

COVE DEMANDS FULL AMOUNT ON HIGHWAY

Stackland Reviews the Bond Election and Asks that Plans Not Be Changed.

Editor Observer:—In the summer of 1919 during the campaign for the Road Bond Measure it was a prominent feature of same, to emphasize that we were to get "permanent" roads—concrete or asphalt pavement and at the election an overwhelming majority voted for the measure, presumably believing in the program as presented.

But now we are told, that a large portion of the voters of this county have changed their minds and no longer want or desire permanent roads, and not only are in favor of, but prefer ordinary gravel roads; this in spite of the fact that they must be fully aware of the fact that what they are getting are costing a good deal less than the money appropriated, that they are worth infinitely less, while all the money will be spent anyhow and the taxes will be just the same, if not far heavier, on account of the difference in cost of upkeep.

Such a statement seems unbelievable and the only reasons anyone might imagine such a condition may be because no great howl has gone up in complaint of gravel roads, or because so many people are naturally very pessimistic about the spending of public money, or because some have been misled to believe that later on they will get their paving done, or that a material portion of the bonds may not be sold.

The fact that among the small minority who voted against the Bond Measure it is easy to find persons who might back up any kind of opinion or program, enough of such to make ill advised people think that anything can be carried through. But no intelligent person should be misled in the matter.

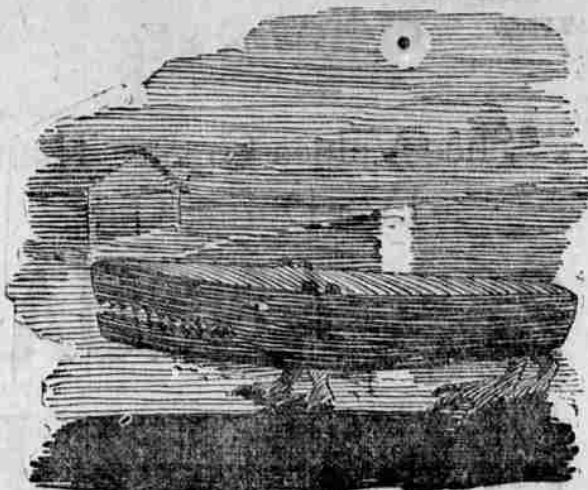
It is only a little over three years since we had the bond measure election and it should not be deemed necessary to have another election in order to know what is wanted and what should be done, as people are not so changeable or vacillating as to be judged more ignorant now than when they voted on this matter.

It should be obvious to all, that La Grande must be almost as unanimously in favor of the best possible road to Cove, as the people here are along the line, as with her 7000 or more population and future maintenance, support and development to consider, she certainly must be strongly in favor of the kind of road that will provide and promote the easiest and greatest traffic and intercourse.

It is unthinkable that there should be a single business man in La Grande not strongly endorsing the demand of the Cove people for the best road that can be built for the money provided for same; it is equally unthinkable that the good people in Elgin, Summerville, Imbler, Union, North Powder and elsewhere in the county, should be opposed to Cove getting what belongs to her under the road bond program, and it sounds like a slur on the character of those people when anyone openly expresses the opinion that they would back up holding out most of the appropriation and only give us a road utterly failing to fill the requirements in any respect.

All that Cove is asking or demanding is to get the best road that can be built for every dollar provided for same, nothing more and nothing less, and to get it this year, as the last chance in sight, and will

YARNS OF THE BIG WOODS.



(Up in the great lonesome woods of the North the old guides have invented many yarns to explain to the tenderfoot from the cities the strange tracks, the weird noises, and all the other new experiences of the great outdoors. Mr. Childs was formerly a game warden in the woods of Northern Wisconsin. The stories which he tells here are stories he collected from the old guides themselves. Twice will be published. That below is the eighth.)

"Hey!" called Snowshoe Bill, the Big Woods guide, one morning. "The boat is gone. The one of you fellows go fishing last night and forget to tie it up?"

"The tenderfoot flushed. He was always doing something wrong. 'I'm the one that had it last,' he confessed, 'and I forgot to tie it. What do you suppose has happened to it?'"

"Well," speculated the guide, "my private opinion is that the boat hound lost it."

"The boat hound? Never heard of such a thing!"

"Huh! huh? Well, he's about the meanest customer I've ever run into. He sneaks along in the dark looking

also stand by all the rest of the bond road program for everybody concerned in exactly the same manner, to the best of our ability.

KARL J. STACKLAND.

The late rains caused a slide in the Gold Hill cement plant's quarry which has totally disabled the trams leading to the bunkers and covered the main works in the quarry.

Dictionaries are funny things. In ours, acceptance come before safety.

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It is not generally known that the world is receiving the correct time from a wonderful piece of mechanism buried in the catacombs of Paris about 80 feet below the surface of the streets.

The time signals from the Eiffel tower, known to all wireless enthusiasts, are regulated by this underground timepiece. It was placed in such a position in order that it should not be affected by changes of temperature or air pressure.

Its average daily reading for the first six months of this year was less than 0.01 seconds out. For a period of 104 consecutive days no discrepancy whatever was observed, and from May 25 to June 27 its total error was only 0.0002 seconds per day.

It measured the time, therefore, to about three ten-millionths of a second.

The big gun roars in office, but when his term is out the best he can do is a plaintive "Ping!"

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STATE FIRE LOSS ABOUT \$5,000,000

SALEM, Jan. 3.—In an article prepared by Horace Sykes, deputy fire marshal, for publication in The Oregonian annual, it was said that the fire loss for Oregon, exclusive of Portland, during the year 1922, was approximately \$5,000,000. Mr. Sykes, in a statement issued today, said that these figures did not include the Astoria loss, which has not yet been reported officially to the fire marshal's department.

Based on newspaper reports, Mr. Sykes said the Astoria fire loss school supervisor, salary \$1500, and C. H. Young, head courthouse janitor, salary \$1440.

DRASTIC CUT MADE

EUGENE, Jan. 4.—Six county employees were discharged and more than \$12,000 lopped off the county payroll at the first meeting of the new county court Tuesday afternoon. The county commissioners declared that the only way to reduce taxes was to reduce them, and on motion of Commissioner Emmett Sharp, the following officers were discharged: Ira P. Whitney, county agricultural agent, salary \$2000; Jack McKay, county road master, salary \$2400; J. W. McArthur, county bridge superintendent, salary \$2000; Miss Salby, Craighill, county health nurse, salary \$2400; J. G. Swan, rural school supervisor, salary \$1500, and C. H. Young, head courthouse janitor, salary \$1440.

TAX CUT PLANNED

BURNS, Ore., Jan. 4.—Mass meetings of taxpayers of Harney county were held here December 27 and 28 for the purpose of discussing the county budget. Strong sentiment developed for legislation to give relief from the high taxes in this part of the state. Resolutions were adopted asking the legislature to abolish the coyote bounty, repeal the market road tax, curtail election expenses, consolidate the state commissions and suspend new highway work in Harney county. The urgent need of trans-state railway development was stressed.

The list of surplus war material included race prejudice.

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