The Enterprise is the only Clackamas County Newspaper that prints all of the news of this growing County.

OREGON CITY ENTERPRISE

The Clackamas County Fair at Canby will be bigger and better than ever this year.

FORTY-EIGHTH YEAR—No. 20. OREGON CITY, OREGON, FRIDAY, MAY 15, 1914. ESTABLISHED 1866

'SAM' HILL WINS HEARER'S HEARTS

GOOD ROADS EVANGELIST TALKS ALONG LINE OF HIS FAVORITE HOBBY

MANY VIEWS ILLUSTRATE LECTURE

Famous 10-Mile Stretch of Road at Maryhill Leading to Mr. Hill's Farm Is Thoroughly Described

"Sam" Hill, good roads evangelist of national repute preached his way into the hearts of a fair sized and most appreciative audience at Busch's hall Friday night. Mr. Hill's talk was along lines of his favorite hobby and was one of the finest and most instructive lectures heard in Oregon City in a long time. At the conclusion he was given a rising vote of thanks and the long applause that followed showed how popular was the lecturer and his theme. Several well known Clackamas farmers were in the audience.

"I came here not to tell you what to do, but to show you what has been done," said Mr. Hill. "Unless people remain on the soil our government will not last. Constantly our population is moving toward the cities. Every strong nation must have its roots in the soil, and to keep them there you must have good roads." He reviewed the work that has been done in other counties in Oregon toward constructing permanent highways, notably Clatsop, Columbia and Multnomah, and dwelt on the employment feature of the work which is a burning issue in these days of the employed. Mr. Hill aptly called the work "constructive," and showed ample reason why roads properly constructed, lasted for generations.

Construction, Keynote of Plan.

In the manner of construction lay the keynote of his plan. "You show me one man who can build roads and I will show you thousands who make botches of the work," said the speaker. He showed the necessity of a competent engineer to have general charge. "You and I are to blame for poor roads," he said, "for we permit anyone who imagines he is a road builder to make our highways. The trouble is and has been, you have no comprehensive plan of road construction. You are all bosses and builders and the results are nil. You throw your money about over the county and what do you get in return?"

Mr. Hill's interesting narration of his own work in practical road building in his search for knowledge on road construction that led him to travel every civilized country on earth, and of his final realization of his own ideal road, which was first taken as a standard pattern for the United States and afterwards adopted by other nations, won great enthusiastic applause. The lecture was beautifully illustrated with road pictures from all over the world, he close showing the construction of his own ten miles of permanent highways, leading to his farm at Maryhill, Washington, up along the Columbia, struck a most popular chord. "The old roads had been good enough for fifty years," said the speaker, "but I decided to build a system to suit me and with the help of some competent engineers we built ten miles of the finest roadway in the world today. Eleven hundred of my neighbors came down to help celebrate the completion. They liked it—wouldn't you?" he asked his audience.

Maryhill Road Described.

The famous Maryhill road is a hard surface highway with a raised center, excellent drainage and culverts wherever necessary. Mr. Hill's own rock crusher followed the blazers and the cost was minimized in all departments by heady engineers. Heavy rock supports and walls are used wherever necessary to keep the road up on a gentle grade, and not only permanency but the artistic side has been carefully observed in building the roads. They were finished four years ago and never a penny has been spent on repairs since, although they are under heavy traffic the year round.

Scenes of Oregon Shown.

The lecturer had an abundant number of beautifully tinted scenes of Oregon that brought his audience to a realization of the fact that the most scenic country in the world is in this very state.

The speaker praised the work of John Yeon of Portland, who has given two year's services to the county of Multnomah in the cause of good roads. He attributed Mr. Yeon's action to a development of a quite general "feeling of service." He modestly refrained from mentioning his own activity to the cause but his audience realized unconsciously that "Sam" Hill was the biggest road builder of them all.

T. W. Sullivan introduced the speaker in an able address and at the conclusion said: "If every man in Clackamas county had heard Mr. Hill's address tonight we would need have no fear over the outcome of the bond election."

