

SENTIMENT SEEMS STRONG FOR BONDS

Voters to Decide Between Good and Bad Roads and Idle or Busy Men.

WEDNESDAY ELECTION DAY

City and Country, Labor and Business Men Express Indorsement of Issue for Permanent Highways in Multnomah County.

Shall Multnomah County continue in its primitive methods of road building and pay the maximum in annual repairs, or shall it proceed with construction of modern highways of per-

manent nature and reduce the cost of maintenance to a minimum?

Voters of Multnomah County will answer this question at the polls next Wednesday.

BELGIANS STILL NEED FOOD

Reports From Headquarters Declare Clothing Supply Adequate.

Reports from the headquarters of the Belgian relief committee in Rotterdam announce that the supplies of clothing are sufficient at present and that the pressing need is for food. It is urged that those who have been contributing clothing, arrange it possible for the contribution of food supplies instead.

PRIZES AWARDED FOR ROAD ESSAYS

Charles Berst, 14 Years Old, of Ladd School, Carries Off First Honors.

AMY TURNER, 13, SECOND

Margaret Scott, of Fernwood, Wins Third Prize and Especial Mention for Originality Goes to Edna M. Dowling, of Eliot.

Judges in the good roads essay contest which closed yesterday were sorry for only one circumstance—that they had not a thousand prizes to give. So many boys and girls responded to the invitation of S. Benson, the veter-

WINNERS OF CASH PRIZES IN ESSAY CONTEST ON GOOD ROADS CONDUCTED BY S. BENSON



Charles A. Berst, First



Amy Turner, Second



Margaret Scott, Third

road enthusiast, to submit their arguments for the proposed road improvement bonds that the judges had a hard time, indeed, to pick the winners.

After much careful study first prize was awarded to Charles Berst, a 14-year-old boy, who is a member of the 9-B class of the Ladd school. His argument was based on efficiency. The subject of his essay was "Efficiency—first, last and at all times." He complied with all the other rules of the contest and presented a lot of original points. The lad is a son of Mr. and Mrs. J. H. Berst, of 208 Sixteenth street.

By a strange coincidence the second prize of \$25 was awarded to a girl who is a member of the same class in the same school as the winner of the first prize. Her name is Amy Turner. She is only 13 years old and is the daughter of Mr. and Mrs. W. H. Turner, of 238 Tenth street. Her father is a machinist. This little girl was born in Springfield, Ohio, September 1, 1911 and moved to Portland with her parents in 1920. The subject of her essay was "What Oregon Needs."

The third prize of \$10 went to Margaret Scott, 14 years old, a pupil at Fernwood school. Her theme was "The Value of Hard Surface Roads." The first prize essay, by Charles Berst, on "Efficiency, First, Last and at All Times," follows.

A vote for the road bonds is a vote for prosperity. Why? Because efficient equipment is the secret of prosperity; and hard-surfaced roads in this climate are the only efficient ones for modern transportation.

"Dirt roads are useless seven or eight months in the year and macadam

mission for relief in Belgium, No. 1

Mrs. D. H. L. MacGregor, 4.00

Laura Brownville, Portland, 3.00

Robert L. Padlock, Bishop of Oregon, 50.00

Mrs. J. P. Reese, McMinnville, 11.25

Austin Cary, Portland, 10.00

Miss M. Lamotte, Portland, 10.00

Oliver, employee Portland, 10.00

Mills Company, 13.00

Coculle Valley Sentinel and Coculle Times, 11.25

Oregon Boys' Club, Y. M. C. A., 4.00

E. Rhodes, Portland, 4.00

Citizens of Beaville, Or., 14.25

Local piano school, 10.00

A. B. Moore, 25.00

Wesley Hanson, 22.00

Bettina Geosens, 25.00

Total, \$309.45

Through Mrs. Frank Wilder \$1 was received, which was given to the fund out of which needy women who made garments for the Belgians, were paid.

The 25 cents was contributed by a boy, his week's wages, and the last \$25 was collected by a little girl of 12, whose parents are Belgians. This money will be used in buying food.

CHILD STUDENTS TO MEET

Society Prepares for Session in Festival Week and in South.

