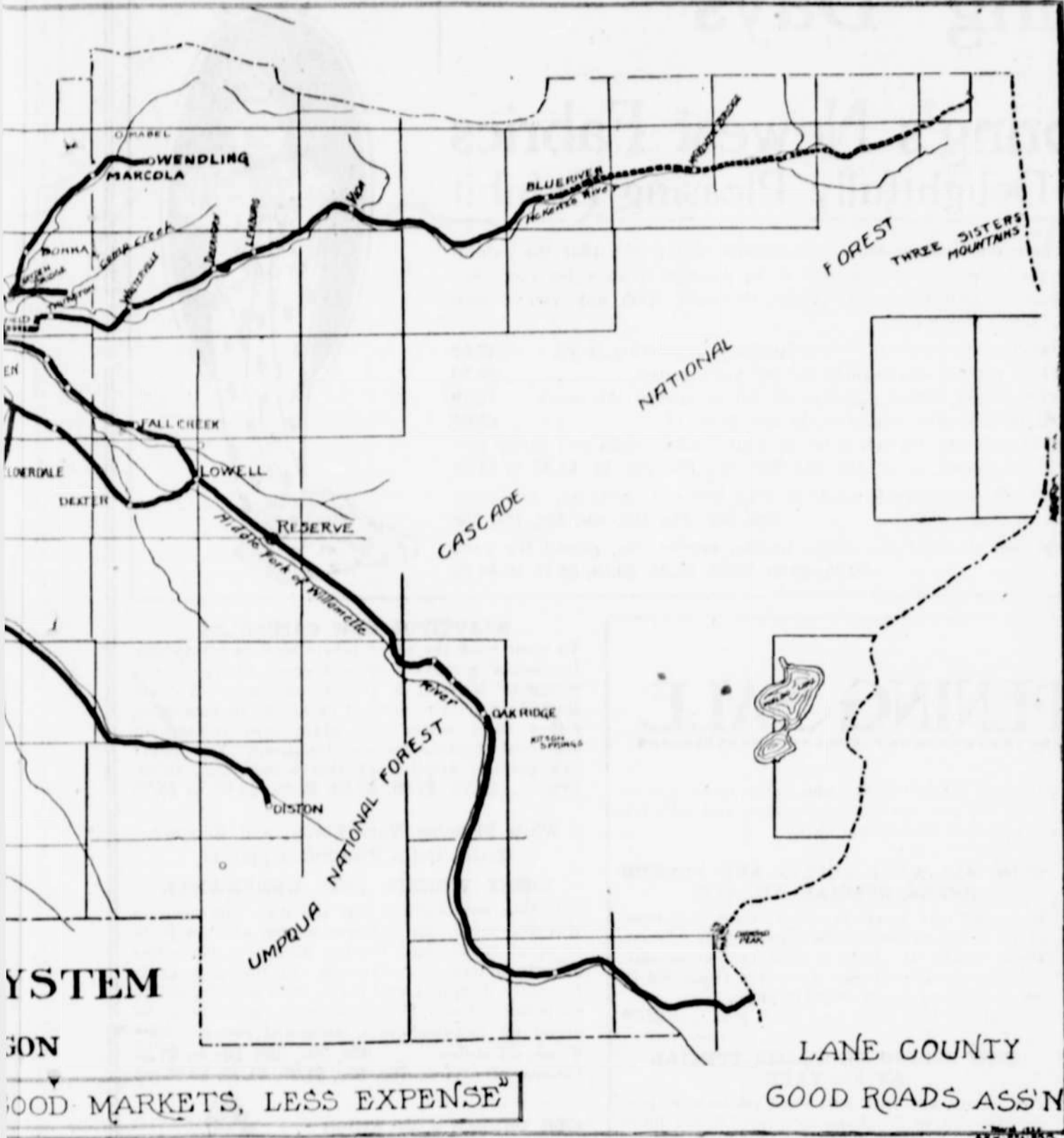


BOND ISSUES IN LANE COUNTY

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GOOD MARKETS, LESS EXPENSE



in leaving behind them a system of good roads for the benefit of the coming generation? Those that follow will have the use of these roads, why not let them help pay for the same?

