Medford Daily Tribune

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CONSULT TAXPAYERS OF PROPOSED ROAD TO CRATER LAKE

It is said that there are some persons who object to the construction of the Crater Lake highway because of its cost to the taxpayers. This paper does not believe that there are any such people in Jackson county, "where a heaven is born every minute." After the unanimity of sentiment in favor of the road, as shown at the great meeting of heavy taxpayers at Jacksonville Thursday, it would require considerable nerve to oppose the proposed appropriation.

The state of Oregon has appropriated $100,000 for the highway in four equal annual instalments. The terms of the bill provide that when the governor shall be advised that Jackson county has appropriated $50,000, he shall appoint the Crater Lake road commission, and thereupon 25 per cent of the $100,000 becomes available for use during the first year. Jackson county secures her $50,000, $12,500 each year for four years, independent of Klamath county. Upon Klamath appropriating $50,000 the balance of the state's fund becomes available in four equal annual payments.

The apportionment of the Crater Lake road expense in the state will total 18 cents on each $100 of assessed valuation. If a tract is assessed for $500 worth of property, he will pay 90 cents taxes in four equal instalments for the Crater Lake road, or 22 1-2 cents each year—an insignificant sum. Jackson county's annual apportionment of the road will be $75, Josephine's $37.5 and Klamath's $12.5.

When Jackson county appropriates $50,000 for the road the total cost of the road to a Jackson county man whose property is assessed at $500 will be $2.25, divided into four equal annual payments of 56 1-2 cents each. A majority of people pay taxes on $500 valuation. The road will cost them people 56½ cents in their county, or seven cents a year. Where is the burden of hardship spread to such a tax? Where is the property that will not be increased in value materially by the construction of the road?

The cost to the property owners of Klamath county for the $50,000 appropriated by that county will be slightly heavier than in Jackson county, because the assessed valuation of the county is smaller. The total cost to the owner of property assessed at $500 will be $2.50 a year, and the cost to the owner of $500 worth of property be 56½ cents a year, surely an inconsequential expenditure.

Who is there in either county who will not cheerfully pay sixty times the cost to him individually to secure the expenditure of a million in their vicinity? Who is there who will object to paying seven cents a year on $500 valuation for a state highway to Crater Lake?

A MORE CONSISTENT ATTITUDE

The railroads showing cards in Jacksonville, Medford, Grants Pass and other valley towns in the Crater Lake road meeting Thursday show that people in packages and conditions are now beginning to realize that the road and good roads generally are something that other people need, helps all.

It was the first time in the history of the valley when all sections were united in a common cause for the common good. And it will not be the last. The railroads of Oregon from Portland southward, which for years have been opposed to every movement for the betterment of the valley, have come to realize that what helps the valley helps them.

Jackson county's appropriation for the road was made with the same unanimity that characterized the action of the Rogue River Valley Commercial Club in favor of the road. The same spirit of co-operation and unselfishness which has been so conspicuous in the history of the valley in promoting every worthy project for the betterment of the valley is manifested now in the support given the Crater Lake road.

The spirit that has brought success to Hayward, Fresno, the Santa Ana and the Riverside valley, selling the land division in Brooklyn and Boston will result in the gain of the valley's people. A combination of interests which has brought success to the valley in the past will bring success in the future.

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