## **BAD ROADS GREAT** ECONOMIC WASTE

HEAVY COST OF POOR HIGHWAYS FALLS DIRECTLY ON THE FARMERS

T. W. Sullivan Prepares Table Giving Valuable Information Relative to Proposed Bond Issue for \$600,000

OREGON CITY, Feb. 11 .- (Editor of the Enterprise.)-A great deal has been said and written on the subject of good roads for Clackamas County and how to get them. Judging from the statements, and assertions made it is quite evident that most of the people desire good permanent roads but cannot agree on how to get them. Personally I have held great hopes that a sound business policy would be pursued this year by our County Court aided by well meaning patriotic citizens of good business judgment who stand ready to assist in working out a good systematic programme of procedure under the 1913 road law whereby we can secure for this county a fine system of permanent main trunk and other roads, extending from the farming communities to the market places. Under such a plan the permanent main trunk roads can be very short period of time.

Good permanent all-year roads are a very important factor in increasing the prosperity of the farmer and re ducing the cost of living for all. -Good roads bring the farm nearer

the market (i. e. in time required to reach it) and enhance the value of the farm on that account. The U.S. Department of Agriculture has records of places in the South where the time required to haul goods from the farm to the market has been reduced from twelve to two days by the construc tion of permanent roads to replace the old mud holes or excuses for roads. Many examples showing the large saving in haulage costs could be given showing the great economic value of good permanent roads.

Does it pay to build permanent You may be sure it does. Bad roads are a great economic waste. The heavy cost of bad roads falls on the entire population of the community served and affected by such roads but this heavy cost falls in great degree on the farmers who must haul the products of their farms over these bad roads as they are at a great disadvantage in attempting to compete in the markets with other rural communities which have through good business sense secured good permanent all year roads leading to the mar-

The only proper way to figure or the cost of a road is to consider both the first cost and the maintenance cost for a period of ten or more years, and its effective traffic condition during Under the present condition of travel on main roads a macadam road would have to be re-surfaced every two or three years and such main roads the hard surfaced or paved roadway, if properly built, would require practically no repairs for a period of ten years and a good and sufficient bond guaranteeing the maintenance considered but during the erl times the cost. and make great additional savings to the farmer in the cost of hauling produce to the market calculated in time. 1913 for the sake of convenience. energy, wear and tear of men, teams, wagons, harness, etc. With hard surfurther reducing the costs.

How are we to secure these good roads and the great benefits and bless-question. I have used a uniform inings that will necessarily come with

cial engineering skill and experience. will bear interest at the rate of five county. There are many details and conditions (5) per cent per annum and the money

entering in, all of which must be taken [ in the county's sinking fund will earn into consideration, and met by the trained and experienced engineer so as to get the best results obtainable under the circumstances and at the least possible cost. It will pay the county well to engage a first class road engineer, one who knows the business thoroughly, and a man whose honesty, and integrity is above question, to superintend the construction of our roads. Such a man will save to the taxpayers of this county many many times the salary he would be

All successful private business firms and corporations select for the heads of their departments men especially fitted to take charge of and administer the affairs of those departments. The business of the public is larger and of more importance than that of any private firm or corporation and should be managed at least as well and as eco-

A satisfactory plan for a main trunk road in this county may include a hard surfaced or paved portion varying from paved portion to have dirt, gravel or macadam shoulders of suitable width.

Such permanent roads for our main trunk lines can be had at reasonable cost. We have raised by direct taxation under general and special levies in this county for expenditure on the roads the ensuing year the enormous sum of \$318,065.62 exclusive of the 1.4 mill levy for retiring road warrants already issued for the maintenance of present roads making a grand total for this year of \$360,795.47 (go to the records and verify this), and this great amount, if our county court pursues the plan it has decided on and out lined in a recent issue of the Morn ing Enterprise, is to be used in the same old way, without any adequate old wasteful methods and establish secured economically and within a the beginning at least of the better and more scientific, economical and business like plan of road construc

> If we are not to make a start or the better plan this year as we should we are no more likely to make the start next year or probably the next and with the continuance of such methods, we will continue to waste our time, energy and money with very little beneficial result, comparatively

> Therefore, after reviewing the pas history of road building and the pres-ent outlook, I feel that we should immediately proceed to bond this county for the full amount permitted under the law, viz: two per cent of its as sessed valuat, viz: \$30,521,327.00 (amount for 1913) which will produce \$610,426.54 and which we can make available at once for the construction of permanent main trunk all year roads through our county and connecting the farming districts with the towns and market places including ar teries to Portland, the great market and port close to our districts.