CLARA OLSON WINS ORATORICAL CONTEST

Clara Olson, a student in the Canby school, won the oritorical contest held at Union hall Friday night. Her subject was "Lottie's Message."

Representatives of eight schools were present and each delivered an oration. Superintendent Calavan was present at the contest. The contestants and the subjects of the orations follows:

"Why Ned Said No," William Rose; "A Little Child Shall Lead Them," Myrtle Burns; "The Fire," John Robins; "Little Blossom," Vierhies Reese; "Ruin's Trazedies," Forest Irish; "A Boy's Ambition," Freeman Reese; "Lottie's Message," Clara Olson; "Prohibition," Eddie Wilkerson.

MASS HUNTS FOR MISSING WOMEN

TWO CASES REPORTED TO CLACKAMAS OFFICIALS IN LAST FEW DAYS

MOTHER LEAVES EIGHT MONTH BABY

Not the Slightest Trace Is Found of Either—Mystery Baffles Officials of Multnomah and Clackamas County

Two cases of women disappearing have been reported to Sheriff Mass in the last few days, but no trace of either of them has been found. Their disappearance is so complete and so sudden that the officials have hardly the slightest clue to their whereabouts. Sheriff Mass confessed Tuesday evening that he was unable to find the slightest trace which would lead to the location of the missing women and Sheriff Word, of Multnomah county, who has been notified, has been unable to trace them in that city, although when last seen one of the women was going to that town and Sheriff Word has sent several deputies out to endeavor to find them.

The case which seems the most startling is that of Mrs. Grace Massey. She lived with her father, F. M. Bennett at Willamette, but has a husband at The Dalles. She left an eight months old baby behind her and her father is frantic over his disappearance.

When last seen Mrs. Massey was at the Southern Pacific station bidding a friend bound for Salem good-bye. That was Sunday afternoon. When his daughter failed to return to his home when expected the father began to worry and later notified the sheriff's office. Several possible routes taken by the missing woman have been followed down, but each has proved fruitless. The friend arrived in Salem and when called by long distance was unable to throw any light on the whereabouts of Mrs. Massey.

Mrs. Massey is 23 years old, five feet six inches tall, weighs 110 pounds, and has large blue eyes and light brown hair. When she left her home Sunday she wore a light tan suit and a dark blue hat trimmed with small yellow feathers.

The other case is that of Mrs. J. Zumwalt. She lived in a houseboat near Jennings Lodge and when last seen was walking on the county road on the west side of the river toward Oswego. She told relatives when she left home that she was going to Portland. Sheriff Word, of Multnomah county, was the first to be notified and he told Sheriff Mass here the details of the case.

It is not thought probable that there is any connection between the two disappearances. Mrs. Zumwalt and Mrs. Massey lived in different part of the county and as far as known had never met.

GERMAN SHIPS DO NOT LAND ARMS

MUNITIONS FOR HUERTA ARE ON VESSELS WHICH WILL RETURN TO EUROPE

NEED OF BLOCKADE IS AVERTED

Material of American Make Which Was Shipped to Hamburg and Reloaded Into German Boats for Mexico

WASHINGTON, May 9.—The feature of the day in the Mexican situation was the action of a German steamship company in refusing to land at Puerto, Mexico, a cargo of munitions consigned to General Huerta.

The German steamer Kronprinzessin Cecilie, reported to be carrying arms and ammunition to Huerta, returned to Vera Cruz without debarking her war stores at Puerto Mexico, and it was announced that the munitions on this and a second German steamer, the Bavaria, would be rturned to Germany. The possibility either of a seizure or blockade of Puerto Mexico or of an act perhaps interpretable as a violation of the military status quo in favor of Huerta thereby was eliminated.

Secretary Bryan expressed satisfaction over the incident. He said that as far as he knew this order on the part of the steamship people was voluntary; at any rate, he had not himself communicated with the German ambassador here no with the German government any request that these cargoes be held up.

