

HARNEY FAVORS BONDS

Malheur County Boosters Explain Law and Harney County Association Favors Measure.

Monday night the Tonawama hall filled to overflowing with an enthusiastic crowd of citizens from Burns and different parts of Harney county to hear the discussion of the bonding bill by prominent speakers among whom were Senator Julien A. Hurley of Vale and Judge Dalton Biggs and P. J. Gallagher of Ontario, says the Burns Tribune. Besides the speeches an interesting program had been arranged and the crowd was entertained between addresses with musical selections. The big mass meeting has been proclaimed by far the most successful public meeting that has ever been held in Burns, and by practically a unanimous vote the citizens present went on record as favoring the passage of the bond issue and from the indication at the present time there is no doubt but what the measure will pass in Harney county.

A concert by the Levens Theatre orchestra commenced the evening's entertainment. Miss Drusilla Dodson rendered a reading, Mrs. Chester Dalton sang a solo and a musical selection by the saxophone quartet brought forth applause from the appreciative audience.

P. J. Gallagher of Ontario was the first speaker on the program and his words aroused the public to the need of better roads in this state and county. He was followed by Judge Dalton Biggs who presented both sides of the bonding question and with well chosen words decided explicitly in favor of the bond issue.

Senator Julien A. Hurley, of Vale, was the main speaker of the evening by reason of his being a part of the legislature that passed the road legislation and his explanation of the working of the bonding act together with the other road legislation passed was well worth anyone's time. He explained quite clearly and concisely that the bond issue was as vital to the people of Eastern Oregon as it was to those of Western Oregon, and his talk cleared up many doubtful impressions of the bill. In part he said as follows:

"The \$6,000,000 bond issue together with the \$3,600,000 furnished jointly by the state and the federal government constitutes the entire amount to be spent in the event the bond issue passes. To pay off this bond issue the .025 mill levy that has been collected by the state highway board and the automobile license money will be used. Both of these measures are already a law and will have to be paid whether or not the bond issue carries."

He also considered at length the different features of the bill and many of those present who came to hear him were impressed and went away in favor of the bond.

Immediately following Mr. Hurley's address the following resolutions were practically unanimously passed:

"We, the members of the Harney County Good Roads Association, after due and careful consideration of the \$6,000,000 road bonding act realize that it is a step in the right direction toward the development of the State of Oregon and that with its passage Harney county will come in for its share of the money to be spent.

"Therefore, we wish to go on record as favoring the passage of the road bonding act, and

"Be it further resolved, That the members and officers of this association use their influence to that end."

The evening's entertainment was arranged by a committee of which Curley Potter was chairman and proved entirely successful.

State Road System.
Before Oregon can secure the benefits of the Federal Appropriations made under the Shackleford Bill, a system of state highways must be laid out and submitted formally to the U. S. Government road officers.

Under the terms of the act, the State Highway Commission of each state is required to lay out such a system, in contemplation of five years' continuous work in using joint federal and state funds for highway improvement.

To conform with these requirements Oregon's State Highway Commission has designated as a "System of State Roads," the highways shown in the accompanying map.

Those roads designated in the pending bonding measure, which is to be voted upon by the people June 4, are shown in heavy lines on the accompanying map, together with the names of the cities through or near which the highways pass, and wording to indicate the class of highway, whether "Paved," "Paved and Post," "Post Road" or "Forest Road," as the case may be.

The commission also has designated such other roads as in its judgment should be included in the official system of state highways. These additional designations are shown on the map by a lighter line than that used to set forth the roads specified in the bonding act.

Should the bonding act carry, there will be funds sufficient, it is asserted, to place all the highways designated on this map in condition for traffic, including about 600 miles of paved highway.

Should the bond issue fail, the commission will do the best it can to cover as much of the designated mileage as possible. The funds for construction would be in small annual amounts for the five years, and probably would be required, the commission has indicated, to put the trunk highways in shape in the more populous part of the state, but even on those trunk highways there would be no money available for paving.

Road Bond Measure Will Not Increase Taxes

ROAD LAW EXPLAINED

Able, Dispassionate and Readable Analysis of Main and Related Questions, By Portland Club Com.

(From Oregon Voter.)

Issues presented by the proposed \$6,000,000 bonding measure for improvement of the roads of the state are in many instances being confused with matters not concerned with or relating to this measure. Much road legislation was placed on our statute books by our last legislature and it is this which is confusing the voter. In order to discuss the proposed bond issue it will therefore be necessary to outline briefly certain measures bearing on this issue but which are already matters of existing law and will not come before the people for approval or rejection.