And why shouldn't we bond for this amount at once to secure the blessings and benefits that good roads will bring to the people of this county?

A good business man or farmer who is handicapped in his plans and efforts in the year and that they originate no on account of insufficient working capital will, if he has the security immediately (bond) borrow a sufficient tance. amount to provide equipment neces-sary to make his business or farm highly productive and profitable.

The money so borrowed will under good management be a source of increased earnings and profits and there- that, although we have built nearly fore is no burden but a great benefit. So with good permanent roads. They even then it would be in a bad condi-lare a necessary equipment needed in tion over one-half of the time. On our public and private business and cal sentiment may be will return large profits to all and the sooner we get the first units or main trunk roads built the sooner we will We are no longer besought to

begin to reap those profits.

I have prepared a table showing how roadway against any cost for repairs the interest charges on this proposed can be had for a period of at least bond issue and the retirement of the years. To my mind there is no bonds in full can be handled so that question as to the advantage of hard the taxpayer will hardly feel the cost surfaced roadway for rural main trunk while using and enjoying the permaroads over macadam or any similar nent roads provided by the money se improvement. They are cheaper in cured through it and reaping benefits, the end even with only just cost and during the period, equivalent to sev- necessary to scrap a relatively new so property owners could be heard

As a basis for calculations in the fective all year round traffic conditions table 1 have assumed the present as-and make great additional savings to sessed valuation at \$30,500,000.00 or

I have taken into consideration the increase in valuations of the property faced roads motor trucks or motor in the county. If this increase was wagons could be used to ply between considered for the past ten year per-the farm, and the market places, still id the showing in the table would be at hand. We should profit by the suc-southern city limits, were passed first much more favorable than it is.

crease of \$2,100,000.00 in the assess-By eliminating the present unbusi-period given in the table. This is less mate cost.

able valuation each year during the measure of success and at least ulti-partment had and a rake" with the present unbusi-period given in the table. This is less mate cost. nesslike and wasteful system, and in-than the average each year for the augurating a practical scientific engi- last four years of slow progress and angurating a practical scientific engi-instruction in the business of the matter due consideration, agree street repair equipment, including a municipal rock crushing plant. The This system will require the county to country. The real increase will be engage a competent and well qualified much greater especially so if we build engineer, one especially fitted by training and experience to take charge of tions I have also assumed that the this branch of the country work. The proper and economical construction of although Jackson county's bonds sold thereafter by permanent lateral and vision street, controlled partly by the good roads is a matter requiring spe- at a premium. Also that the bonds good tributary roads throughout our city and partly by the county, was re-

but four (4) per cent per annum. er a period of twenty-one years;

viding at once good hard surfacet main trunk roads from the farming communities to the market places and securing the great benefits resulting therefrom to us who are living today as well as providing for the future The benefits resulting and secured at once will in the first five years save to the people of this county the entire cost and these benefits, will be tinued in the following years for the present and future generation.

The assessed valuation on which the average farmer in this county pays taxes does not exceed One Thousand Dollars (\$1000.00) although there many that pay on a much higher valuation. Then for the farmer who pays on \$1000.00 assessed valuation this bond issue will cost him but one dollar per year. Will his benefits be worth more to him than one dollar per year? Any sensible or reasonable man will say yes, and many times that amount. Why the saving in the hauling cost for one load of two tons weight over eight miles of permanent hard surfaced road newed his plea for a committee to act 9 feet to 16 feet in width, the width being determined by the amount of traffic that will pass over it, the way, if compared to like cost for our in the matter. present roads, would amount to one

dollar. If a just proportional increase on an be and as it doubly would be assured with the advent of permanent roads, the one mill levy would pay off the "I was on bonds in less than twenty years.

Several progressive districts have in the last few years made special levies of ten mills a year for road building, in addition to the regular evy, in their efforts to secure the lessing and economic benefits of good roads. This ten mill special levy in one year is ten times the cost of the evy per year necessary to provide for the working capital to be secured by the proposed bond issue and practicaly one-half of the entire cost, spread over the period of twenty-one years given in the table, of securing these main trunk roads with resulting benehond Issue.