7—Bonds, How and Why.

It is proposed to give the county court authority to issue \$2,000,000 worth of bonds for road building purposes, not more than \$500,000 to be issued in any one year.

They need not issue any, or they may issue \$50,000 in one year and \$100,000 another year, in other words they may issue these bonds just as they can use the money derived therefrom in building the roads wisely and economically, but in no event can they issue more than \$500,000 in any one year.

Whenever they do issue these bonds, the money derived therefrom MUST be used to build the roads designated, and CAN NOT be used for any other purpose.

The law says: "The order of the county court shall state the amount of the proposed bonded indebtedness, the maximum rate of interest that it shall bear, and what particular roads within the county are to be built and improved by the money so raised, and the minimum amount to be expended on each road and where located within the county, giving the beginning and the terminus thereof; and the county court shall not use any of the money so raised under the provisions of this act upon any other road than those mentioned in said order, nor for any other purpose than those embraced therein." (Article 4, page 34, Road Laws of Oregon.)

If any designated road can be built for less than the amount appropriated therefor, just that much of the bonds will never be issued, and if the roads designated should be built for less than the estimated costs, as the county engineer and roadmaster say they can, then the full \$2,000,000 in bonds, if authorized, would not be issued, but only for such an amount as is actually needed.

The bonds are to bear five per cent interest and can be sold at this rate in either the west or the east—money with us is worth 7 or 8 per cent, and if we raise this money by any other means, the extra taxes must either come out of our business, or we must borrow it and will be obliged to pay 7 or 8 per cent interest for it.

The money derived from bonds will be used to build these primary county roads, leaving the regular tax money to build other roads not mentioned in this road program, but in many cases connecting with these main roads, thereby opening up the county still more for settlement and improvement.

If this system of county roads is built within the next five or seven years, it is not a wild estimate that the assessed value of the county will increase from 15 to 30 per cent, or from \$5,000,000 to \$10,000,000. The present rate of taxes in Lane county is 1.8 per cent for state, county and school purposes alone.

If the assessed value of the county shall increase \$10,000,000, this new property will pay at the present rate \$180,750 per year.

It will not require that additional sum for county purposes, therefore the rate can be reduced, and we will have less taxes to pay.

8—High Taxes, How Reduced.

It costs just about so much to run the state and county, and if Lane county had double the present population and twice the amount of taxable property, it would possibly require the services of additional clerks and assistants at the court house, and additional teachers in the schools, but the total cost of these would be but a few thousand dollars.

The tax levy for this year (1920) will raise \$654,030 for all purposes—state, county, school, and market roads, and the rate is 18.675 mills.

If the population and assessable property were increased 30 per cent, it would probably require \$700,000 in taxes and the tax rate would fall to 15.38 mills, or from \$18.67 per thousand assessed value, to \$15.38 per thousand.

Better roads mean more people, more people mean more taxable property, more taxable property means lower taxes.

The sure way to reduce taxes is to attract people to Lane county, improve our lands, increase production, reduce the cost of hauling to market, and market when the prices are the best.

The tillable and productive acres at present on good highways are paying more taxes than

they would be paying if outlying productive acres had access to good roads, and one great cause of high taxes is the fact that we have hundreds of thousands of fertile acres that are not producing anything on account of lack of transportation facilities.

Those who are fortunate enough to live on good roads which have been built with state or county money, should now be liberal enough to repay the favor by providing good roads for those who have not been so fortunate, yet have helped to pay for these roads, and at the same time help lower their own taxes by putting more taxable property on the tax rolls.

DEVELOP THE COUNTY—The sure way to hold taxes high is to obstruct and hinder the settlement and development of the county.

The little lady who suggested our slogan said more perhaps that she thought—

"GOOD ROADS, GOOD SENSE; GOOD MARKETS, LESS EXPENSE."

The Bond System Is the Only Way

To insure a definite road building program; To get the roads built within a reasonable time;

To provide for building side roads with tax money while the main roads are building with the bond money;

To spread the burden over a period of years and let those who receive the benefits help pay the costs.