New Road Laws Passed.

The entire mass of road legislation under which the counties of the state have been so blindly groping in a hopeless effort to establish their rights and powers for the past few years was swept away by repeal at the last session of the legislature in an effort to bring out of this chaotic condition a unified Highway Code.

This new Code is embodied in House Bills 469 and 519, wherein are laid down the rights and powers of the several counties of the state in the matter of their road situation.

Auto License Doubled.

In order to provide a larger income for the state road fund and impose on the chief road users a large proportion of the costs of maintenance of our public highways the Motor Vehicle Law, in House Bill 509, was revised with the provision as one of its features that the license tax on all motor vehicles be doubled.

The estimated income on the basis of the present registration of motor vehicles which would be available for the road fund will next year be some \$310,000.

This money, by the terms of the act is to be turned over each year to meeting the obligations arising under the acceptance of a Federal measure known as the Shackleford Act. Under this and other provisions, however, the money will virtually be in the hands of the State Highway Commission for expenditure for road improvement.

Government Will Match State.

The so-called Shackleford Act provides appropriation from funds of the Federal Government to the several states of the Union of certain sums of money to be used upon certain roads agreed upon by Federal and State representatives jointly to be designated as post roads and forest roads.

This act has in contemplation the making possible of mail delivery over a greater number of roads throughout the more distant parts of the state.

One fundamental condition, however, under which this fund may become available to any state is that such state shall raise an equal amount to be devoted to the same purpose.

During the next five years there will be available to the state of Oregon the sum of approximately \$1,800,000. House Bill 21 of the Oregon Legislature accepted the provisions of this Federal Act and authorized a bond issue if such might be required above such available road funds as might be in the state treasury at the time such money might be required.

Highway Commission Created.

In contemplation of the inauguration of a broad and comprehensive road program for Oregon in the near future, House Bill 602 provided for the creation of a State Highway Commission as a body of three men appointed by the Governor, one from each Congressional District of the state, to serve for a period of three years without compensation.

To avoid a complete change in the personnel of the commission every three years, provision is made for the retirement of one member each year.

The handling of all road funds of the state is hereafter to be in the hands of this commission.

Road Levy Made.

A further provision of this bill is the levy of a one-fourth mill tax on all taxable property of the state, the funds derived from which tax are to be placed under the control of this commission for use in construction of roads throughout the state. The estimated revenue under this bill will, next year, be some \$220,000.

The men who have been appointed on this commission are S. Benson of Portland for the three year term, W. L. Thompson, a prominent banker of Pendleton for the two-year term and E. J. Adams, a businessman of Eugene, for the one-year term.

Bonding Measure Considered.

The specific subject of this report, House Bill 550, providing for a bond issue in the amount of \$6,000,000 the proceeds of which is to be used in the immediate construction of certain designated roads, is, it appears, somewhat confused with the legislation above outlined. All of the measures just outlined are or soon will be in effect, and will carry out their provisions regardless of the outcome of this one measure, which is to be referred to the popular election on June four, next.

This bill provides in brief as follows: The State Highway Commission already created by House Bill 602 is empowered and directed to issue bonds bearing interest at the rate of four per cent to the amount of \$6,000,000.

Of this sum not over \$1,000,000 worth shall be issued during the first year, and not over \$2,000,000 worth in addition during the second year. Of the entire issue at least \$800,

000 worth shall be issued in denominations of \$500 or less. Such bonds as shall be issued shall be payable one-twentieth each year, commencing with the sixth year after issuance of these bonds is to be used along lines designated in the bill.

Main Roads Paved.

Certain roads are in the measure designated as highways of first importance, and such are to be permanently constructed and finished with a hard surface. These are to be known as hard-surfaced highways.

Post Roads Designated.

In addition to these hard-surfaced highways there are named in the bill certain post and forest roads by joint agreement of representatives of the Federal and state governments. These roads are not to be improved by the funds provided under this bill, but from the bonds and appropriations authorized under House Bill 21, in conjunction with the Federal appropriations of the Shackleford Act. Further provision is made that sixty per cent of such money shall be spent on roads east of the Cascade mountains. All roads designated under these classifications will be found named in the text of the proposed measure as well as outlined on published plans.

Commission May Build Roads.

The Highway Commission is given some discretionary power in the matter of making minor changes in roads and in improving roads other than those herein designated provided the funds prove sufficient.

The letting of contracts for road improvement is to be handled in the same manner as at present provided by law. All bids are to be opened in public and contracts awarded in the same public manner. If the commission deems all bids unreasonable they are authorized to reject all proposals and carry on the work under their own direction.