This is a good sound business proj sition and one that will produce big profits on the investment measured in intercourse, health, happiness and con-tentment. The quickest and greatest profits will accrue to the farmers and the farming communities which would pay less than half or 44% per cent of the whole, but the cities, towns and all business and industrial life will necessarily feel its good effect and

The public decision as to benefits of good roads may be drawn from the following extracts from a paper presented before the American Road Congress, held at Detroit, Michigan, Sept. 29 to Oct. 4, 1913, by James M. McCleary, Engineer in charge of the construction of the famous brick country roads built during the past several years in the territory surrounding Cleveland, Ohio. Mr. McCleary, after omy has been proven in contrast with any other methods of road building The fact that our roads are in shape for maximum service twelve months dust has endeared them to abutting dwellers and to travelers from a dis-Washing by rain suffices to keep them clean and imparts a sani tary advantage which has been much emphasized by health authorities.

"Perhaps the most eloquent prais is contained in the simple statemen 400 miles of such road, 33 farmers petitions are now on file in our office, but it everlastingly catches on when it is shown something really good. cheap roads but to make good ones. macadam road to do so.

own use in different places that can So there can be not just criticism or matter as will as by their mistakes. passage February 23. I feel that only hard surface on the main trunk roads will bring us a full

the wake of the construction first of was referred to the street committee. such permanent main trunk roads and

T. W. SULLIVAN.

Yr,	Assessed Valuation	Levy Mills	Will Raise	Amt. used for interest	Amt. placed in sinking fund	Amt, earned by sink's f'nd at 1 %	F'nd on which int is calcu- lated at 4 %	Bonds retired	Cost per \$100 valu- ation	on which int	
1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$30,500,000,00 \$2,500,000,00 \$4,700,000,00 \$4,500,000,00 \$1,900,000,00 \$1,900,000,00 \$4,100,000,00 \$7,300,000,00 \$7,300,000,00 \$7,500,000,00 \$5,400,000,00 \$5,500,000,00 \$7,500,000,00 \$1,500,000,00 \$6,700,000,00 \$1,500,000,00 \$6,700,000,00 \$1,500,000,00 \$1,500,000,00 \$1,500,000,00 \$1,500,000,00 \$1,500,000,00 \$1,500,000,00 \$1,100,000,00 \$1,100,000,00 \$1,100,000,00 \$1,100,000,00		\$20,500,00 \$2,600,00 \$4,700,00 \$8,800,90 \$7,900,30 \$1,000,00 \$1,000,00 \$1,500,00 \$1,500,00 \$5,700,00 \$5,700,00 \$7,800,00 \$9,900,00 \$6,100,00 \$1,500,00	\$30,500,00 30,500,00 30,500,00 30,500,00 30,500,00 20,500,00 23,500,00 28,250,00 28,250,00 28,250,00 24,000,00 21,500,00 21,500,00 10,750,00 11,000,00 12,500,00 12,500,00 12,500,00 12,500,00 14,500,00 12,50	\$ 2,100.00 4,200.00 8,300.00 8,400.00 11,500.00 11,500.00 12,900.00 22,900.00 22,500.00 23,500.00 23,600.00 40,900.00 40,900.00 40,600.00 68,800.00 68,800.00 68,800.00	\$ 84,00 256,38 517,57 537,25 102,74 784,84 178,24 101,37 155,42 145,64 72,47 164,64 72,47 17,52 17,52 17,53 17,52 17,53	\$ 2,106,00 6,384,00 12,932,38 21,836,93 13,431,20 27,568,48 19,621,19 39,456,01 27,534,27 28,885,64 33,641,06 36,985,70 39,116,17 45,180,81 45,438,04 50,055,38 54,257,78 63,228,09 67,257,25	\$20,000.00 25,000.00 25,000.00 25,000.00 35,000.00 35,000.00 35,000.00 45,000.00 45,000.00 60,000.00 60,000.00 65,000.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	\$610,000,00 610,000,00 610,000,00 610,000,00 610,000,00 610,000,00 565,000,00 565,000,00 565,000,00 650,000,00	1 1 2 3 4 4 5 6 6 7 8 9 9 10 11 11 11 11 11 11 11 11 11 11 11 11

