

HOW TO OBTAIN GOOD HIGHWAYS

Bond Issue Plan For Counties a Remedy For Present Evils.

QUICKER AND BETTER ROADS.

Direct Tax Method Might Do For the Time Being, but the Issuing of Bonds Will Insure Good Thoroughfares For Generations to Come. Many Southern Counties Using Plan.

A study of the problems connected with the development of our nation has shown that we take first rank in civil government, manufactures, commerce and in the world's affairs generally, yet improved public road construction, the one phase of our American life upon which depend more than any other the certain prosperity and social comfort of a large majority of our citizens, has been neglected to a degree that is almost beyond the power of conception, says Dr. J. H. Pratt, state geologist of North Carolina.

The old method of obtaining revenue for the construction of roads was by levying a labor tax, which required all able-bodied male residents of a state between certain ages to work on the public highways within their respective townships for a certain number of days per annum, but in lieu of this labor they could pay a certain amount for each day that they were required to work. While thousands of miles of public roads have been built by this means, there are but few miles of graded or improved roads constructed, and it is practically impossible to construct a system of good roads in this way. If it does not give good improved roads how can they be obtained?

Public roads are public necessities, and the benefits to be derived from their construction in the various counties composing the state are not only of great value to each county, but also to the state. Public roads are ready to serve all classes, they are common property of all the people, and all the people have the right and privilege to use them. Therefore why should not all the people bear some of the expense?

To carry out this work to the quickest and to the best advantage the county should issue bonds in order to secure the necessary funds.

It is a fair and equitable arrangement that future generations should pay for a portion of the improvements of our public roads, as they derive as great a benefit as the present generation. Too many have an idea that to bond their county will mean a very large increase in their taxes without their deriving any material benefits from their expenditures, not realizing that the increase in the value of property and the decrease in the cost of the maintenance of the roads and the wear and tear on horses, wagons and harness is so much money saved.

The issuing of bonds makes available funds in sufficient quantity to render possible the accomplishment of definite and desirable results.

They give almost immediately the benefit of good roads, while the payment for them is deferred for many years until the county has progressed in material wealth to enable it to pay the bonds without unnecessary inconvenience.

They obviate the necessity for a high road tax while accomplishing the results for which such a tax would be levied.

Let us consider briefly what a \$100,000 bond issue would cost a county:

In the first place, I believe the bonds could be sold at bearing 4 1/2 per cent interest. This means that the interest on the issue of \$100,000 will be \$4,500 per annum. It will also be necessary to put by a sinking fund to take care of these bonds on maturity. Such a sum as is necessary can be put by each year at 5 per cent interest and at the end of forty years will cover the bond issue. The amount that it will be necessary to put aside each year for this purpose will be \$333. This makes a total of \$4,833 that a county will have to raise each year to take care of this bond issue. This amount will not be as much as it would be necessary to raise by a high tax, 35 cents to 50 cents, which some counties have levied in providing the money for road construction. Suppose the assessed property valuation is \$5,000,000, a tax of only 20 cents on the \$100 would yield \$1,000,000 annually, which would be sufficient to pay the interest on the bonds, create a sinking fund and leave enough money, \$100,000, for the maintenance of the improved road and to keep in repair the roads in the county that are not being permanently improved.

This twenty cent tax is a small tax for good roads work and if this tax was levied without bond issue it would usually all be spent in maintenance of the roads without permanently improving any of them.

If a county or a township decides to tax and raise the necessary revenue for good roads construction by a direct tax on the \$100 worth of property it would require an exceedingly high tax to accomplish the desired result, unless there was situated in the county a large city whose accumulated wealth could be taxed for good road work in the county. Counties situated in this way could probably raise a revenue sufficient to construct improved roads throughout the county with a tax not running over 50 cents on the \$100 worth of property. The counties, however, without large cities or towns should issue bonds for good roads construction.

MANY COUNTIES STRIVING TO ELIMINATE RUTS

By Building Concrete Macadam Roads. A Success in Michigan.

Concrete macadam roads are being built in many parts of the country in an attempt to secure roadways that will not loosen up under automobile travel nor rut under heavy trucking. Wayne county, Mich., has built these roads for the past two seasons and now has nearly eight miles of two course concrete macadam roadways. In these roads the bottom layer is a



WAYNE COUNTY (MICH.) ROAD BEFORE AND AFTER USING CONCRETE.

limestone concrete of a one, two and a half and five mix, using first class cement, sand and crushed limestone. The top layer is a one, two and three mix of the same materials, except that crushed cobbles are substituted for limestone. The concrete is six and one-half inches compacted depth and from fifteen to nineteen feet in width.

EVERYBODY DRAG ROADS!

Plan Provides That All Tax Payers Must Keep Highways Clean.