The Society for the Study and Education of Exceptional Children is planning a meeting to be held during the Rose Festival, at which a special programme will be given. Dr. R. G. Hall has named the following committee to prepare for this meeting: Alma R. Thacker, chairman; Mrs. Estes Snalder and Mrs. L. T. Newton.

The society has been asked to make arrangements for the annual meeting of the National association, which is scheduled to be held at San Francisco during the week beginning August 23. The next meeting of the local organization will be held in the offices of Superintendent Alderman Friday at 4 P. M.

JITNEY DRIVER'S TRIAL SET

Louis Sherman, Whose Bus Overturned, Has Case Set for Tuesday.

Louis Sherman, driver of the jitney bus that overturned at Third and Jefferson streets Friday night, injuring four, will be tried in Municipal Court on a charge of reckless driving Tuesday.

Speeders fined in Municipal Court yesterday were the following: Gus Feppel, \$10; A. J. Batt, \$10; C. M. Sidwell, \$15; G. H. Tibbury, \$15; C. E. Messenger, \$10, and S. A. McMillan, \$5.

SCHEDULE OF GOOD ROADS MEETINGS PRELIMINARY TO NEXT WEDNESDAY'S SPECIAL BOND ELECTION.

TODAY.

12 Noon—Westminster Presbyterian Church, East Seventeenth and Schuyler streets, John B. Yeon, speaker.

2 P. M.—Latourel schoolhouse, George W. Joseph, speaker.

3:30 P. M.—Vernon School, Twenty-sixth and Going streets, John B. Yeon, speaker.

MONDAY.

8 P. M.—At Commercial Club, ratification by new Chamber of Commerce.

8 P. M.—At Gresham, speakers to be assigned.

TUESDAY.

12 Noon—Oregon Civic League at Haselwood Restaurant, John B. Yeon and C. C. Chapman, speakers.

3 P. M.—Parent-Teacher meeting at Albina Homestead School, E. E. Covert, speaker.

3 P. M.—Peninsula School, A. S. Benson, speaker.

3 P. M.—Fernwood School, Frank B. Riley, speaker.

3 P. M.—Sunnyvale School, C. C. Chapman, speaker.

3 P. M.—Chapman School, John B. Yeon, speaker.

3 P. M.—American Institute of Banking at Multnomah Hotel, John B. Yeon, speaker.



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ment nature and reduce the cost of maintenance to a minimum?

Voters of Multnomah County will answer this question at the polls next Wednesday.

An affirmative answer means a bond issue of \$1,250,000 to pay for the immediate improvement of 70 miles of main trunk roads and the employment at the highest prevailing rates of labor of a small army of men.

A large element of voters seems to favor the bond issue. As the merits of the plan are presented, the sentiment in favor of the issue appears to gain additional volume.

Voters Reason and Favor.

The leaders in the bond movement who assert their desire to restore a measure of prosperity to the city and county have conducted a hard campaign of personal appeal and oratory for the last three weeks. They have encountered some opposition, but in the last three or four days this opposition has been vanishing before the sound reasoning power of the average voter.

"It is only a question of education with the people," said John B. Yeon, County Roadmaster, last night. "As soon as they learn what good roads mean they do not hesitate to indorse the bonds."

For a greater part of the time the present campaign has been conducted by a committee of volunteer workers whose sole interest in the movement is the improvement of the county highways for the benefit that the work will bring to the whole county and everyone in it. This committee consists of Mr. Yeon, J. C. Almsworth, president of the United States National Bank; Julius L. Meyer, of the Meier & Frank Company; Frank Branch Riley, attorney, and one of the original good roads disciples in the city; E. E. Covert, attorney; Whitney L. Boise, attorney and real estate owner; Phil Metzger, Jr., of the Imperial Hotel, and George L. Baker, of the Baker Theater.

Laboring Men Also Indorse.

These men have given much of their time to the work. But within the last week the demands upon their time became so pressing that they called for aid. At an impromptu meeting in the Yeon building 45 other public spirited citizens came to their relief. They offered to help in the campaign. The new Chamber of Commerce then added the weight of its membership and its influence to the movement and since then there has been a noticeable trend of support toward the bond issue.