N. B. In calculating interest on amount left in sinking fund do not forget to deduct the amount paid out for retiring bonds

and a balance of \$6597.50 is left in the treasury; entire cost to the property back-Electric Bitters renews your Saturday last it was decided to Newell, speaks of regulating the traf holders of the county, one dollar per year on each \$1000.00 of assessed valuation or a total of \$21.00 on each \$1000.00 of assessed valuation or a total of \$21.00 on each \$1000.00 on each \$1000 \$1000.00 assessed valuation spread ov- lington, Iowa, who suffered from vi- at Gladstone was accepted. reciting the plan, method and details rulent liver trouble for eight months. necessary for the construction of these After four doctors gave him up he the practice of the pension depart- session laws is a law which the Dimhigh grade roads to secure the best re- took Electric Bitters and is now a sults, states as follows:

worth of such roads to the community, house for all liver and kidney com-

Colliers, the most fearless and best edited weekly magazine in the U. S., and the Courier, both one year for \$2.50. Collier's alone was formerly

Out of sorts, depressed, pain in the well man. Get a bottle to-day; it will "In trying to express the proven do the same for you. Keep in the ly payment of pensions. I am at a loss for words. Their econ-plaints. Perfectly safe and depend-able. Its results will surprise you. 50c and \$1.00. H. E. Bucklen & Co. Philadelphia or St. Louis.

> The Courier is \$1.50 year, but to the subscriber who pays a year in advance it is \$1.00.

Meade Post Notes

At a meeting of Meade Post on

sioners, who die between the quarter- 3 reads as follows:

Children Cry FOR FLETCHER'S CASTORIA CITY PRINTING FUSS CAUSES UNEXPECTED EXCITEMENT

Appropriation for Pipe Line Bonds Is Passed. Hackett Objecting

(Continued from Page 1)

be taken on the second motion. Mayor Jones ruled that, the last motion would take precedence over the first, and that the initial motion would not have to be rescinded.

"I think Councilman Hackett has the wrong idea. Why give this to The Enterprise again, after they have had it for two years," said Councilman Metzner.

"The Enterprise should have it because they will do it cheaper than The Courier," said Mr. Templeton. "The printing should go to the lowest

Personal Charges Made Councilman Metzner and Tooze en-tered into a little discussion of their

"We had a committee on this matter once," said Councilman Hackett, ascending scale of the future assess-able valuation, such as it actually will port. We don't want another mittee, we ought to fix this thing up

> "I was on that committee," inter-jected Mr. Tooze, "and I want to explain why it did not settle the matter The chairman of that committee never called the body together, that is why there was no report. If the chairman had done his duty and called a committee meeting, there would have been a report, doubtless. I state this merely to show that I am absolutely absolved in the matter."

"The committee was never called together," declared Councilman Metz-ner, "because Mr. Templeton took the whole thing on his own shoulders and rushed out and got both bids. But the committee did do its work as far main trunk roads with resulting board as it could, it called for bids, and a standard leave a result we have these bids tonight and the other bids. Did the Enter prise ever come down before? Templeton can champion that paper profits on the investment measured in money, increased land values, social all he wants to, but The Enterprise never reduced its bid before."

"What Mr. Metzner says only re flects upon the previous council, it doesn't reflect on this printing committee," replied Mr. Templeton.
E. R. Brown, of The Enterprise, told the council that The Enterprise

had never reduced its printing rates before because it have never been

council adopted Mr. Hackett's mo-Enterprise for the year at its bid of eight and five cents. The vote was Andrews, Hackett, Meyer, Templeton and VanAuken; no, Metzner; not vot-Tooze; absent, Allbright and

Bond Issue Fund Voted Among the routine pusiness trans cted at the two meetings, when the printing squabble did not occupy the council's time, was the passage of the ordinance appropriating \$500 to provide for the preliminary legal expenses connected with the proposed \$325,000 bond issue for a pipe line for the preliminary legal expenses connected with the proposed \$325,000 bond issue for a pipe line for the council man water supply. Councilman tempt of the court and might be punished by said court. voted against this ordinance. Other matters disposed of were as follows:

Petition for establishment of grade of John Adams street from Twelfth to Fourteenth, laid on table at request f Mr. Meyer until appraisement of butting property.