Must Grade Roads If Paved.

One general requirement of the measure is the provision that each county in which hard surfacing is to be done must at its own expense do all grading of the highway preparatory to the surfacing. Exception in this provision is made in the case of certain counties which have already done much work upon their roads and have reached the limit of their bonding power for road appropriations.

Revenue Will Pay Bonds.

Plans for amortization of this loan have been rather carefully prepared and under the showing in the published tables the income from the sources named, i. e., the one-fourth mill tax and the vehicle tax, will in the twenty-five years which will elapse before the last of these bonds will be retired care for the entire sum, both principal and interest, and leave a surplus in 1942, the end of the bonding period, of \$1,700,000.

Furthermore, these figures are all based on present tax income, and no recognition is taken of the probability that in this period there may be

a greater number of motor vehicles in operation in the state, or that the assessed valuation of property in the state may be higher and thus the income from the one-fourth will be greater.

What is Your Answer?

The real question at issue in the approval or rejection of this bond issue is this:

Shall we use the credit of the state to develop our road system now and realize in the present the stimulus and commercial advantage of an adequate system of highways, accomplishing this with no additional burden of taxation save the interest on the bonds.

Or shall we continue as at present expending annually for the next twenty-five years on our roads the same sum as would be required to carry and pay off the entire bond issue but wait a large part of this twenty-five years before realizing any material accomplishment in our road program?

This measure proposes to give the present generation for its use and enjoyment an adequate highway system throughout Oregon at approximately the same expenditure as will be maintained without this special bond issue.

These Laws Have Passed.

We are not called upon to give our approval to the one-fourth mill road levy, on the doubled vehicle tax, or to approve the organization of the State Highway Commission. These matters have already been settled by the legislature.

No Increase in Taxes.

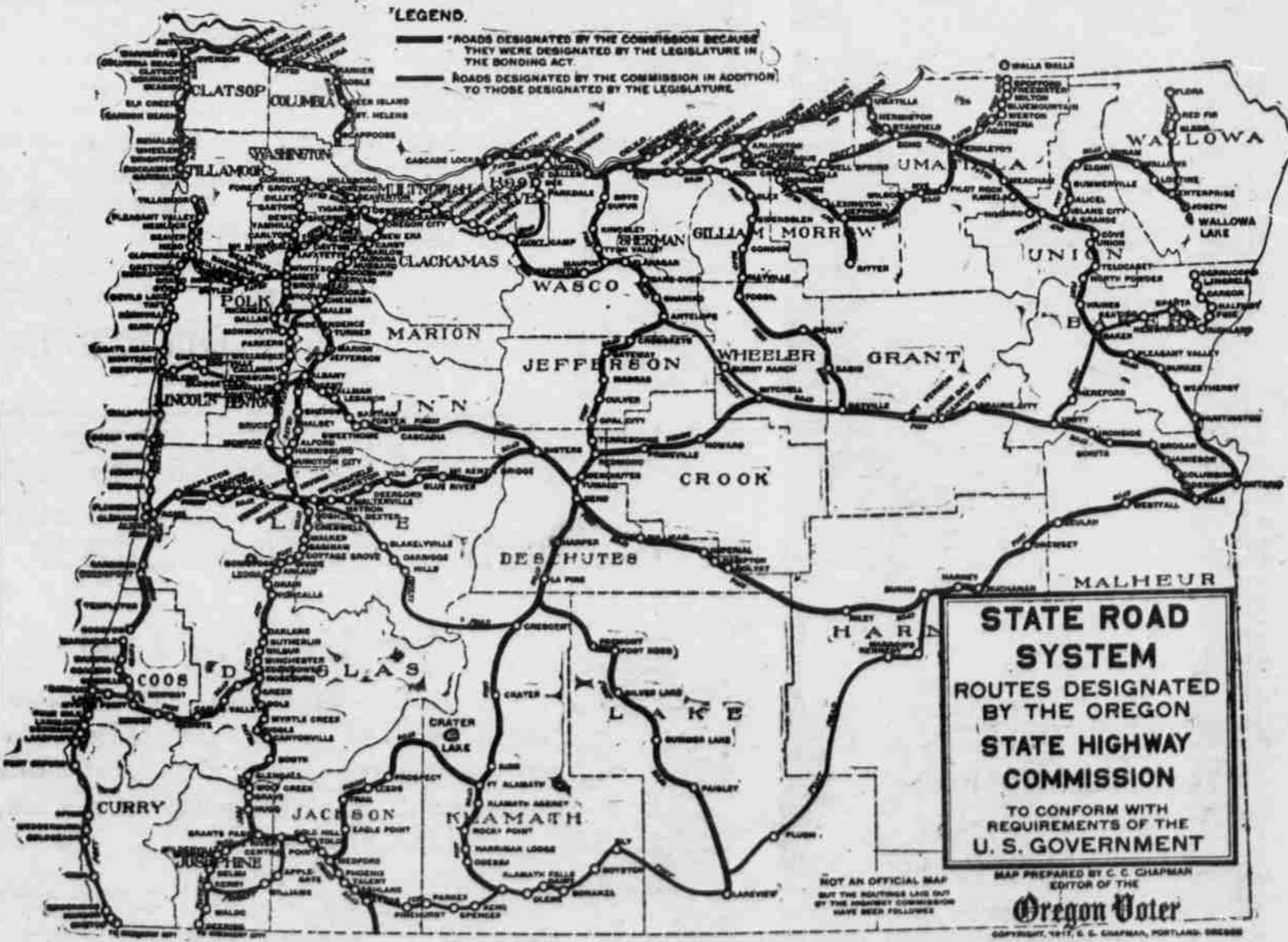
The commission will have annually to expend on our roads the revenue from these two levies. In addition they will have in their hands the funds appropriated to meet the Shackleford Act of the Federal government. In the approval or rejection of the \$6,000,000 bond issue we are asked to decide whether to develop our system of highways now with money at four per cent paying off these bonds within the next twenty-five years, with the same amount of taxes as we would be paying without such issue, and without the present use of the proposed highways.

