

ROAD ENTHUSIASTS TO WORK TO LAST

Active Campaign for Bonds to Be Carried On Throughout Multnomah County.

BENEFITS TO BE SHOWN

Special Committee to Direct Efforts and Meetings Are to Be Arranged Practically Every Night and Literature Distributed.

During an active campaign to be carried on until the date of the special road bond election April 14, the benefits of good roads will be impressed on the voters of Multnomah County. The special committee appointed by the Commercial Club recently, consisting of John B. Yeon, County Roadmaster, chairman; A. S. Benson, J. C. Almsworth, W. L. Boise, Frank Riley, Phil Metcalf, Jr., Julius L. Meier, George Baker and E. E. Coover, will direct the work from the good roads headquarters on the ground floor corner of the Yeon building, which was reopened yesterday.

Meetings throughout the county will be arranged, speakers supplied, literature issued and arguments for the bond issue furnished.

County to Be Covered.
The good roads enthusiasts expect to cover the county thoroughly during the time yet remaining before the election. They hope to have a meeting practically every night until April 14. Active efforts will be made to acquaint the voters with the benefits of bond issues to follow the voting of bonds aggregating \$1,250,000, with which to hard surface approximately 70 miles of county roads.

"Multnomah does not compare favorably with other counties of this country in regard to modern roads, although it is in the front rank of wealth," said a member of the committee yesterday.

"The City of Detroit, Wayne County, Mich., has more than 40 miles of hard surface roads, and Pittsburgh, Allegheny County, Pa., has more than 100 miles. These are two of the richest counties in the United States.

Multnomah Has Three Miles.
"Multnomah County, with \$335,000,000 worth of wealth, which brings it among the first four in wealth, has three miles of modern roads. Half of this is on the Linnton road and the remainder is on the Riverdale road.

"King County, Wash., has 105 miles and is building 65 miles additional this year.

"Perhaps the greatest benefit to follow the paving of county roads with the proceeds of the bond issue is that expenditures are being made and funds are being developed rich farming districts that are now backward. The effect of a hard surface road is to bring a farm 20 miles from the city to within five miles of town. It is just as much an effort to traverse five miles of the present roadways as it is to cover four times that distance over a modern road.

"Beyond the Sandy River between Chanticleer and Portland, there is a territory of 30,000 acres that is absolutely wild, uncultivated and all-able and comparable with the best soil in the whole state.

Value Increase Told.
"It is widely known as land of the first quality, yet it is unused because so far from the market. It is assessed from \$5 to \$20 an acre. When placed under cultivation, as it will be when this proposed road work is done, this same land will be worth from \$50 to \$500 an acre.

"On the Linnton road, 6 per cent of the land is tilled, while 95 per cent is uncultivated. On the Riverdale, 10 per cent is under cultivation and 90 per cent remains idle. The same conditions obtain on the Slavin road, while on the Foster road 40 per cent of the land is uncultivated. The mileage of the Sandy, Base Line and Powell Valley roads is double that of those mentioned and these three average 10 miles of uncultivated lands tributary to them. All three have country along them that is susceptible of the highest cultivation.

"Truck or jitney service cannot be operated on the present gravelled roads, except under favorable conditions, to make it profitable for the farmer. On hard surfaced roads, there is not a day in the year that this service cannot be maintained.

Clark County Contrast Cited.
"Clark County, Wash., offers a contrast to Multnomah County that is not at all favorable to the latter. From Vancouver to Salmon Creek, a distance of eight miles, a hard surfaced road runs through beautiful farming country and this road can be traveled every day. The farmers paid some of the cost, the State Highway Commission some and the county the remainder. Farmers would not give up this highway under any conditions. Clark County will have a similar road to Center this year. It is the main trunk line of the Pacific Highway and extends from Vancouver's Main street, Clark County, has yesterday three times the hard surfaced roads of Multnomah County, notwithstanding our \$35,000,000 of wealth.

"The roads to be hard surfaced with the money received from the sale of the bonds will benefit the farmer first and all the people as well. It is a step forward in bringing the roads of Multnomah County up to date.