Undoubedly the solution of the question reached today relieved the state department from what promised to be an embarrassing situation.

With no American warships at Puerto Mexico, and consequently without the means of preventing the landing of these arms and ammunition which might be used against American troops later on, the only feasible method of effective action was an appeal to the German government to stop the delivery. For its part, Germany doubtless would have been greatly embarrassed by such a request, for the reason that it had no authority to interfere with its own commercial lines in legitimate business, except in time of war, and it is, of course known to all European governments that the government of the United States is not ready to admit the existence of such conditions.

Let it be hoped that the nominees will take, and allow, a rest during the summer.

WEST LINN SUES FOR ROAD MONEY

CHARTER PROVIDES THAT TOWN SHALL RECEIVE ALL ROAD TAX COLLECTED

COUNTY WILL FIGHT, SAYS HEDGES

City Across River Second to Sue for Funds Collected for Highway Work—Amount Involved Is Large

The city of West Linn made J. A. Tufts, treasurer of Clackamas county, defendant in a suit filed in the circuit court Monday for all the road tax money collected in 1914 up to April 28, the exact amount of which is not known.

The city charter of West Linn provides that the town shall be a road district by itself and that all the money collected for road purposes shall be retained by the city for use upon county roads and streets within the limits of the city. To quote the exact words of the charter: "All road money collected during 1914 and during subsequent years arising from road taxes on property levied in West Linn by the county court of Clackamas county or collected under the general laws for the improvement of roads and streets within said city, shall belong exclusively to West Linn and be under the exclusive control of the council of West Linn. The treasurer of Clackamas county shall keep such money separate and part from the other moneys in his hands and shall not deposite it in any county fund and shall from time to time as often as once in three months turn the said money then in his hands over the treasurer of West Linn."

The county court has levied a special road tax of eight mills on the road district which embraces West Linn. With the large assessed valuation of West Linn, which includes the property of the Willamette and Crown-Columbia mills, the generating plant of the Portland Railway, Light & Power company, together with large real estate holdings, an eight-mill tax mould amount to much money although the plaintiff in the complaint stated that this amount was not definitely known.

County Attorney Hedges when asked what action the county would take in the matter replied that the fight would be carried to the finish. The clause in the charter which provides what the treasurer shall do and shall not do and that which attempts to make the city of West Linn a road district will probably be the center of the county's attack, said Mr. Hedges Monday.

West Linn is the second city in the county to sue for road tax money collected in the city. Gladstone last summer won by default in the circuit court but the payment has not been made by the county. Milwaukie is said to be planning to sue the court for road money and it is further related that attorneys have been engaged to prepare the case.

TAMPICO FALLS BEFORE REBELS

VILLA TAKES IMPORTANT SEAPORT AFTER LONG AND HEAVY FIGHTING

GUNBOATS DRIVEN OFF BY FIRE

Federal Garrison Is Believed to be on Way to Mexico City—Sharpnel Does Effective Work For Victors

WASHINGTON, May 13.—Tampico, the Mexican east coast seaport, second in importance only to Vera Cruz, was stormed and captured by the constitutionalists today. The federal garrison of several thousand men, after withstanding a three-day bombardment, was driven out of the city and was reported to have retreated by rail toward San Luis Potosi, hoping to effect a junction with a line reaching into Mexico City.

Constitutionalists at Juarez, however, said that this road was held by their troops under General Eulatio Guitierez; that they also held the railroad to Monterey and that the federal forces' only retreat lay in an overland march across swamplands.

French ordnance captured by General Francisco Villa at Torreon is believed to have made possible the taking of Tampico. General Pablo Gonzales, commanding the constitutionalists there, began a heavy bombardment May 10, and kept it up until late yesterday, according to advices received by the navy department from Rear Admiral Charles J. Badger, who in turn received them from Rear Admiral Henry T. Mayo, off Tampico.

A midnight last night the cannonading was resumed, and it continued until the constitutionalists fought their way clear into the plaza at Tampico shortly after noon today. The perfection of the fresh shrapnel did in a few days for Gonzales what Villa, with home-made bombs, was unable to accomplish in weeks before Torreon.

