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# FACTS CONCERNING THE ROAD

## The Road Bonds

1—Benefits of good roads.
2—Roads in Lane county that should be constructed as soon as possible, and why.
3—Cost of building these roads.
4—Where will the money come from?
5—Regular tax within 6 per cent limitation.
6—Special direct tax.
7—Bonds, how and why.
8—High taxes reduced.

### 1—Benefits of Good Roads

Modern roads that can be used every day in the year are a necessity in the development of our country districts.

Modern roads for motor traffic are the individual transportation system of the age.

A road that can be used only six months of the year may be likened to a railroad that operates only part of the year—they lose more than half their value as a means of transportation.

Poor country roads cost the producers nearly twice as much to haul their products to market as do good roads, and can not be used at all during that part of the year when market prices are generally best, compelling the producers to haul their products during the busy fall season when markets are congested and prices are generally lowest.

Farm land back from any road at all, is of little value. Lands on a dirt road are better, but still low in value. Farms on a good gravel or macadam road are worth much more than other farms, both to the tiller of the soil and in market values.

What makes River road land values high? GOOD ROADS.

What makes land on macadam roads in the Willakenzie valley high in selling and tax value? GOOD ROADS.

Tear up these roads and the rental and selling values will immediately drop nearly one-half.

If good roads affect these lands so much, what effect will good macadam roads have on the 500,000 acres lying within one mile on either side of the proposed roads to be built under this program as laid out?

The producers of Oregon are paying over $5,000,000 per year in extra cost of hauling their products to market, more than it would cost if the roads were good.

An enormous penalty for Oregon farmers to pay for poor roads.

This would pay five per cent on One Hundred Million Dollars, and One Hundred Million Dollars would build them all a good road.

Lane county pays its full share of this annual penalty.

Is it not time to stop paying this annual penalty and build good roads, even if we have to borrow the money to do it?

The roads proposed (see map) will open up for intensive cultivation several hundred thousand acres of the finest fruit and farm land in the northwest.

One hundred thousand acres of fruit land will produce an annual crop worth from twenty to fifty million dollars.

Fruit must have good roads to reach the market in good condition.

The income derived from this source would benefit all the people—producer, merchant, doctor, lawyer, etc.

Good roads opening up these thousands of acres will attract thousands of people.

New houses, new barns, new herds, and millions of dollars' worth of taxable property will spring into existence and find their way onto the tax rolls.

### 2—Roads in Lane County That Should Be Constructed as Soon as Possible, and Why.

The county road building department, upon request, presented the committee of thirty-eight a complete and comprehensively connected county road system.

If these two officers (county engineer and county road master) are not qualified to map out a road program for the county, who can speak with authority?

It is true that this program does not pretend to cover all the roads of Lane county, and no doubt some important roads are not included; however, we must remember that with all the roads taken care of on the road program by a bond issue, much tax money heretofore expended on these same roads would be released for expenditure on roads not included in the road bond program.

We feel safe in saying that this road program is probably the best that any set of men representing every part of the county and every industry in it would agree on, and it was adopted and recommended by the committee of thirty-eight and the annual taxpayers' meeting, which is good evidence that it is the best we can agree upon.

If we had raised the money and built these roads three or four years ago we would now have the use of them and would probably have several thousand more people in the county and a taxable value several million dollars more than we now have.

All observers seem to agree that Oregon is on the verge of a large influx of new people from the east and middle west, and that a wonderful industrial activity is due.

Other counties are planning to develop their lands by building good roads with all possible haste.

Lane county must get ready to attract and welcome this new influx and activity or drop out of the procession.

We must build modern roads for the use and benefit of the people now here, as well as for the future development of the county.

It will take large sums of money, and there is no way to avoid it, except by not building the roads. WHICH SHALL IT BE?

