

WORK TO GO ON

Good Roads Association Is Formed.

OFFICERS ARE ELECTED

County Judge J. H. Scott, of Salem, Is President.

NEW STATE LAWS PROPOSED

Convention Ends Its Sessions by Adopting Resolutions Favoring Employment of Convict Labor on Highways.

OFFICERS OF THE OREGON GOOD ROADS ASSOCIATION.
President—County Judge J. H. Scott, of Salem.
Secretary—J. E. Mager, of Portland.
Treasurer—County Judge C. J. Trenchard, of Astoria.
Vice-Presidents—H. M. Palmer, of Linn; J. O. Booth, of Josephine; F. W. Spencer, of Yamhill; W. W. Trivillon, of Baker; George C. Blakeley, of Wasco; E. B. Cathart, of Clatsop; Robert Blumenthal, of Union; Virgil E. Walters, of Benton; O. I. Peterson, of Clatsop; L. B. Webster, of Multnomah; A. C. Marsters, of Douglas; A. C. Woodcock, of Lane; H. B. Thielson, of Marion. County Judges of other counties listed above named are also vice-presidents.

The Oregon Good Roads Association is one of the fruits of the good roads convention, which ended yesterday after a session of two days. Representatives from all parts of the state attended. From the members of the office of the Government Road Inquiries, they learned how good highways are obtained in other states. From well-known citizens of Oregon they learned about the conditions for roadbuilding in this state.

Convention Adopts Resolutions.

The information acquired from the two sources was made the basis of the following resolutions, which were submitted by a special committee and unanimously adopted by the convention:

We would recommend the enactment of a law providing for convict labor to be used upon our public highways, and for the preparation of material to be used thereon.

We would recommend that a law be enacted providing for the appointment of Road Supervisors by the County Court of the respective counties, instead of electing them by the people, as they now are.

We would recommend the enactment of a law providing for a state fund, not to exceed \$500,000 per annum, to be levied upon all of the taxable property within the state, and to be distributed to the respective counties therein in proportion to the value of the assessable property in said county; said money to be expended under the direct supervision of a competent civil engineer, to be either elected by the people or to be appointed by the Governor of the state.

We would recommend the enactment of a better law pertaining to the location of county roads than we now have.

We especially commend our Senators and Representatives in Congress for their assiduous efforts made in procuring an additional appropriation from the United States Government to be expended under the direction of the office of public road inquiry, United States Department of Agriculture, and ask that they use all honorable means in their power to procure an appropriation from the United States Government to be expended in building good roads in the state.

Work of Commissioners.

Martin Dodge, Director of the Inquiries, informed the convention about the general method of road improvement that had been adopted by many Eastern States. The intelligence he imparted went far toward moulding the sentiment of the meetings. He was assisted by Colonel R. W. Richardson and James W. Abbott, agents for the bureau. Colonel Richardson acted as chairman. Mr. Ab-

bott made a highly instructive address on practical road-making, and illustrated his remarks with stereoscopic views. The convention adjourned at 10 o'clock, and the visitors, to Thomas N. Tongue, Mayor Williams, to the Chamber of Commerce and to the press.

The resolutions were framed by County Judge J. H. Scott, of Salem; D. S. K. Bulck, of Roseburg; W. B. Steele, of Portland; S. B. Cathart, of Marshfield, and W. W. Trivillon, of Baker City.

Scope of New Association.

The same committee submitted the plan of organization of the State Association. The body will meet every October, and its head office will be at Portland. Any citizen of Oregon may become a member. The business affairs of the body will be transacted by an executive committee, consisting of President J. H. Scott, Secretary J. E. Mager, Treasurer C. J. Trenchard and four other members yet to be named by the president. The vice-presidents will be organizing officers in their various counties.

The members of the inquiry office were elected honorary members of the association. Today they will take a trip to Cascade Locks, the guests of the White Collar Line. Tomorrow they will go to Astoria and Seaside as guests of the Astoria & Columbia River Railroad. Saturday the Southern Pacific will take them to

Salem and back. Director Dodge is highly encouraged by the reception accorded his work on this coast.

Good Roads Train to Come.

"I feel that I am in duty bound to bring this good roads train here next year," he said, after the convention. "We shall then give practical demonstrations in road-making in the three states bordering on the Pacific. This will be about Midsummer. Am I pleased? Well, I should say I am. Oregon has taken hold of this subject vigorously. If my office has been or can be of any service to the people of it state, they are quite welcome to the results of our endeavors."

Mr. Dodge said he hoped Congress would soon make a larger appropriation for his office, and thereby raise the degree of a bureau. "We get \$30,000 a year. Each of the four agents of the office gets \$1000 a year. Out of this he must pay his own travelling expenses. The other expenses of the office amount to \$10,000 a year; so that for the actual work of the office only \$10,000 is left."

Mr. Dodge's sentiment about the success of the convention was echoed by Colonel Richardson and Mr. Abbott.

The convention held two sessions—morning and afternoon. The morning was devoted to addresses, and the afternoon to consideration and adoption of resolutions.

ECONOMY OF GOOD ROADS.

A. L. Craig Tells How Farming Communities Would Be Benefited.

The prominent speakers of the day were A. L. Craig, general passenger agent of the O. R. & N., and J. W. Erwin, assistant superintendent of mail delivery at San Francisco. Both addresses received strong commendation. Director Dodge will print that of Mr. Craig and issue it as one of the Government publications.

Mr. Craig said that the feeders of railroads are wagon roads. "Railroads are frequently referred to as trunk lines. The simile is an apt one. If the railroads are the trunks, the wagon roads are the roots which bring sustenance to the trunks."

The speaker said that betterment of railroad properties was intended to save power and wear. The same reason required betterment of wagon roads. "A single railroad finds it necessary to expend many millions of dollars in this direction, would I dare to say that a proportionate expenditure on a wagon road would not be consistent with the trust economy?"

Mr. Craig said that if a wagon road could be improved with a few hundred number of horses and the same wagon a load could be doubled, a farmer could afford to haul his produce twice as far. This would enable the cultivation of lands now too far from railroads for profitable tillage. An additional strip of only five miles wide along the O. R. & N. would add over 3,000,000 acres to the productive area of the Northwest.

"A good railroad," declared Mr. Craig, "is an evolution from the wagon road. If it pays to improve railroads, why not improve public highways? There is no essential difference between the improvement of a railroad and that of a wagon road."

EFFECT OF RURAL DELIVERY.

J. W. Erwin Tells How Good Roads Will Improve the System.

J. W. Erwin, of San Francisco, assistant superintendent of the free-delivery system, was the second speaker at the morning session. He gave much information about rural mail delivery, and his remarks are of interest to the country districts. His address was highly appreciated. He said:

The success of rural free delivery is largely dependent upon good roads. What I do not know personally cannot be said. All I can say is that it is a very important factor.

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