Advices at the navy department were that the federals fought every inch of the way before giving up the city, but it is considered possible that some of this fighting may have been in the nature of a rear guard action, holding the constitutionalists at bay while the garrison entrained.

W. V. S. WINS IN INJUNCTION CASE

JUDGE CAMPBELL RULES THAT STREET IS STREET IF IT IS IN USE OR NOT

MAY TAKE APPEAL TO HIGHER COURT

Construction of Trestle on Water Street May be Resumed After Delay of Weeks—Steam Engines Barred

Circuit Judge Campbell ruled in favor of the Willamette Valley Southern Railway company Friday afternoon in the injunction suit of Charles T. Tooze against that company.

The plaintiff claimed that the city could not give the railway company the right to build its line along Water the "street" has never been used as such by the public and is not in such a condition that it could be used. On this ground the council had no right to grant the franchise, claimed the plaintiff. The plaintiff also claimed that the city was granting to the railway company the right to appropriate the street to its own use to the exclusion of any citizen.

Judge Campbell in his ruling held that the street, as it had been dedicated, was a street whether or not in such a condition as it could be used as a thoroughfare. He said that Mr. Tooze who owns abutting property, forfeited all rights to the street when it was vacated to the city.

Judge Campbell warned the railroad company that steam locomotives could only be used during the period of construction and that as soon as the trestle was completed all cars must be hauled with electric engines.

Mr. Tooze stopped all work on the trestle several weeks ago by securing the injunction. It is probable that the work will be resumed soon, although no official statement to that effect has been issued. The trestle is to be built along Water street from Twelfth street south.

Mr. Tooze or his attorneys would not say Friday evening whether or not an appeal would be made from the ruling of the circuit court.

LIVE WIRES DISCUSS PLANS FOR MAY 23

OUT-OF-TOWN MEN EXPRESS THEIR VIEWS ON PRACTICAL ROAD BUILDING

The coming Rose Festival, Booster Day and Stock Show on May 23 was the main subject discussed at the regular weekly meeting of the Live Wires. Many suggestions were offered to make the day a success. Rev. T. R. Ford was appointed a committee of one to make arrangements with all churches and lodges along Main street to keep their buildings open during the celebration to serve as rest and lunch rooms for the large number of people expected.

Robert Schuebel, road supervisor, spoke on good roads and told his experience with gravel and crushed rock. He urged the advantages of gravel, claiming that it was not only cheaper but better suited for the roads. He objected to the proposed bridge across the Molalla river at Meadowbrook. J. W. Wilkinson, a carrier working out of Canby, said that the most important item to consider in road building is top drainage. To properly solve this question is to answer the question of road construction, said Mr. Wilkinson.

The menu was:

Baked Clackamas Pig
Escalloped Potatoes, Asparagus, with Egg
Hot Rolls Fruit Salad
Ice Cream Cake
Coffee

OREGON CITY PICKED FOR NEW LABORATORY

COMMERCIAL USES OF EELS TO BE ONE OF SUBJECTS STUDIED AT PLANT

Oregon City will probably have a new and strange industry within a short time. James P. Kelley has requested the city council to permit him to erect a building on the city property on the river bank in which he will build an experimental plant for research work into the commercial uses of eels and fruit waste.

Kelley with his partner has been working in a small laboratory in Portland but the work has reached such a stage that it is necessary to secure more room and to be nearer a supply of eels and fruit. Oregon City was selected at once as the best site for the new laboratory on the larger scale. At first it was planned to build a house boat for the plant but later investigation proved that a building on the shore which would be accessible to either wagon or boat would be better.

The men are working on a process of using eels to secure oils and chicken feed. By the process there is no waste, all the raw material being turned into one of the two products. Fruit waste will be used to transform into various commercial products. The promoters have not completed their experimental work but believe that within a few months it will reach such a stage that the work can be carried on a commercial basis.