Application for the construction of

public scale referred to street committee.

Bond of city engineer approved. Petition for establishment of grale Witness one case where assessments and improvement of Fifteenth street

the abutting owners for a better road that they threw four years payments into the discard and signed unanimous of the costing \$89,000 64, not taken the climate into consideration of the considerati petition for brick. The petition was granted and brick laid, aithough it was

These communities have learned what is best and most economical after Pleasant road, referred to street comten years of wasted effort and a conless than that given for siderable waste of money. As to the placing an arc light on Jefferson best permanent road surface for our street below Seventh street.

Two ordinances empowering be put in at reasonable cost we must city to enter into contracts with the determine for ourselves after investigating and considering the materials crossings, at the elevator and at the cess that others have secured in this reading, and will come up for final

Rock Crusher Proposed Complaining that the street department had "only a few shovels and a rake" with which to do its work I also believe that the people of Councilman Templeton suggested that Clackamas County will, after giving the city ought to acquire adequate to secure the results and lasting bene- matter of sidewalk repairs and the

Application of various merchants

for a change in the electric sign ordinance was referred to a committee Hackett and Long. Complaint of Mr. Osborn, of Mon-

roe street, that he had been assessed for "excavation" in front of his property, when a fill was put in, was referred to the city engineer and street

to report next Monday on the feasibility of giving unemployed Oregon City residents work on street jobs. Application from the water board for permission to delay the relaying mains on High street, between Fifth and Third, until dryer weather was referred to the street committee.

AND THIS IS LAW

Editor Courier:

In last week's Courier a Mr. A. C.

Now let us see if that is so. The Post entered a protest against page 209, chapter 143, of the 1909 the practice of the pension departicks had passed, and part of section ment in cancelling pensions due pensions are section as follows: "And shall also include in said order the maximum Arrangements were made for a joint observance of Lincoln's birth-day with the Relief Corps.

weight of each load of cordwood, saw logs, lumber, ties, timber, piling, or heavy merchandise, to be hauled in or upon any vehicle upon said road, and the MAXIMUM WEIGHT thereof of shall not be made LESS than twenty-five hundred pounds nor more than thirtyfi-ve hundred pounds for any vehicle having tires of any width

PRINCIPAL PORTLAND AGENTS FOR LADIES HOME JOURNAL PATTERNS, ALL THE LATEST STYLES IN ALL SIZES AT 10c & 15c EACH FULL LINE OF EMBROIDERY PATTERNS PRICED AT 10c & 15c. MAIL ORDERS CAREFULLY FILLED-PARCEL POST PACKAGES SENT PREPAID TO ALL POINTS WHERE CHARGES DO NOT EXCEED 5 PER CENT OF THE PURCHASE PRICE.



## Another Important Sale of KNIT

UNDERWEAR for Women-Children WOMEN WHO REGULARLY, SEASON AFTER SEASON, REPLENISH FROM OUR UNDER-PRICED SALE OF KNIT UNDERWEAR WILL BE SORELY TEMPTED TO FULFILL THE RE-QUIREMENTS FOR MANY MONTHS, AND THEY WILL BE WELL JUSTIFIED IN DOING IT. IN THE LOWNESS OF ITS PRICES IT REVEALS THE MOST EXTRAORDINARY VALUES

EVER RECORDED HERE. GARMENT for Women's Fine Fleeced Cotton Vests and Pants in cream color, also fine lisle thread garments in all

SUIT for Women's Heavy Fleeced, Fine, 39¢ Ribbed Cotton Union Suits, in cream color. Perfect-fitting garments in all sizes; regular 75c values. Sale Price 39c.

sizes. Our regular 50c and 65c lines. Sale Price

GARMENT for Women's Fine Ribbed 790 Woolen Vests and Pants, all sizes in white. Garments that sell regularly at \$1.25 and \$1.50. Sale Price 79c.

SUIT for Women's Fine Silk Fleeced 69c Cotton Union Suits, in elastic rib. Perfect-fitting garments, shown in all sizes, in cream color; \$1.50 grade. Sale Price 69c.