MORE ROADS, MORE PEOPLE; MORE PEOPLE, MORE PROPERTY; MORE PROPERTY, LESS TAXES.

At a meeting of the executive committee of the Lane County Good Roads Association held

Compilation Showing What a \$2,000,000 Bond Issue Will Cost Per Year and Where the Money Will Come From.

Columns
 "A" The year.
 "B" Bonds outstanding at the beginning of the year.
 "C" Interest to be paid that year.
 "D" Principal to be paid that year.
 "E" Estimated amount of the county's share of motor vehicle license fees.
 "F" Interest to be paid from general fund.
 "G" What the tax will be on each \$1000 assessed value to pay off the principal and interest, by years, not counting on any increase in the assessed value of the county during these 25 years.

A	B	C	D	E	F	G
1921	\$ 400,000	\$ 20,000	\$ 18,000	\$ 26,000		
1922	800,000	40,000	25,920	14,080		.40
1923	1,200,000	60,000	31,104	28,896		.80
1924	1,600,000	80,000	37,324	42,676		1.19
1925	2,000,000	100,000	41,356	58,944		2.20
1926	2,000,000	100,000	49,266	49,734		2.52
1927	1,980,000	99,000	59,118	37,882		2.73
1928	1,940,000	97,000	75,000	15,000		3.29
1929	1,880,000	94,000	80,000	15,000		3.29
1930	1,800,000	90,000	100,000	15,000		3.29
1931	1,700,000	85,000	100,000	10,000		3.15
1932	1,600,000	80,000	100,000	5,000		3.00
1933	1,500,000	75,000	100,000			2.86
1934	1,400,000	70,000	100,000			2.72
1935	1,300,000	65,000	100,000			2.57
1936	1,200,000	60,000	100,000			2.43
1937	1,100,000	55,000	100,000			2.25
1938	1,000,000	50,000	100,000			2.14
1939	900,000	45,000	100,000			2.00
1940	800,000	40,000	100,000			1.86
1941	700,000	35,000	100,000			1.72
1942	600,000	30,000	100,000			1.58
1943	500,000	25,000	100,000			1.40
1944	400,000	20,000	100,000			1.26
1945	300,000	15,000	100,000			1.12
1946	200,000	10,000	80,000			.82
1947	120,000	6,000	60,000			.60
1948	60,000	3,000	40,000			.40
1949	20,000	1,000	20,000			.20
	\$1,450,000	\$2,000,000	\$1,854,620	\$285,271		48.48
						Average..... 1.67

on March 4, 1920, the following resolution was unanimously adopted:

"Whereas, we feel there is no more important matter before the people of Lane county at the present time than the building of good roads, and

"Whereas, after a careful and conscientious investigation of the methods and systems possible for the building of good roads we realize that the bond issue will be the most feasible, the surest, the quickest and we believe the fairest method of building these roads;

"Therefore, be it resolved, that we, the executive committee of the Lane County Good Roads Association, adopt the foregoing synopsis of road matters as our platform and go on record as favoring the bond issue, and we further pledge ourselves to use all honorable means within our resources to insure the passage of the bond issue at the May primaries."

EXECUTIVE COMMITTEE OF THE LANE COUNTY GOOD ROADS ASSOCIATION.

May Concern

Bond issues will not finish the roads listed to be improved. In reply to this we specified was based on the actual cost to Lane county of similar work done in miles indicated on the following roads can be built for less than the amounts