### 3—Cost of Building These Roads.

The following is a list of the roads proposed and the estimated cost of building them:

| | Amount | Miles |
|---|---|---|
| 1—Pacific highway west through Ferguson | $ 27,000 | 6.0 |
| *2—Pacific highway to Blachly via Bear creek | 34,000 | 17.0 |
| 3—Elmira road to Harpole school house via Alvadore | 50,000 | 10.0 |
| 4—From Alvadore road to Franklin | 10,000 | 2.0 |
| 5—Crow north to county line, territorial road | 176,000 | 22.0 |
| 6—Elmira through Noti to second crossing of Elk creek | 48,000 | 6.0 |
| 7—Eugene to Gillespie corner via Hadleyville | 118,000 | 17.5 |
| 8—Eugene to south line of county via Lorane | 166,000 | 20.5 |
| 9—Cottage Grove to Lorane | 94,500 | 10.5 |
| 10—Cottage Grove to fork of Coast fork | 70,000 | 16.0 |
| 11—Cottage Grove to Disston | 70,000 | 17.0 |
| 12—From Creswell east and north to intersect Goshen-Lowell road | 40,000 | 8.0 |
| 13—Goshen to Lowell | 84,000 | 12.0 |
| 14—Lowell to reserve | 105,000 | 7.0 |
| 15—Springfield to Lowell via Natron, Jasper and Fall creek | 25,000 | 16.0 |
| 16—McKenzie river highway, Thurston to Blue river | 50,000 | 35.0 |
| 17—Hayden bridge to Wendling | 81,000 | 13.5 |
| 18—Hayden bridge to intersect McKenzie highway west to Walterville | 30,000 | 4.0 |
| 19—Armitage to Linn county line via Coburg and River road | 54,000 | 9.0 |
| 20—Junction City to Harrisburg | 21,000 | 3.5 |
| 21—Eugene to Junction City via Irving | 77,000 | 11.0 |
| *22—Lorane to Wildcat creek | 25,800 | 30.0 |
| *23—Wildcat to Cushman | 25,000 | 26.0 |
| 24—Glenada to south line of county via Ada | 49,000 | 7.0 |
| *25—Florence to north county line | 36,500 | 20.0 |
| 26—Florence to Pacific highway (State and government share $943,500) | 282,500 | 80.0 |
| 27—Military road, Reserve to Summit (State and government share $481,500) | 151,500 | 47.0 |
| Totals | $2,000,000 | 473.5 |

*These roads, Nos. 2, 22, 23 and 25, can only be opened up, permanently located and the worst places improved so they may be used. The sums provided will not finish these four roads.

These estimates as made by the county engineer and county road master are based on the cost to the county for building similar roads in 1919, with 20 per cent added as a factor of safety.

### 4—Where Will the Money Come From?

There are three ways of securing money to build roads:

a—Our present system with six per cent increase each year over the preceding year, limited by the state constitution.

b—By direct tax, or voting a special levy over the whole county each year, to be collected and used the year following.

c—By borrowing money (bonding the county) and paying it back while we use the roads it builds.

### 5—Regular Tax With Six Per Cent Limitation.

| | |
|---|---|
| Under our present system, for 1920 we can raise for roads | $167,500 |
| Market road tax from the county | 35,000 |
| Market road tax from the state | 35,000 |
| | $237,500 |

Of this amount $165,000 must be used to pay off warrants, maintain and build bridges for road district purposes and maintenance of present roads, leaving only $72,500 available for new road work, and of this amount, $70,000 is market road money provided by the last legislature, one-half of which is contrbiuted by the state.

With a crying need for the construction of about 300 miles of main county roads, estimated to cost around $1,500,000, it will take over 20 years to build these roads alone, without building any other roads outside of these 300 miles.

What will become of the roads of lesser importance?

There is only one answer, and that is, we can not build them, but must continue to travel them without much improvement, just as we have done for the past 20 years.

DO WE WISH TO DO THIS?

### 6—Special Direct Tax.

Under the direct tax method, the levy could be raised from 5½ mills, as at present, to 10 mills for road purposes alone, but this sum would not be available until the year following the year in which it was voted.