MR. CALDWELL REMAINS
Rumors of Quitting Civil Service Board Place Denied by Official.

Rumors that George W. Caldwell, chairman of the Municipal Civil Service Board, had decided to give up his position as a result of his having announced his candidacy for City Commissioner in the coming city election, were denied yesterday by Mr. Caldwell. He says his intention is to keep his position.

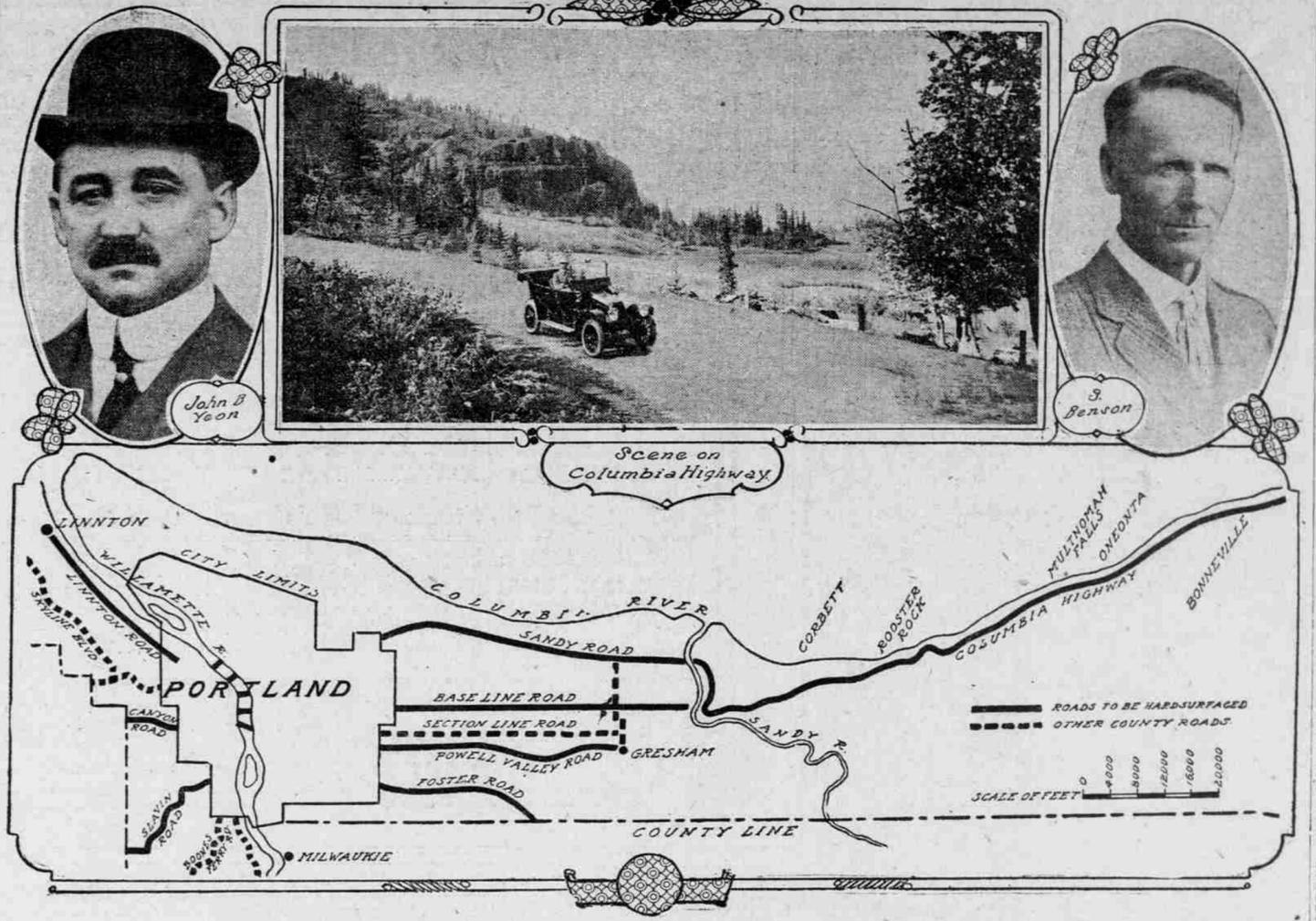
It was rumored that because of the nature of the work done by the Civil Service Board Mr. Caldwell proposed to resign while campaigning. He denies that he has decided to quit.