Mr. Kelley briefly explained the plans to the council. The matter was referred to the street committee with power to act.

OVER 400 ATTEND AT MACKSBURG

SECOND GET-TOGETHER MEETING IS CONSIDERED GREAT SUCCESS BY ALL

FARMERS FAVOR GOOD ROAD BOND

Discussion Turns Toward All-Important Subject and Farmers Approve of Bonding Plan for Highways

A true spirit of friendship, of friendly cooperation between the farmer and the townsman, was evident at the second of the series of Oregon City Commercial club get-together meetings held at Macksburg Thursday evening. The hall was crowded and estimates of the number present varied from 400 to 500.

There was not a note of conflict present at the meeting. Franz Kraxberger, a prominent farmer of the Macksburg country, presided and delivered the opening address, while the members of the Commercial club, business men from Canby, and farmers joined in the discussion.

The good roads bond issue formed a prominent part of the evening's discussion although C. S. Nobel, city engineer of Oregon City was the only member to talk on roads. He took up all sides of the bond issue and described as an engineer, the many advantages of a permanent hard surface road. He showed that with a permanent road, built by the use of bonds, the final cost would be lower than merely keeping the present sustem of mud and dust roads "in repair." Mr. Nobel's talk was one of the features of the evening.

Six or seven farmer joined in the discussion after Mr. Nobel had finished his remarks and strongly favored the bonding plan. One prominent member of the Commercial club said upon his return to Oregon City Thursday evening that the bond issue would carry in the Macksburg country by a great majority. There was no one to take the opposing stand at the meeting, all speakers being in favor of the plan of permanent highways.

B. T. McBain, ex-president of the Commercial club, spoke of the object of the meeting in place of T. W. Sullivan, who was unable to attend. Mr. McBain said that the object of the session was to promote harmony and friendship between the farmer and the business man for the benefit of Clackamas county. Judge Campbell followed Mr. McBain and gave his view of the get-together meetings. Mr. Campbell approved the plan and said that they were a great aid in developing the county.

O. E. Freytag spoke on publicity work and the aid that he as the secretary of the publicity department could be to the farmers. L. Adams discussed the subject of boosting and showed the new spirit in Oregon City, using the activity of the business men to secure a hitching shed as an example. C. L. Eaton, and Gilbert Hedges also spoke.

The party, consisting of about 35 members of the club, left Oregon City shortly after 6 o'clock. The trip to Macksburg was made through Canby where a party of 12 accompanied the Oregon City men to Macksburg.

BUNCH OF ROSES PRICE OF TRIP

COMMERCIAL CLUB PLANS ANNUAL RIDE ON FIRST DAY OF ROSE FESTIVAL

TWO RIVER STEAMERS ARE SECURED

Limited Carrying Capacity Will Probably Make Tickets Scarce Long Before Day of the Event

A bunch of roses at least a foot in diameter will be the only charge to the member of the Commercial club who wants to take the annual trip of the club on the opening day of the Portland Rose Festival, June 9, on the steamers Ruth and N. R. Lang.

The boats will probably leave Oregon City about 9 o'clock so as to be at Portland in time for the start of the parade at 11:30 o'clock. Each of the steamers will be decorated with large banners, advertising Oregon City and Clackamas county, and with evergreens.

Notices will be sent to each of the members of the club telling of the plan and advertising early reservation. Last year the trip was a decided success and the boats were reserved to their legal capacity, 280 persons, long before the day of the trip. Infants as well as grown persons are counted by the federal authorities who place the limit on the carrying capacity of all vessels. The committee will present tickets to all who apply until the limit of 280 persons is secured.

The unusual opportunity was secured by the Commercial club through the courtesies of B. T. McBain and the Willamette Navigation company. The committee in charge of the arrangements consists of: B. T. McBain, M. D. Latourette and T. W. Sullivan.

Those who make the trip will be expected to take basket lunches as coffee alone will be served aboard the steamers.

TOOZE RE-ELECTED

Fred J. S. Tooze, who has been city superintendent of the Oregon City schools for the last five years, has been re-elected to that position for another year.