This would mean a tax of $4.50 on each $1000 of taxable property for road purposes alone higher than taxes are at present and would make taxes excessively burdensome while the roads of Lane county are under construction, and those sharing the benefits thereafter would in no part bear their due proportion of the expense.

If the direct tax method should be adopted, it would raise an additional $157,500, of which $110,250 must be distributed back among the several road districts and incorporated cities, and would only leave the sum of $47,250 to be put into the county road building fund.

This system would reduce the 20 years it will take to complete our proposed road program under the present system, to about 12 years, provided we vote this special tax every year for 12 years.

The money raised by the direct tax method could be used only as the law provides, which is as follows:

"Said tax shall be paid in money and levied and collected in the same manner as other county taxes are levied and collected, and when so collected shall be used for road purposes only, as provided in this act shall be apportioned tricts, including distri ated cities and towns amount of taxable p shall bear to the whol erty in the county, a cent shall be applied in the county as the sioners court may di 27, Road Laws of Ore

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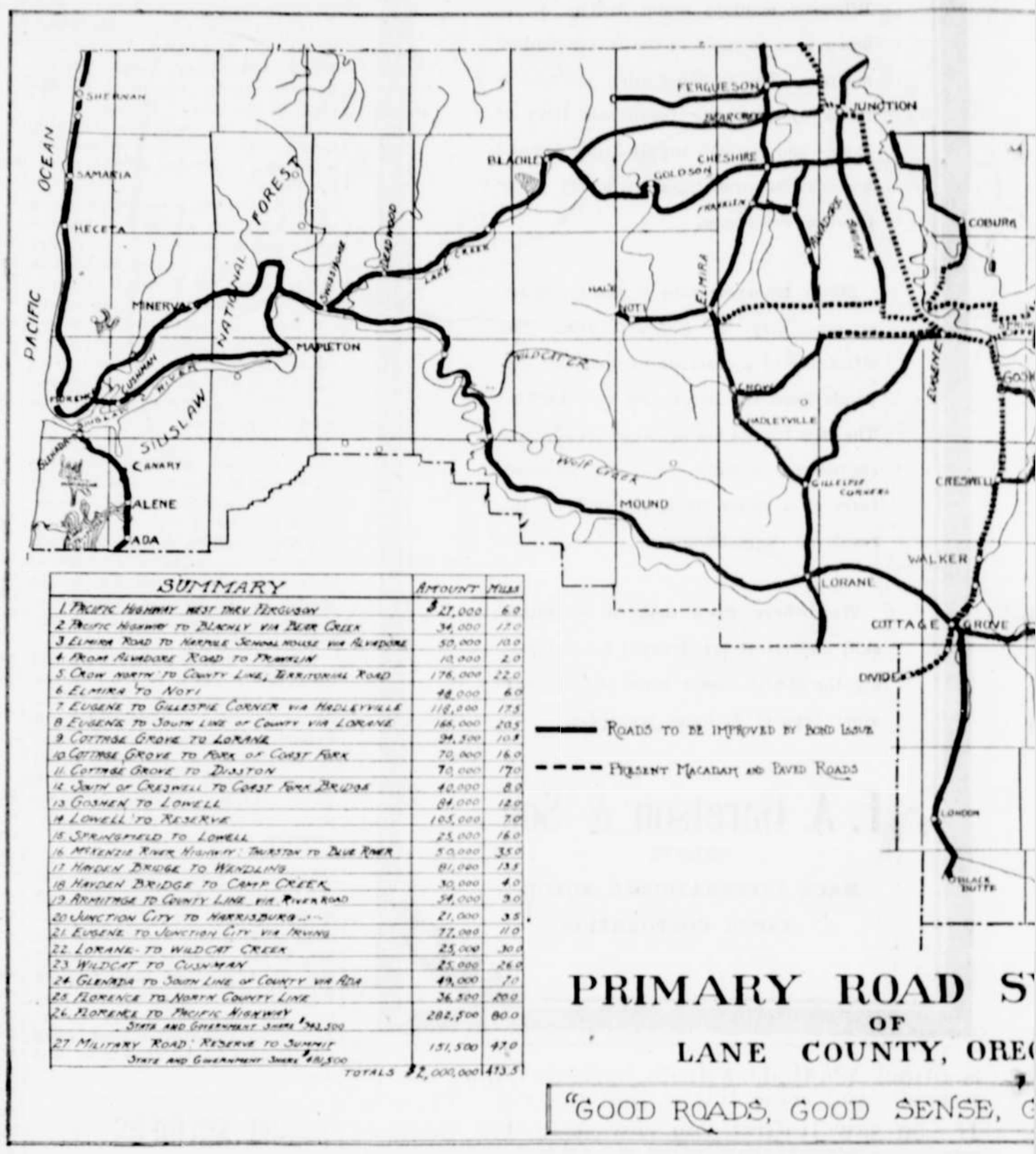
## GOOD ROADS, GOOD SENSE; G