SUIT for Women's Fine Ribbed Gray Ribbed Wool Union Suits of seasonable weight, all sizes. Form-fitting garments in Winter styles; \$1.75 grade. Sale Price only

39 SUIT for Women's Extra Fine Wool Union Suits. Shown in all sizes in gray and in white. Elastic ribbed, perfect-fitting garments; best \$2.50 grade. Sale Price \$1.39.

33c GARMENT for Boys' Fine Fleeced Cotton Shirts and Drawers, all sizes, in ecru color. Garments of durability and warmth; best 50c grade. Sale Price 33c.

25c GARMENT for Misses' Fine Combed Peeler Fleeced Cotton Vests and Pants in all sizes. Standard quality garments; regularly sold at 40c. Sale Price 25c.

less than four inches.' ket, say with 1,000 or 1,500 pounds of wheat, oats, or anything else, he Roads Problem

Mr. Newell please ask friend Dim ick why he didn't enforce the law after having it passed, while he was coun ty judge. G. A. Schubel.

Says Present System is Waste and We Should Hard Surface Roads Editor Courier:

In solving the good roads problem

not do, because water will go through want good roads more than we farm-the roads nine months of the year, ers do. We want main trunk roads Now concrete will stand all the water and the laterals too and of necessity given to it without penetration.

tion is to give us a single drive way measure was before the people for of concrete; throw out a space 8 feet adoption, it was a sugar coated pill, wide and ten inches deep along side of but people said there was a trick, I would have this a little below the trick than in this case? surface of the road grade. This is Pacific Highway bonds and be honest the best material for the money in about it, put the right "label on the this climate and will not need repairing old." "Pacific Highway Bonds," "Mr. M. E. Lee honest climate and will not need repairing of the works." "Pacific Highway Bonds," "Mr. M. E. Lee honest climate and will not need repairing of the works." "A Roberts of this part of the week.

Mr. Henry Gibson we compare the product of the compared to the ing six months after building at the

I would tear out every wooden culvert and small bridge and put in con- of Oregon City have made some crete tubes or arches. This system will stand up under heavy traffic and will lower taxes for road work. And later on, if necessary, we could put

sand and cement. system is costing from \$1 to \$2 per yard to dump the gravel on the road again in six months.

taxes under the present system-and the farmers are feeling it pretty hard Such tactics as is being pursued at in taxes.

Such tactics as is being pursued at Ridge Lumber company's mill last present by "the higher ups" serves Saturday. It is said in the Courier that one

years-and what have we got for it, not mean that there are not toilers in every road district calling for every the city. However, there seems to dollar it can get to keep the roads be a "feeling" for something, any-passable. With the same condition to meet next year, isn't it time to call a that farmers are all rich or indehalt and start a better road sysem?

Allowing \$5000 o \$7000 a mile for hard surface 8 foot road, we would road for the money and this would No Farmer Can Haul Load of LESS have lasted for many years. And of trying to force an issue by mis-tom 2500 Under an Oregon Law how many miles of permanent roads representations through the influence have we got for the million dollars of the leading papers etc., will not aid spent in the last five years.

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Chart Hillitching A LETTER FROM HILL CREST

Editor Courier:

First, the present road system will of "Good Roads." No class of people We want main trunk roads have to have them. It has not been My idea of solving the road ques- many "moons" since a certain tax Call them instead of trying this deception dodge. cost of \$5,000 a mile as the present system does—I mean on the roads even tho' they may some of them leave when the grass is green on the Prune Flats. Some of the Socrates home from Oklahoma where he has

of Oregon City have made some strong utterances in regard to the wasting of the road money. We admit some of it may not have been wisiting the past two months. He says there is no place like dear old Dover, Oregon.

Mrs. Henry W. Gibson died at her Our present road conceived the idea to build a road and cemetery. She is survived by a hus-from \$1 to \$2 per more, that idea materialized. They band and two children. made the road, and it is here yet a I challenge any man to show where know (and many others too) that the pany. but one purpose, to aid in widening the

pendent. What they base their reasons on for so thinking is beyond my sons on for so thinking is beyond my comprehension. Let them try it erected in our burg last week. awhile, experience is a good teacher the Randolph Tankon some learn by no other. This thing ing the carpenter work.

of trying to force an issue by mis
Clarence Ray went up to Bethel in this great problem of better roads. auspices of the debating society. I would let all road work of any amount to the lowest bidder. What do we need an engineer for on but a hard surfaced scenic highway thoroughfare roads. These have been straight from Portland to Oregon surveyed and graded and the con-tractor will do the rest. Put the will not aid us one iota, and to bond money in road work instead of use-less office expenses. for \$600,000 (or in other words go in debt) we are not quite "emerald bus" debt) we are not quite "emerald hue" all throug either. Another thing, they are not permanent roads either, they The best winter we ever saw, no do not withstand traffic. And in win-ter (it does rain a bit here) no farmer backbone of winter is broken. Frogs ter (it does rain a oit here) no tabler could afford to keep his team rubber are squeaking every day.