PARRISH PETITIONS GIFT
Portland Man Returns to Be Greeted by Demands to Be Candidate.

Upon his return yesterday from a month passed in the East Dr. George Parrish was presented with 500 petitions, all signed up and sworn to, nominating him as a candidate for City Commissioner in the city election to be held in June. The petitions will be filed when the date for filing arrives, April 28.

For some time past cards announcing the candidacy of Dr. Parrish have been in circulation.

MAP SHOWING THAT GOOD ROADS BONDS WILL HELP ALL SECTIONS OF COUNTY, TWO ENTHUSIASTIC WORKERS FOR THE BOND ISSUE AND SCENE ON COLUMBIA HIGHWAY.



LABORING MEN ARE BONDS' CHAMPIONS

County Commissioners Told Proposed Issue Will Be Given Able Support.

WORKINGMAN SEES GOOD

Good Roads Promoters Believe Majority of Union Men Will Vote Favorably and Unemployed Approve in Desire for Jobs.

Laboring men in every part of the county have volunteered their support to the proposed \$1,250,000 road improvement bonds to be voted on at the special election one week from next Wednesday.

Many men who are now out of employment have informed the County Commissioners and the good roads committee that they will vote and work for the bonds in the hope of getting jobs.

Other workmen have indicated their enthusiasm over the bond issue on the ground that improvement of the county highways will aid in the general development of the county and thereby enhance the interests of the workmen.

Hope in Union Man Sees.
Despite the recent action of the Central Labor Council to oppose the bond issue, the people who are at the head of the good roads movement believe that a large majority of union men in the county will vote for the bonds. They are convinced, moreover, that nearly all the non-union laboring men will vote for them.

More than 80 per cent of the money accruing from the \$1,250,000 in bonds will be paid out for labor. In other words, according to the best estimates available to road experts, the laboring men of the county will receive \$1,000,000 in wages if the bonds are authorized.

County Road to Proceed.
While it is considered probable that the bond issue will be carried by a decisive majority, the County Commissioners are prepared to proceed with the road improvement work even if the bonds should be defeated.

With funds now available it will be possible to improve about 15 miles of roads each year. The money would come from the regular county road funds raised each year by direct taxation. In this manner it would take five years to complete the work that it now is proposed to do in one year. The money, in that case, would be paid directly by the people. Under the bond plan the payments would be deferred until the bonds come due.

Another point that the bond supporters are emphasizing at every opportunity is that the bond issue actually will decrease the annual cost of road work in the county. At present it costs approximately \$1000 a mile to maintain the 70 miles that it is proposed to cover with pavement, an aggregate of \$70,000. It costs about \$10,000 more to oil these roads each year, bringing the total up to \$80,000.

Maintenance Cost Nil.
The interest on \$1,250,000 at 4 per cent is only \$50,000 a year, an actual saving of \$17,000 over the present system, as it would cost nothing to maintain the roads after they are hard-surfaced.

The oratorical campaigns in favor of good roads were continued yesterday with unabated vigor. Roadmaster Yeon spoke last night in the Grange Hall at Lents, where he secured an enthusiastic and cordial hearing. Nearly everyone present promised to vote for the bonds.

Mr. Yeon will address a large group of workmen in Arion Hall, at Second and Oak streets, tonight. This is the time set by the Socialists and their

friends to hear Mr. Yeon explain the proposed bond issue and tell how and where the money is to be expended. He will illustrate his talk with color pictures of the beautiful Columbia River and the Columbia Highway. He will be given an hour, after which Albert Striffler will make a short talk for the Socialists.