Unexpected support also has come from members of the Grange and from members of organized labor. A week or so ago a group of labor men, dissatisfied with the decision of the County Commissioners to pay a minimum of \$3 per day to laborers employed on the proposed work, voted for the bonds. They appealed to all members of organized labor in the county to vote against the improvement and against the plan to give employment to large numbers of unorganized workmen.

Efforts of Opponents Fail.

But their efforts have been unavailing. Organized labor has refused to follow the lead of the leaders.

Thousands of unorganized men have come to good roads headquarters or to members of the committee within the last few days and declared their intention of voting for the bonds. Most of these men present the idea of the leaders trying to control their votes or to dictate to them how they shall vote.

The County Commissioners and others who are supporting the bond issue propose that the highest prevailing rates shall be paid to the workmen on the road improvement projects. At present this rate varies from \$2.25 to \$2.50 per day. Later in the season, when labor is more in demand, it is expected that the price will advance.

The farmers and members of the Grange are supporting the bond issue because it has been pointed out to them that improved highways will give them better means of reaching the markets of the cities. It has been shown also that more than 60 per cent of the land served by the roads that it is proposed to improve is idle and undeveloped.

Transportation Land's Need.

All this land, it is declared, can be made useful and productive if adequate

road enthusiast, to submit their arguments for the proposed road improvement bonds that the judges had a hard time, indeed, to pick the winners.

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"Dirt roads are useless seven or eight months in the year and macadam

tables and Chinese eggs in her half-filled market basket."

"Why, my dear madam, they have paved highways and up in King County, Washington, for instance, after a rain the farmer does not have to wait for it to dry up so he can work in the fields. He can take his produce to market."

"But I can't see why the people of Multnomah County would not rather spend a couple of dollars more on taxes a year, have fresher and cheaper vegetables, etc., etc., not to speak of the many other conveniences derived from good roads," she said, as she stepped out again into the progressive city of Portland, surrounded by beautiful roses and poor roads, with her Washington berries, California veg-

can get their' to market."

"The farmer will be able to market his produce much quicker, he will be able to haul heavier loads, and his land will become more valuable. People will pass by his place the year around when good roads are established. If we do not have them, they will content themselves riding around over our beautiful streets. City people will become better acquainted with the country, and there will be a larger demand for land."

"Almost \$1,000,000 will be spent for labor, which will certainly be a blessing to the men who are out of employment. The money they earn will create a greater demand for the necessities of life, therefore benefiting the merchant and the farmer."

"Another thing to be considered is the character of the men promoting good roads. They are men who have made a success in life, from a business standpoint. They pay large taxes, and are willing to assume the burden of taxes, that we, the coming generation, may profit by their good judgment towards progress and prosperity."

The third prize essay by Margaret Scott on "Value of Hard-Surfaced Roads" follows:

"Too many people 'roads' mean merely public highways, while really they are the arteries through which the blood of nations flows."

"Roads are used chiefly for commerce. The farmer's ability to market his goods depends upon the condition of the roads. If good, he can sell when the prices are highest; otherwise he can market his goods only when the roads are passable. They also enable him to use modern vehicles, as the automobile and motorcycle."

"Good roads spread civilization and neighborliness among people by bringing them in contact with one another. There is a need of them in Oregon especially, because of the climate. Only through good roads can the different parts of our state and county know and help one another."

Tax Feature Analyzed.

"By building hard-surfaced roads the value of adjoining lands is increased. This will lessen Portland taxes by increasing the taxable property value of the rest of the county."

"This year not only tourists, but permanent settlers, will be attracted to this country and we shall be judged by the condition of our roads."

"Besides, if this bond issue is passed, 80 per cent of the money will be spent among the prize winners had it not exceeded the limit of 200 words was that of Edna Dowling, of 641 Union avenue, a pupil at the Eliot School. She wrote on the general subject of "Good Roads" but in a most original vein. Her essay follows:

"The rain and to the dust on the road. 'I am on to you and your name is mud.'"

The farmer said to his hired man, "We can't take the produce to market this week because of the condition of the unpaved roads."

The storekeeper said to his customer, "No fresh vegetables this morning, only such as we are able to get from Washington and California."

"Why can't you get fresh vegetables and the like from the thousands of fertile acres surrounding Portland?" said the customer.

"Oh, the roads are so muddy the farmer can't bring them in."

"But I can't understand why the

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