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**THE AUTOMOBILES PAY THE BILL.**

On May 21 the people of Oregon will decide whether or not the excellent highway system which they have started to construct shall stop where it is or shall continue until all of the state will be served by a connected system of good roads.

It is strange that any argument is necessary to secure the adoption of the commission's plan; and none would be needed if the people all understood the true meaning of the constitutional amendment. The trouble is that the amendment is not understood, and therefore the good roads enthusiasts have this duty to perform.

The facts are that the licenses paid by automobilists and the gasoline distillate tax will not only pay the interest on the bonds, but will provide a sinking fund which will retire the bonds as they mature; and moreover will leave a surplus each year for direct expenditure on roads.

In other words all that is asked of the people is that authority be given to proceed with the state's credit to build the roads and permit the automobilists who use the highways to pay for them with their license money and the tax on gasoline and distillate.

Since this measure will not cost the general property taxpayer a single cent, and will enhance the value of his property by the construction of the roads, he should be for it, heart and soul. The automobilist is for it because of the saving in wear and tear on his machine and the increased pleasure which follows the construction of good roads. Thus everyone ought to be for the proposed amendment.

In cases like this, however, the danger is that which comes from over confidence and the ever present lethargy of the average voter. This must be overcome if Oregon is to carry out the road program. It is the province of the Malheur Develop-

ment League, and the Good Roads committees of the various organizations in the county to carry the message to the people so that they will understand the proposition, and every one who is interested in good roads and the development of the state should attend the meeting of the League next Saturday where this and other matters of state wide interest will be discussed.

**OREGON'S HIGHWAY COMMISSION.**

The State of Oregon has been fortunate indeed in the men it has secured to serve on the State Highway Commission. No higher type of citizenship can be found anywhere than that represented by Simon Benson, R. A. Booth and E. E. Kiddle. The same was true when W. L. Thompson was a member.

These men who serve the state do so thru their desire to be of service. They need no recompense to urge them, to give their time and that to solving the biggest problem the state faces in its development, and the whole hearted broad minded conception they have of their work should and does, we are sure, commend the commission to every thinking citizen.

As an example of the interest which these men take in roads matters, the Argus would call attention to the visit of Commissioner E. E. Kiddle made to this section this week, in order that he might familiarize himself with the problems of this county. To come here Mr. Kiddle travelled from his home in Island City, in Union County. He left home early in the morning, spent a long day riding in the train; spent an evening listening to arguments of the local committee, followed that with an all day ride in the cold wind looking at the various road connections between Ontario and Vale.

The people take all this for granted; yet many of our citizens, among them business men who will greatly profit in their private business thru the building of these roads, can not be persuaded to give enough of their time and effort to step across the street to attend a meeting to further the cause of highway construction.

When men of the type of Mr. Kiddle will travel miles at their own expense and give their time to this work, experience the badgering of hectoring critics when some petty scheme of theirs is not furthered, the apathy of many citizens is the more noticeable.

Perhaps this apathy is due to the fact that so many business men figure that the enthusiast will look out for their interest anyway. Yet that is not good business, and some day

may result in a set back that will cause the business men to think more seriously about such matters.

**CANDIDATES IN ABUNDANCE.**

As the weeks pass it is evident that there is no dearth of candidates for the Presidency on the part of either of the great parties, tho the Democrats have been delayed in getting their entries into the race.

Until some definite announcement is made at the White House concerning the desires of President Wilson for or against a third term, the Democratic war horses are compelled to keep their blankets on and confine their activity to their home stables.

Not only has the silence of the White House been a curb on the possibilities, but added to that the premature plans of Messrs. Cobb of the New York World and Cyrus H. K. Curtis of the Saturday Evening Post, Ladies' Home Journal, and Philadelphia Public Ledger, to bring Herbert Hoover out as the democratic standard bearer. This threw thousands of Democrats, figuratively speaking, into the air. They wanted a new deal and realized that the third term tradition was a handicap; wanted a man with a war record without being a military man, and Hoover filled that set of specifications to a nicety.

Then Hoover spoiled the plan. He announced that he would seek the Republican nomination; that he had always been a Republican, tho he had by reason of his profession not been present in America to vote often.

It is admitted that among the so-called and self-styled leaders in either party did not take kindly to Mr. Hoover's candidacy, while among the rank and file in both parties it gathered surprising momentum, and is growing strong even now. Just where it will be when the Chicago convention is held remains to be seen.

Then Senator Johnson of California has made considerable impression in the Middle West. During the past two weeks his star has been climbing in the political firmament; whether it has reached its zenith, no one can tell now. The political star gazers believe that it has; and those who look to the stars to read the future need only to turn their gaze back to 1916 and recall the Palace hotel incident to be certain that if Johnson is the Republican nominee, there will be a disturbance at the polls in November.

The California primaries will settle the situation to a degree, for if Hoover should defeat Johnson in their home state, the California senator will be out of the running no matter how strong he may be in the Middle West.

In the meantime the Wood boom continues to hold first place in prominence and power with Governor Lowden trailing closely behind, while Miles Poindexter is back in a shadow that grows blacker every day. The Washington colon is outclassed. His backers, i. e., himself, should elect now to drop out of the race and not embarrass the delegates from the Evergreen state.

What will happen at San Francisco one man's guess is as good as another's. With Bryan leading the Democratic drags and Edwards carrying the banner of the wets; with the Wilson forces held in check awaiting word from Washington, the fight at the Bay City should be worth going to see.

**GOOD BYE, SAM.**

S. A. Perkins, for twenty years National committeeman from Washington, seems doomed to defeat. His home county, Pierce, has repudiated him. To add gall and wormwood to the bruising given him his defeat was administered by his old time henchmen. Had Washington thrown Sam over sixteen years ago the political history of that state would have been radically different. Tho he was an astute business man, Mr. Perkins never measured up to the position of a National committeeman. He lacked vision, political sagacity, and worst of all trained with men out of touch with the rank and file of the party. He functioned principally as a distributor of political favors. At that he was successful. His passing will not be regretted by many, even among his old followers.

With Wood apparently in the lead he will find the other Republican candidates united against him. Unless he can muster enough votes to give him the nomination on the first ballot his chances for nomination are no better than his opponents.

**HOW MUCH WATER TO USE**

Six inches of irrigation are required to grow 200 bushels of potatoes, 5 1/4 inches for one ton of alfalfa, and less than five inches for a ton of clover on Corvallis and similar soil types, says a new bulletin. The Duty of Water in Irrigation, just issued by the O. A. C. experiment station. This bulletin as well as two others—The Small Irrigation Pump Plant, and The Improvement and Water Requirements of Wild Meadow and Tule Lands—was written by W. L. Powers, chief of soils, whose activities have led to the re-

clamation of thousands of acres of waste lands. All of these reclamations and water control bulletins are free to the Oregon farmer and other citizens, free for the asking.

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