Your committee has to report that it finds such essentially to be the issue presented to the voter under the proposed bonding measure at the special election to be held on June fourth next, and on such issue recommends this measure as, in their opinion, worthy the support of the City Club of Portland.

Respectfully submitted by your committee,

GEO. E. MURPHY,
BERT W. HENRY,
DR. J. G. SWENSON.

Report approved by Board of Governors of City Club, and adopted by the Club in regular meeting.



The time has come for Oregon to make a very small start in the direction of permanent state highway construction.

Washington north of us will spend \$6,500,000 in the next two years, and Oregon proposed to expend \$6,000,000 in five years.

California in the second biennial period is spending fifteen million in two years by the state and the counties as much more.

Indications are that conservative counties are awakening to the need of getting out of the mud and dust by the state as a whole.

The State Grange in Washington and California and other states favors the plan of building highways in these states.

Douglas and Hood River county granges have gone on record in favor of the bonding plan for permanent highways, and other Grange organizations are falling in line.

The general taxpayer pays nothing on the proposed bond issue, it being taken care of by motor vehicle and gasoline license tax.

It is high time the state of Oregon shook off the reputation of ultra-conservatism and ditched non-constructive statesmanship.

Register for Election.

Reports from the different counties

indicate that few voters who have moved into different precincts have taken the trouble to register for the June election.

Experience shows that over 10 per cent of voters change residence every six months.

Every voter interested in the Road Bonding Act or any other of the many measures to be voted upon at the special election June 4 should register at once if he has moved since his registration for the presidential election.

Newspapers are Boosters. Of 209 weekly newspapers in Oregon outside of Portland, 191 are publishing columns of information on the road bonding issue.

No pamphlets on this momentous

question have been issued except those printed by newspapers entirely at their own expense.

If it wasn't for the newspapers of Oregon, what chance would a public issue have before the people? It is the newspapers which are the real boosters for state development. Not only does it cost them money to print these columns and columns of information, but it costs considerable to get the live, up-to-date and accurate information to publish. It is the newspapers which have defrayed the whole cost of compiling and disseminating all the information which to date has appeared before the public on the road bonding act.

C. C. CHAPMAN,
Editor Oregon Voter.

The United States National Bank



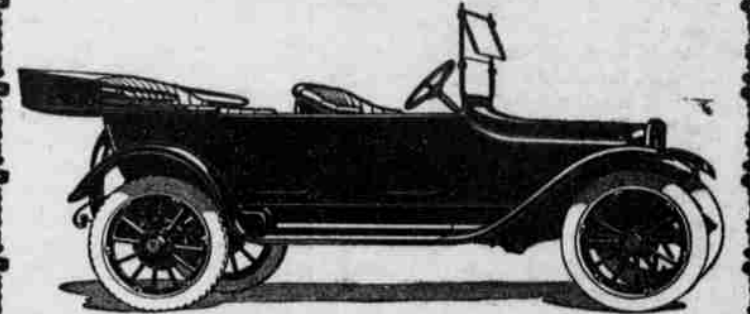
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An Expert's Opinion

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