It is expected that the large hall will be filled to capacity, since the Socialists regard the building of good roads and the consequent employment of labor as a step in the solution of the unemployment problem.

Admission is free. The public is cordially invited. Tomorrow night he will speak at the Sellwood Young Men's Christian Association.

"Country Needs Good Roads."
One of the best meetings of the campaign was that held last night at Maplewood, which was presided over by A. D. Lee, and which was addressed by G. H. Douglas, chairman of the good roads committee from the Multnomah Commercial Club.

"The country is just as much in need of good roads as is the city," declared Mr. Douglas.

"Take Portland back to the macadam days, and you are back to the days of dirt county roads, impassable in the winter. What would the maintenance of Fifth street have amounted to in the last 10 years if it had been macadam? Fifth street has been paved 10 years and is good for five years more. There is no argument against hard-surface, except first cost, yet if the bond issue for the full amount is not carried the Commissioners are going to hard-surface 15 miles yearly for five years, each 15-mile unit to be paid for yearly."

Exhibits for 1915 Fair Pledged.
CENTRALIA, Wash., April 3.—(Special.)—George R. Walker, secretary of the Southwest Washington Fair Association, has returned from a trip to Eastern Lewis County, during which he made arrangements for the booths that section will maintain at the 1915 fair. The Citizens' League of Eastern Lewis County will prepare an exhibit, according to Mr. Walker, and in addition there will be a large exhibit of articles made in the manual training departments of high schools at Randie, Glenoma, Morton and Mineral.

Man Ordered Back to Wife No. 1.
SALEM, Or., April 2.—(Special.)—Charles Bennett, charged with polygamy, pleaded guilty today, was sentenced to serve six months in jail and paroled by Circuit Judge Kelly. Bennett's first wife lives in Seattle, and Judge Kelly instructed him to go to her.

WOMEN'S RELIEF CORPS HAS NEW PRESIDENT.

Mrs. Eva Ruger, of Tillamook, Or., who has been senior vice-president of the Women's Relief Corps of the Department of Oregon, has succeeded to the presidency, owing to the recent death of the president, Mrs. Cynthia Dunlap. Ruger will complete the preparations for the annual convention at McMinnville, to be held in June.

ROCHESTER THIEF CAPTURED.
CENTRALIA, Wash., April 3.—(Special.)—The bunkhouse of the N. & M. Lumber Company, near Rochester, was entered by a thief Thursday and a gold watch, a flashlight and about \$5 in money stolen. Deputy Sheriff Higgins left Rochester in an auto in pursuit of the thief, but the latter walked boldly into the town and purchased a ticket to Tacoma. He was arrested by the Tacoma police as he alighted from the train. The watch and flashlight were found on him.

GRANGE FOR BONDS

Unanimous Indorsement Given Proposed Highway Issue.

MR. YEON WINS CONVERTS

Stand of County Commissioners in Denying Labor's Demand for Minimum Wage Pledge Commanded; Road Workers Lauded.

RESOLUTIONS UNANIMOUSLY ADOPTED BY COLUMBIA GRANGE.

"Whereas, It is proposed to issue bonds to the amount of \$1,250,000 with which to complete the Columbia Highway and lay 71 miles of hard-surface on trunk roads in this county; and in view of the fact that 80 per cent of the money will be spent for labor, the cash to remain at home, and that macadam has proved unsatisfactory for heavy traffic, therefore be it

Resolved by the members of Columbia Grange No. 267, Patrons of Husbandry, when assembled, that we heartily indorse this bond issue, believing that the construction of the trunk roads will greatly benefit the farmer and enable more land to be cultivated and provide the farmer with roads that can be used the year round, and that we offer our hearty cooperation to J. B. Yeon, roadmaster, and A. S. Benson, believing that the grange should lead in the good roads movement throughout this county and state, as the order has led in many important progressive measures in this county; and be it further

Resolved, That we commend the County Commissioners for refusing to commit themselves to any stated schedule of wages in advance as the price of the support of any organization to the bond issue, but believe that every laboring man should be paid all he is worth, and that we have confidence that the County Commissioners will pay in full the wages that every man can earn."

