by a small majority. Last Fall by a 4 to 1 vote they approved a further bond issue of \$15,000,000 for the same purpose. Californians know a good investment when they see it.

"Stop renting your roads—buy them."

"Paying as we grow is better than paying as we go" was one of the pointed remarks of Highway Commissioner Adams when he recently addressed a meeting of Portland Realty men.

People won't go back to the farm until they have roads to get there. Asslet the "Back to the Farm" movement by voting for the road bond bill at the June election.

Place the burden of building the roads on those who wear them out—the automobiles. The state license on automobiles has been doubled and the owners of these machines are willing to pay the increased fee. All they ask is that the money so raised shall be expended in construction of good roads. Vote for the road bond bill and asslet to bring that about.

Auto license fees alone will pay all the costs—principal and interest—of the \$5,000,000 road bond bill and leave a substantial balance for other roads. And all this without an additional cent of taxation for the farmer.

Every automobile owner in the state should vote for the \$5,000,000 road bond bill. His license tax was doubled by the last legislature and he will have to pay the increased fee anyway. If the road bonds are voted at the special election in June, the money derived therefrom is to be expended in the construction of a system of state-wide hard-surfaced roads.

Will the people from the interior be benefitted, inquires J. F. Hutchason, of Douglas County, in a communication to the Roseburg News. There is no question about that, he replies in answering his own question. The bonds mean better roads for every section of the county and better roads mean many things. The farm or ranch can be sold for more money if one wishes to sell. Marketing is facilitated and the cost is lessened. The sooner we get permanent roads the sooner will taxes grow less. Good roads cost less to maintain. If we dump our money each year into a few mud holes and keep it up from year to year we have benefitted no one, not even the men who fill the mud holes, for they have to pay part of the taxes, too.

"To our way of thinking," says the Hillsboro Independent, "perhaps the chief argument in favor of the road bonds is that the cities and towns as well as an additional proportion of the total valuation will pay the largest share, and the burden will be shifted from the farmer's 26 per cent to the remaining 74. Not only that, but the complaint that the city automobilist has worn out the roads he did not pay for is met and in the future he will travel the road that cost him more than was paid by the farm he passes and in addition the fat total of his automobile licenses, a proportion of which was returned to his own county, will now pay the interest on the loan he made to build the roads."



A FEW of the many styles we have in stock. This group of Coats just received today. Prices \$12.00 to \$27.50.

E. E. KIRTLEY Ladies' Ready-to-Wear

Union Has National Reserve. Union, April 23.—(Special)—The National Volunteer Reserve were organized Friday at the Farmers Union hall. This is an organization of men over thirty years of age. The following officers were elected: Jas. F. Hutchinson, captain; Tony D. Smith, first lieutenant; Robert Withycombe, second lieutenant; appointment of under officers was deferred until next meeting. The company will meet for drill every Tuesday night. Ninety six men were present, and all took part in the preliminary drill. An effort will be made to have the state recognize the Reserves as a military organization.

To Attack O.-W. R. & N. Rates.

Salem, April 23.—(United Press)—The public service commission ordered a thorough probe of farm products rates on the Oregon Short Line and Oregon Washington Railroad and Navigation company. Reduced rates will mean great shipments of grain now going through to the Sound will go to Portland. The investigation is one of the biggest ever initiated by the commission on its own motion.

"We have carefully compared railroad rates assessed by the Oregon-Washington Railroad and Navigation company in eastern Oregon, for service performed with those assessed by railroad lines in Washington and elsewhere. After such investigation we are satisfied we have sufficient ground for investigation," said Commissioner Corey. "Considerable public interest is manifest in comparison of the railroad rates in eastern Oregon with those in Washington, where alleged operating conditions are more difficult. Illustrating the prevailing grain rates, we cite the following figures:

"Walla Walla to Seattle, three hundred fifteen miles, rate thirteen and three quarters cents."
"La Grande to Portland, three hundred and two miles, rate seventeen and half cents."
Pendleton to Portland, two hundred and eighteen miles, rate thirteen and half cents."
Pendleton to Seattle, three hundred and thirty miles, rate thirteen and half cents."

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