MAY 23; AN ALL DAY CELEBRATION

CELEBRATION WILL BEGIN EARLY IN MORNING AND LAST ALL DAY

TWO FULL BANDS TO BE EMPLOYED

Parades, Rose and Stock Shows, and Other Features Will Make Occasion Big Day for Oregon City

May 23 is to be a gala day from the time the sun rises in the morning until sunset that night, if the plans being formed by the joint committees mature. Two full bands will be employed; two parades, one of three sections, will take up a prominent part of the day's program; a rose show with the most beautiful flowers in all of Clackamas county, and a stock show in which will be the best of all the cattle of the north Willamette valley are the attractions which are promised for the new combined Booster Day, Stock Show and Rose Show.

The first event of the day will be the big stock parade in the morning. This parade will begin at 9:30 o'clock and will go the length of Main street twice. The big afternoon parade will be divided into three sections: the school children's section, the automobile section, and the float section. This will be the big feature of the day and it is around this that the committees are centering their efforts. It will be by far the largest parade of the day and one of the largest in recent years in Oregon City. Plans are being worked out to take at least part of the procession up on the hill section, something new in the history of the spring celebrations.

The Stock and Rose Shows will begin in the morning and will last all day, and all day long the sound of music will be almost continuous. One band will stay in the city until late in the evening.

The decorations of buildings will form one of the features of the celebration. Prizes will be awarded to the store which is best decorated.

Some of the prizes follow: Out of town auto parade, first $20; second $10. Local auto parade, special prizes. Grange float, first, $20; second $10. Lodge float, first, $20; second, $10. Best commercial float, first, $15. Out of town float, first, $20; second, $10. Best decorated business house, $7.50. Best decorated hose cart, $15. Cowboys, first, $3; second, $2. Plug ugly, on foot, best sustaned character, first, $2; second, $1. most unique make-up, first $2; second, $1.

PROGRAM FOR BIG DAY COMPLETED

MOTOR BOAT RACES WILL BE NEW FEATURE—CHARLES SPENCER COMMANDER

FIVE ROSE QUEENS ARE NOMINATED

Mayor Will Deliver Address of Welcome at 10 O'Clock in Front of Court House — Two Bands Secured

The program for the Rose Festival, Booster Day and Stock Show began to take definite shape at a joint meeting of the committees from the Commercial club and Rose society Wednesday night. The premium list for the stock show and the floats in the afternoon parade was completed and approved, arrangements were made to elect the rose queen and other details of the day completed.

A motorboat race in which two handsome cups will be the awards, will be one of the new events introduced May 23. One cup will be given for the winner in the 16-foot class and one for the free-for-all. Charles Spencer, of Canemah, was appointed commander of all the water events. The course, appointment of judges, and arrangements for the day will probably be in the hands of Mr. Spencer.

An address by Mayor Jones at 10 o'clock in the morning in front of the court house will open the official program of the day. On behalf of the city he will welcome the visitors from out of the town. Two bands will play before and after the opening addresses. Shortly after the short program in front of the court house is completed, the stock parade will begin.

The big parade of the day will be held in the afternoon, beginning at 1:30 o'clock. Dr. A. L. Beatie was elected grand marshall of this event and with his aides will have complete charge of it. Prizes will be awarded to the best decorated automobile, the best grange float, the best lodge float, the lodge with the greatest number in line, the best commercial float, best out-of-town float, and most unique make-up, and best sustained character and the best riding cowboys.

Five girls were nominated for rose queen, Miss Marie Sheahan, Miss Louise Walker, Miss Madge Brightbill, Miss Hester Denneman, and Miss Florence Grace. Other nominations will probably be made within the next few days. Votes will be given at local stores and each candidate will be given 15,000 votes as a start.

The prizes for the stock show are divided into four divisions. One class is designed especially for the farmer The rose prizes will be given for each of 15 sections.