A plan is on foot in some parts of the country to have the whole community see to it that the roads are kept in good condition.

The proposed plan provides that the road authorities shall divide the roads into short sections, according to the number of poll tax payers, and assign to each man the section nearest and most convenient to him, who would assume the responsibility of keeping the same in good condition by working his poll tax on it, not all at once, but at intervals, as needed. It is estimated that in no case would these sections comprise more than a half mile of road.

As soon as the frost is out in the spring and while the road is yet somewhat soft and plastic these men would go on the road each of his own section, dragging it thoroughly, using a homemade split log drag, scraping down the ridges, filling the ruts and holes and crowning and smoothing the surface so that it would shed water. Not more than two hours would be required to do this, and it would be done at a time when it would least interfere with farm work. Later in the season, whenever there was a tendency to develop ruts or holes, each would again apply the same treatment just following a rain.

A very important point may here be noted, viz—that by this plan the roads in any district, no matter how large, even in an entire county, could all be dragged and smoothed and put in good condition within a few hours.

Today the need for better wagon roads is greater than at any previous time in history. The belief has been proved fallacious that as railroad mileage increased the need for good country roads would diminish. The fact has been established that the greater the railroad mileage the greater the movement of freight on the common roads that act as feeders to the railroads. It has been shown that over bad roads in the United States a team on the worst hauling season is able to transport on an average only about 800 or 900 pounds, while in France every good draft horse is expected to be able to draw 3,300 pounds a distance of eight or ten miles any day in the year.

UP TO THE WOMEN TOO.

Improvement of Country Roads Should Be of Interest to Mothers.

That the movement for the improvement of roads now being pushed by the government throughout the country affects the women as vitally as it affects the men was the assertion of Logan Waller Page, director of the United States office of public roads, in the course of his address to the Mothers' Congress held in Washington recently.

The women, Director Page pointed out, are the mothers of the nation, and it is to their interest to see that country roads are improved for the benefit of their own health and happiness and the health and happiness of their children.

JOHN JACOB ASTOR IS A GOOD ROADS ENTHUSIAST.

Goes to France to Learn Construction and Maintenance of Highways.

Colonel John Jacob Astor, the millionaire, has joined the ranks of good roads enthusiasts, and sooner or later he will be heard from as exerting himself for the betterment of the public highways.

Colonel Astor has gone to Paris on leaving New York he said: "One of



COLONEL JOHN J. ASTOR.

the chief purposes of my trip is to obtain copies from the French government of specifications for the construction and maintenance of highways. French methods of road building are excellent, as I have found by personal study."

PROGRESS AND PROSPERITY

"The good roads movement is not confined to any one state," says Clarence H. Bisell, president of the New Jersey Automobile and Motor club, "and it is to the credit of the people that they are awaking to the absolute necessity of good roads in order to assure progress and prosperity."

FOR THE GOOD ROADS CAUSE

Present Day Difficulties of Travelers Shown in Pictures.

One of the most interesting methods for advancing the cause of good roads throughout the south is being undertaken by the Southern Railway company, working in conjunction with the United States office of public roads. The company has started a special "road improvement train," provided with lantern slides and stereopticon and screen. This train is touring the south, stopping at all the large cities and most of the small ones.

The stereopticon equipment is for the purpose of showing all the advantages of good roads and the disadvantages of bad ones. Pictures showing doctors caught in the ruts of bad roads while on their way to patients, undertakers' wagons delayed on the way to the cemeteries, automobilists thrown on the road by a boulder in a bad road and two loads of cotton, one from a bad road territory and the other from a good road territory, the difference in weight showing the profits and losses that come from good and bad roads, are being shown.

It is hoped by the backers of the present movement that the road improvement train will stimulate the interest of the south, bring about the enactment of uniform laws and uniform methods in the handling of the improvement and maintenance of roads and give the whole south an opportunity to realize the full economic value of a complete system of improved highways.

WHY?

It is nothing short of remarkable how a long suffering and tax paying people put up with the incompetency and negligence of their public servants. The little brood of politicians who pretend to manage such grave interests as road improvement should be utterly discarded, and men of engineering skill, sound wisdom and approved merit should be speedily substituted.

A Bank Indorses Good Roads.

The First National bank of Moultrie, Ga., opens up a new field for helpfulness and usefulness on the part of banks. The following resolutions were adopted by the directors of this progressive bank recently:

"We, the officers of the First National bank, do hereby heartily indorse the movement made by the chamber of commerce to improve the roads in this county.

"The First National is always eager to push any movement that will help and gratefully benefit the working people and the deserving farmers of Colquitt.

"During this good road movement, if at any time the deserving farmer sees that it will be necessary to put up a new wire fence, build a new house or improve his farm in any way, we stand ready to loan you the necessary money to make these improvements."