Mrs. Ed. Ficken and Mrs. Bill a load on those hard surfaced roads Young were visitors at the school when wet and slippery. Why not last week.

have meetings in different parts of the county and debate the question, in the last issue about the bond sysgive "the other fellow" a chance to tem. That is our peoples sentiments ask a question or say a word, show too. Hurrah for Louis Funk!

a little of the fraternal spirit of the

great "Brotherhood of Man." Farmers whose products are in open competition now with the world, a stagnated market, with little or no demand for them (this is no josh) are As a reader of your paper I've not much in the humor or anything noted its usefulness in one respect as serving the public with a place to den of taxation. Automobiles do not "post opinions" in its columns for the eat hay and oats, now that they are benefit of the world at large. I, for taking the place of the horse, it keeps one, do appreciate the privilege and us guessing what can be raised that like to read the many different opintwo years with a dead market for po-farmers who live "way back in the woods" really enjoy the communica-tions from "Silas or Miranda" from duty off on butter has hurt the dairy the little burgs over the county. But business in this state and county what we do not like is the attitude of Clear Creek Creamery last month he press generally, when a question manufactured about 40,000 pounds of like the \$6,000,000 bonding mafter is butter, the largest amount made by up before the people, why not "be one creamery sold in Portland. It is sure you are right then go ahead." sold direct to customers in Portland Witness one case where assessments on a macadam road had still four on a macadam road had still four years to run and yet so eager were the abutting owners for a better road the abutti The company is preparpeople on the all important question frigerating rooms, office rooms etc., very soon.

Hill Crest Farm

DODGE

Rainy weather has begun again at wide and ten inches deep along side of a gravel track, fill 8 inches deep with because the "label on the box" was misleading, and did not state what it wood, have been visiting Mr. and Mrs. W. B. Brown, of Sellwith one inch of fine dressing on top. with one inch of fine dressing on top.

Mr. Henry Gibson was visiting the

Mr. M. E. Lee has returned home from Portland where he went to see his father who was under-going an operation for the mumps. Mr. Ernest Evans has returned

mit some of it may not have been Mrs. Henry W. Gibson died at her judiciously expended but here in the home in Sandy, Sunday morning Feb. Logan country where people always 1st, after a lingering illness with It cost \$1.25 per square yard to had to help themselves, if they ever tuberculosis. Funeral services were ferred to the recorder and city attorney for investigation.

| City and partly by the county, was referred to the recorder and city attorney for investigation. | Partly by the county, was referred to the recorder and city attoryear 6 inches deep with crushed rock, story goes "once upon a time" they day and interment was in the Sandy

> Mr. Henry W .Gibson has moved to and the same work must be done over substantial memorial to their pluck Sandy Ridge Lumber Co's. mill where and energy. We loyal Loganites he has been employed by that com-

> I am wrong in this matter, and show money was not wasted, but well spent Mr. Wm. Berghouse was visiting how we will ever be able to lower and the people have had value received for the money and time spent. Mrs. Birch Roberts) at the Sandy

> The party at the McCabe place was million dollars have been spent on breach between toiling producers and well attended and a very enjoyable roads in this county in the past five the pleasure loving city people. I do time was had by all. Grandma Cubbage is on the sick However, there seems to list.

Viola is booming again with pro spects of a railroad in the near future. There were two new buildings have had 190 miles of hard surfaced awhile, experience is a good teacher the Randolph ranch Mr. Rany is do-

Saturday night to auctioneer the bas-kets. The social was held under the receipts to be used to fence the school ouse grounds. Receipts \$29.95. Grandma Tenney had a rather ser

ious accident this week when she fell on the stairs, but we are glad to re-port she is much better at this writ-Mr. Clayson is putting up some