SULLIVAN CLEARLY TELLS BOND VIEWS

ENGINEER APPROVES PLAN OF PERMANENT HIGHWAY CONSTRUCTION

WILL LOWER HAULING COST, HE SAYS

Experience of European Countries in Solving Road Problem Is Used as a Fit Example for Clackamas County.

(By T. W. Sullivan.)

Since the question of bonding this county in the sum of $600,000 to provide funds with which to secure the construction of hard surface roadways on the main trunk roads of the county leading from the market places and shipping points out into and through the populous country districts, I have had many personal discussions with sincere, open-minded men as to the cost and value to the community of such roadways and whether we would be justified in bonding the county for such purpose. Many frankly admitted that, before going into the matter sufficiently to understand it, they were prejudiced against the movement and opposed to the issuance of bonds, but after the plan had been made clear they could see that only a great good to the whole people would result. To the many others who are still in doubt or do not understand the great economic benefits that will result, I wish to address the following statements, giving facts and figures.

In the first place the bond act provides how and where the money raised under it shall be spent. This must be clear to all now since the county has, in carrying out the wishes of the petitioners, mostly from the country districts, to place this bond measure before the people at the election to be held on the 15th day of this month and in compliance with the law, selected the roads to be improved in a permanent manner as provided for and declared the minimum amount of money to be spent on each road so selected. Only permanent roads can be built under the bond act.

Good permanent all year roads are one of the greatest factors in increasing the prosperity of the farmer and reducing the cost of living for all. Good perinanent roads bring the farmr nearer the market (i. e. in time required to reach it) and enhances the value of the farm on that account. They permit the farmer to haul his produce to the market or shipping point at any time so he can take advantage of the best prices for his produce when a good demand is there for it and keeps him more independent of the middle man and in closer relation with the consumer to the mutual advantage of both.

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 a greater degree on the farmers who are the principal haulers of produce over these bad roads.

The average cost of hauling, by horse drawn wagons, a ton of freight or produce a distance of one mile in these United States over our roads of all kinds is 23 cents, in this state it is considerably more, while in Europe over high grade roads the cost is but 7 cents. The average cost in this country of hauling a ton one mile over our hard surfaced roads is but 8 cents. The difference or saving in hauling cost alone is great and will save to the farmers, stage lines, rural mail carriers and others having to haul over the country roads many thousands of dollars each year in excess of the cost of these hard surfaced roads if the people are wise and fully alive to their own best interests by voting for the bond issue and constructing hard surface main trunk roads where designated by the county court. This saving in hauling over hard surfaced country highways as compared with that over present average roads has caused one prominent paper in an adjoining county which first opposed the permanent road plan before it found out by its own investigations of the great economic gains to be made by the construction of such roads through the country to exclaim: "Were all the bad roads to be made into good, hard, level roads, the annual saving in hauling over the country highways of the United States would aggregate the mighty sum of $7,500,000,000." This one item of annual loss to the American people would build fifteen Panama canals.

"If all the highways were improved this seven and a half billions of dollars would go to those who do the country hauling, chiefly farmers, who in turn would share the benefits of these billions with the city and town people who form the market for the country hauled freight. It would cut down the cost of living but cutting down the big margin existing between retail prices in the city and cost of production in the country. It would put these billions every year into the pockets of the American people."

In addition to the great saving in the cost of hauling over these roads as above set forth is the further advantage, to the farming communities at least, of the better social and sanitary conditions they will bring about as well as the better facilities they will afford to the children to get to and from the district school, especially during the winter or rainy season.

I have said that good permanent roads bring the farms nearer the market and enhances its value on that account. This is a fact and a very substantial benefit will accrue to the holder of every acre of land in this county served by such roads and are in addition to the benefits already enumerated and set forth. For example, in Vanderburg, county, Indiana, the townships that have built hard surfaced brick roads have found that farm lands have increased in value, due solely to such cause, on an average of $15.00 per acre, while in other sections where they have adhered to the dirt roads the lands have decreased $15.00 and more per acre.

(Continued on Page 3.)