Many a Man Owes His Success to an Investment

on the installment plan, because it has served as an anchor and kept him in a straight line and away from the many "Get Rich Quick" schemes which are so plentiful today and which so often mean riches only for the smooth tongued promoters thereof. By investing IN YOUR HOME TOWN you are dealing with values and people with whom you are acquainted—people who are interested in your welfare because your success means the success of others about you, and the more successful citizens a town can boast of the better place it will be. Lots in NOBLES ADDITION can be had by making a very small payment down and the balance on terms to suit the purchaser, monthly, bi-monthly quarterly, half-yearly or annual payments. These lots are the best investment in city property, today. The only district with building restrictions and with street improvements and sidewalks already in. Make your selection now. A few dollars will hold the lots for you until you can make further payments. You are entitled to the best. Why not get it? Come in and let me show you NOBLES ADDITION, the center of building activity in Prineville.

A. R. BOWMAN

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At the Old Stand
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All kinds of Choice Liquors
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Notice of Final Settlement.

Notice is hereby given by the undersigned, the administrator of the estate of Wilford J. Crain, deceased, that he has made and filed with the clerk of the county court his final accounting of his administration of said estate, and that the county court has set Monday, March 24, 1912, at 10 o'clock in the forenoon, at the county court room in Prineville, Oregon, as the time and place for hearing and settling said final accounting. At which said time and place, any person interested in said estate, may appear and object to said final accounting. Dated this 24th day of Feb., 1912.

Notice of Contest.

Department of the Interior,
United States Land Office,
The Dalles, Oregon, February 3, 1912.

To Hurs of William F. Shelberg, of Prineville, Oregon, Contestant:
You are hereby notified that Margaret Kimball, who gives Prineville, Oregon, as her post office address, did on Dec. 21, 1911, file in this office her duly corroborated affidavit to contest and secure the cancellation of your Homestead Entry No. 47,292, Serial No. 47,292, made Sept. 1, 1910, for SE 1/4 Sec. 3, N. 1/2, E. 1/4, Sec. 16, T. 15, R. 18, W. 1/2, Laneville Meridian, and as grounds for her contest she alleges that said William F. Shelberg died Dec. 11, 1910, leaving his father, Frank Shelberg, his sole heir, and that said William F. Shelberg, for over six months prior to Aug. 15, 1911, had wholly abandoned said tract and had wholly failed to reside upon, cultivate or improve the same since making said entry; that said Frank Shelberg has wholly failed to reside upon, cultivate or improve said tract of land for over six months prior to Aug. 15, 1911, nor has anyone for him improved or cultivated the same during said time or at all.

You are, therefore, further notified that the said allegations will be taken by this office as having been confessed by you, and your said entry will be canceled thereunder without your further right to be heard therein, either before this office or on appeal, if you fail to file in this office within twenty days after the fourth publication of this notice, as shown below, your answer, under oath, specifically meeting and responding to these allegations of contest, or if you fail within that time to file in this office due proof that you have served a copy of your answer on the said contestant, either in person or by registered mail. If this service is made by the delivery of a copy of your answer to the contestant in person, proof of such service must be either the said contestant's written acknowledgment of his receipt of the copy, showing the date of his receipt, or the affidavit of the person by whom the copy was made, stating when and where the copy was delivered; if made by registered mail, proof of such service must consist of the affidavit of the post office to which you desire future notices to be sent to you.

G. W. Moore, Register.
Date of first publication February 15, 1912.
Date of second publication February 22, 1912.
Date of third publication February 29, 1912.
Date of fourth publication March 7, 1912.
2-1514

Applications for Grazing Permits.

NOTICE is hereby given that all applications for permits to graze cattle, horses and sheep within the CASCADE NATIONAL FOREST during the season of 1912, must be filed in my office at Eugene, Oregon, on or before February 20, 1912. Full information in regard to the grazing fees to be charged and blank forms to be used in making applications will be furnished upon request.
2-12-12 DLYDER SEITZ, Supervisor

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The Cash Grocery

GEO. WHITEIS, Prop.

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CROOK COUNTY BANK

PRINEVILLE, OREGON

Statement of the Crook County Bank of Prineville, Oregon, as rendered to the Superintendent of Banks, June 7th, 1911

Assets		Liabilities	
Loans and Discounts	\$120,870.00	Capital paid in full	\$100,000.00
Overdrafts	2,511.30	Surplus	10,000.00
Furniture and fixtures	2,281.44	Undivided profits	2,000.00
Real estate	8,798.00	Deposits	140,140.00
Cash on hand and due from banks	\$47,809.95		
	\$188,900.08		\$188,900.18