There was no uncertainty or equivocation in the action taken yesterday at the open meeting of Columbia Grange No. 267, Patrons of Husbandry, at the hall east of the Sandy River. It was an unanimous, positive indorsement of the bond issue, after the address of Roadmaster Yeon had been delivered. This indorsement is the most significant from the fact that Columbia Grange is the first in this county to take such a broad stand. The resolutions were adopted in an open meeting, and were made official later. Several prominent members who were hostile to the bond issue at the opening of the meeting came to Mr. Yeon after he had concluded his address and said they never had looked at the matter in that light and would vote for the bond issue, and urge all others to do the same.

For an hour and a half Mr. Yeon hammered out the facts and figures, and held the attention of the Grangers closely. He pointed out that the farmers were to receive a great benefit, while paying but a fraction of the cost.

Farmers' Benefits Shown.
"At one time it was proposed in this county to lay hard-surface on the trunk roads and assess one-half the cost to the farmers," said Mr. Yeon, "but that was unjust and I opposed that method of construction, and favored the bond issue for the reason that the heavy taxpayers will pay the cost of carrying these bonds, while 81 per cent of the taxpayers will

be called on to pay 25 per cent? Here comes in the plan of the greatest good to the greatest number.

"If the bonds are not voted we have a \$600,000 investment in the Columbia Highway that is nearly useless, and we shall continue to pay out \$60,000 every year to maintain these trunk roads that we desire to hard-surface. It will only cost \$62,000 to pay the interest on these bonds, and hence there would be a saving of \$25,000 if we lay hard-surface now and stop the cost of maintenance. Now, I want you farmers to follow me closely and check up everything I say. Take home the subject and give it serious consideration.

Effect on Land Cited.
"Do you want the benefits that have come to King County, Washington, where 105 miles of hard-surface roads have been laid and where they are preparing to lay 80 miles more next year? Before these hard-surface roads were put down in King County you could buy land there for \$75 and \$100, but you could not get it for less than \$100 and \$150 an acre now, and the people there are prosperous and happy. You can do the same thing here by voting these bonds April 14. Just now it costs you \$120 to get to Portland by way of the railroad and return, but when you have a hard-surface road in front of your hall you can go to Portland and return at 1 cent a mile, or 44 cents for the road trip by automobile bus, which is a charge in King County, Washington.

"You can have a depot in front of your farms and send your produce to the Portland market by auto trucks, the same as is done at Seattle.

Interest Cost Analyzed.
"Now the man who is taxed on \$1000 will pay the first year 18 cents, the price of two cigars, and the highest cost will be 55 cents. If the bonds are not voted it will mean that the County Commissioners will build by direct taxation 15 miles of hard-surface roads every year, and it will take five years to build 71 miles. If the bonds are voted we will get all these hard-surface roads this year, and the Lord knows we need them, and we can pay off the bonds easily. Do you farmers want to wait five years for the benefits that you can get right now? I think not."

"It is charged that there is a graft for S. Benson and myself. Let us see about that. Mr. Benson gave \$10,000 for the maintenance clause. He gave \$20,000 to save Gordon Falls and \$7500 for Multnomah Falls. He gave \$10,000 for the work at Shell Rock on the Columbia Highway. He took \$75,000 of the 5 per cent bonds of Hood River County to enable the work to go ahead, when it might have been hard to dispose of them. He loaned the state \$50,000 to push the work at Mitchell Point.

Graft Charge Hidden.
"Mr. Benson was my right-of-way man. When there was a dispute with owners that threatened delay, Mr. Benson put his hand in his pocket and paid the amount wanted. Do you think Mr. Benson is the man who seeks a graft out of the paving of the bonds? Not for one minute, and you farmers know it. Mr. Benson made his money here and is pushing good roads in recognition of the opportunities he had to make money. The graft charge is without foundation as far as he or myself is concerned.

"I might talk all day about good roads, but I shall not do so. I want to say that every dollar put into these roads represents full value of work done, and if you vote these bonds every dollar shall represent an investment of \$1.