- 14—Lowell to Reserve line:
Amount allotted \$105,000, distance of 7.0 miles, width of grade 24 feet, 12 foot surface. Crushed rock macadam.
- 15—Springfield to Lowell via Natron, Jasper and Fall Creek:
Amount allotted \$25,000, this amount is expected to improve the present bad stretches on this road.
- 16—McKenzie river highway, Thurston to Blue river:
Amount allotted \$50,000, this amount is expected to improve the present bad stretches on this road.
- 17—Hayden bridge to Wendling:
Amount allotted \$81,000, distance of 13.5 miles, width of grade 30 feet, 12 foot surface. Macadam.
- 18—Hayden bridge to McKenzie highway west of Waterville via Camp creek:
Amount allotted \$30,000, this road can only be opened up and worst places improved.
- 19—Armitage to county line via Coburg and River road:
Amount allotted \$54,000, distance of 9.0 miles, width of grade 30 feet, 12 foot surface. Gravel macadam.
- 20—Junction City to Harrisburg:
Amount allotted \$21,000, distance of 3.5 miles, width of grade 30 feet, 12 foot surface. Gravel macadam.
- 21—Eugene to Junction City via Irving:
Amount allotted \$77,000, distance of 11.0 miles, width of grade 30 feet, 12 foot surface. Gravel and crushed rock.
- 22—Lorane to Wildcat:
Amount allotted \$25,000, this road can only be opened up and worst places improved.
- 23—Wildcat to Cushman:
Amount allotted \$25,000, this road can only be opened up and worst places improved.
- 24—Glenada to south line county:
Amount allotted \$49,000, distance of 7.0 miles, width of grade 24 feet. Grading.
- 25—Florence to north county line:
Amount allotted \$36,500, this road is in the forest reserve and is expected to receive state and government aid.
- 26—Florence to Pacific highway:
Distance of 80.0 miles, estimated cost is \$1,226,000. Of this amount \$282,500 is allotted from the bond issue to be matched by \$943,500 from the state and government.
- 27—Military road Reserve to Summit:
Distance of 47.0 miles. Estimated cost \$633,000. Of this amount \$151,500 is allotted from the bond issue to be matched by \$481,500 from the state and government.

Truly yours,
 P. M. MORSE, Lane County Surveyor,
 J. R. McKY, Lane County Road Superintendent.

and 70 per cent thereof to the several road districts composed of incorporated property in each district; amount of taxable property the remaining 30 per cent to roads in such locality county court or committee." (Article 24, page 30.)

It is left to the county court as to which roads shall be built, and to the public each year whether funds shall be voted.

A road might be half finished one year, and funds not be available the following year to finish the project, resulting in the half previously finished being of little value, and consequently the money expended at a loss. Under this method also would be present the tendency to scatter the funds each year, here a little and there a little, to appease the voters and try to insure support for the direct tax vote the following year.

It is also possible, under this method, that no

one single road project would be finished for several years, and moving equipment from place to place would involve unnecessary expense.

It would be a heavy tax burden on us NOW to build roads for use and benefit of the future.

Newcomers and new taxable property should help pay for the roads they use and reap the benefits from.

In addition to the newcomers, are there any young men now here, sons of the sturdy pioneers, who would be unwilling to help pay for the achievements and hardships of their fathers

This Is the Committee of 38 Which Recommended That the Bond Program Be Placed Before the Tax Payers Meeting

- T. C. Wheeler, Cottage Grove
- Monroe Leach, Coburg
- Walter Price, Marcola
- Albert Bede, Cottage Grove
- W. C. Washburne, Junction
- Cal Young, Willakenzie
- W. T. Gordon, Eugene
- C. L. Scott, Springfield
- J. S. Maglady, Row River
- A. C. Dixon, Eugene
- E. E. Morrison, Springfield
- Clyde N. Johnson, Junction
- N. W. White, London Springs
- G. W. Griffin, Eugene
- W. W. Jackson, Lorane
- J. H. Chambers, Cottage Grove
- H. E. Markusen, Junction
- L. E. Bean, Eugene
- W. W. Calkins, Eugene
- D. C. Boyd, Junction
- Walter Holland, Crow
- O. B. Kessey, Springfield
- Fred Fisk, Eugene
- B. F. Minney, Vida
- J. A. Holcomb, Alvadore
- S. H. Tyler, Springfield
- E. J. Adams, Eugene
- B. B. Brundage, Eugene
- Claud Jones, Oakridge
- F. G. Young, Eugene
- C. K. Hale, Noti
- H. H. Earl, Blachly
- C. E. Seitz, Eugene
- H. M. Peterson, Minerva
- J. W. Bergman, Florence
- W. H. Weatherston, Florence
- Frank Jenkins, Eugene
- J. E. Shelton, Eugene
- L. D. Scarbrough, Creswell

ROADS ASSOCIATION BY MONEYS RECEIVED FROM MEMBERSHIP FEES