## PRIMARY ROAD S
OF
LANE COUNTY, OREG

"GOOD ROADS, GOOD SENSE, G

## To Whom It

Some people have made the statement that the money to be provided by the b desire to say that the estimates of cost of building these roads of the type sp 1919, with twenty per cent added as a factor of safety. We believe that the specified in the bond issues:

1—From Pacific Highway west through Ferguson:
Amount allotted $27,000, distance of 6 miles, width of grade 30 feet, 3 miles of 12 foot surface, 3 miles of 10 foot surface. Gravel macadam.

2—From Pacific Highway to Blachly via Bear Creek:
Amount allotted $34,000, distance of 17 miles, 4 miles width of grade 30 feet, 12 foot surface; 3 miles width of grade 30 feet, 10 foot surface; and 10 miles over High Pass; no funds provided in bond issue. Crushed rock or gravel macadam.

3—From Elmira road to Harpole school house:
Amount allotted $50,000, distance of 10 miles, width of grade 30 feet, 12 foot surface. Gravel macadam.

4—From Alvadore road to Franklin:
Amount allotted $10,000, distance of 2 miles, width of grade 30 feet, 12 foot surface. Gravel macadam.

5—From Crow north to county line, Territorial road:
Amount allotted $176,000, distance of 22 miles, with of grade 30 feet, 12 foot surface. Gravel macadam.

6—Elmira through Noti to second crossing of Elk creek:
Amount allotted $48,000, distance of 6 miles, width of grade 30 feet, 12 foot surface. Crushed rock macadam.

7—Eugene to Gillespie corner via Hadleyville:
Amount allotted $118,000, distance of 17.5 miles, width of grade 30 feet, 12 foot surface. Crushed rock macadam.

8—Eugene to south line of County via Lorane:
Amount allotted $166,000, distance of 16.5 miles, width of grade 30 feet, 12 foot surface. Crushed rock macadam. None of this money allotted for distance between Lorane and county line.

9—Cottage Grove to Lorane:
Amount allotted $94,500, distance of 10.5 miles, width of grade 30 feet, 12 foot surface. Crushed rock macadam.

10—Cottage Grove to forks of Coast Fork:
Amount allotted $70,000, distance of 10 miles, width of grade 30 feet, 12 foot surface. Crushed rock macadam. This amount is expected to build road and type to London Springs. Surplus, if any, to be used on extension.

11—Cottage Grove to Disston:
Amount allotted $70,000, distance of 17.0 miles, width of grade 30 feet, 12 foot surface. Crushed rock macadam. The amount allotted is estimated to build to Sharp's creek, the surplus, if any, to be used on extension to Disston.

12—From Creswell east and south via Cloverdale, to Coast Fork bridge on Lowell road:
Amount allotted $40,000, distance of 8.0 miles, width of grade 30 feet, 12 foot surface. Gravel macadam.

13—Goshen to Lowell:
Amount allotted $84,000, distance of 12.0 miles, width of grade 30 feet, 12 foot surface. Crushed rock macadam.

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