"I want to say to you farmers that we want your help. Organized labor demanded a minimum wage of \$3, which had to be given, and now organized labor threatens to defeat the bond issue and set this county back ten years. I believe in paying a man all he can earn, no more and no less, for I have been a laborer myself and sympathize fully with every man."

Rochester Thief Captured.
CENTRALIA, Wash., April 3.—(Special.)—The bunkhouse of the N. & M. Lumber Company, near Rochester, was entered by a thief Thursday and a gold watch, a flashlight and about \$5 in money stolen. Deputy Sheriff Higgins left Rochester in an auto in pursuit of the thief, but the latter walked boldly into the town and purchased a ticket to Tacoma. He was arrested by the Tacoma police as he alighted from the train. The watch and flashlight were found on him.

BOND "JOKER" DENIED

INTERPRETATION OF H. A. DARNALL CONTROVERTED BY OTHERS.

Judge Stevenson Urges Bond Issue Before Civic League Declaring Labor Will Be Benefitted.

The intimation of H. A. Darnall and others in the debate at the Civic League luncheon at the Multnomah Hotel yesterday, that the proposed road bond measure to provide for hard-surface highway in Multnomah County contains a "joker" that would make possible an annual issue of \$1,250,000 bonds instead of a total issue for the entire proposed work of only \$1,250,000, was refuted by Frank Branch Riley and C. E. Warner.

Mr. Darnall based his opinion that the measure contained a "joker" which would certainly cause litigation at the least, was based on the statement in the election announcements for the bond issue, which said: "No more than \$1,250,000 to be issued in one year; and the fund so raised shall be expended

in the building and construction of permanent roads in Multnomah County."

"This is confusing and ambiguous," declared Mr. Darnall, "and at any event appears to me likely to bring about a test in the courts to find out whether it means that the entire sum to be raised is \$1,250,000 or whether the people have voted upon themselves a continuous bonding of \$1,250,000 every year for paving roads."

C. E. Warner declared that the article from which Mr. Darnall quoted does specifically limit the total amount and provides no means by which it could be construed to mean a possible annual issue of \$1,250,000. It was brought out that the phraseology used was necessary to meet legal requirements.

Mr. Riley further supported Mr. Warner's statement by pointing out that expenditures for each of the various roads to be improved are specifically given, and that this and other statements make impossible the construction of the measure that Mr. Darnall attempted to place upon it.

"I hope that before anyone begins attacking the measure on the ground that it is ambiguously drawn or contains a 'joker,'" he said, "will take the trouble to read it through carefully." Judge Stevenson, at the close of the meeting, spoke strongly in favor of passing the bond issue.

"The Civic League wants labor conditions ameliorated, now is the time to do something definite toward that end. F. S. Myers was chairman of the day. Other speakers were Mrs. M. T. Hadden, who supported the arguments of Mr. Darnall, Isaac Sweet, K. Versteeg and Mrs. Flora I. Foreman.

SUPPORT PLEDGED BONDS

Fairview Enthusiasts to Back Road Issue in Election April 14.

The proposed bonds for hard-surfaced roads in Multnomah County were heartily indorsed at a meeting of the Fairview Grange yesterday. A full attendance was reported and enthusiastic support for the bonds pledging support in the election on April 14.

The action of the County Commissioners in refusing the demand for a \$3-a-day minimum wage also was indorsed.

Serving the Public Best

All things considered, that store serves the public best that gives the most for the money in the most acceptable manner. Keen competition forbids the pining of prices below the safety margin. High rentals, ownership with heavy taxes and longer delivery hauls increase prices. These are none of our concern, as we purposely do business on the East Side, where most of Portland's homes are situated and business rentals are fifty per cent, and less, than on the West Side. Our rent and general expense amount to less than property tax of some firms. Does it not sound reasonable to you that we can sell for less the same Furniture and Homefurnishings offered by other firms?

Come and Compare Prices. Buy on Credit if You Like and No Interest Will Be Asked.

New Ownership New Stock

Mr. S. H. Morgan continues his connection with this store.

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