

FRIENDS MANY FOR ROAD BOND ISSUE

Opinions Taken at Random on Street Show Variety of Reasons for Support.

LABORING MEN GIVE VIEWS

Granges and Municipalities Lining Up in Behalf of Improvement. Gresham Council Urges Electors to Cast Favorable Vote.

UNEMPLOYED WORKINGMEN FAVOR GOOD ROAD BOND ISSUE
A straw vote was conducted at the Workingmen's Club, 271 Front street, yesterday to determine the attitude of the men there on the proposed bond issue. The result was 87 "yes" and 17 "no."
This is the club recently opened by Ben Selling and most of the men who assemble there are unemployed.

All classes of citizens—laboring men, capitalists, business men, professional men, and women, too, have given their indorsement to the proposed bond issue. An overwhelming sentiment in favor of the improvements has developed within the last few days.

Following are a few random expressions picked from persons on the streets in the business district yesterday:

D. A. Burlinson, a laboring man of 439 East Stevens street—In favor of the bonds for a good many reasons, but, first of all, because the work that they will provide will relieve the hard times.

C. C. Darling, a machinist, of Lents—Good roads help to develop the country district. We who live outside the city limits will give a big majority for the bonds. It will help us and it will help every man, woman and child in the country.

William B. Jolly, a retired farmer, of 572 Maple street—Hard-surface roads will bring farm produce to the markets at the least possible expense and at a minimum of inconvenience. I am making a house-to-house canvass for the bond issue and find a tremendous sentiment in its favor.

Laboring Vote Predicted.

H. G. Merrill, a station engineer, of East Third and East Morrison streets—Labor will vote for good roads almost to a man. The proposed improvements will relieve the labor situation and will help the farmers.

Edward P. Mall, real estate dealer—Sure, good roads are the thing. Bonds are the way to get them. Good roads bring the city to the country and the country to the city. Let's have the bonds.

N. R. Jacobson, attorney, 1912 East Yamhill street—The bonds will carry. They certainly should carry and every resident of the county ought to vote for them. Good roads make good business and good times. I am for them.

Fred B. Alexander, bridge operator—I favor the road bonds. They will give employment to the laborer and will bring it possible for the farmer to bring his produce to the city without reducing his fruit and vegetables to a pulp.

Charles L. Brown, 115 East Sixty-third street—I am in favor of the bond issue because I consider it a good business proposition for the county. I have been a resident of the county for 25 years and have been ashamed of our county roads.

Old Taxpayer for Good Roads.

W. H. Scott, 4209 Sixty-sixth street Southeast—I have lived in this district for 23 years and have paid taxes for 12 years. I strongly advocate the bond issue, as I consider good roads a benefit to my community.

Thomas Sweeney, contractor, 875 East Sixteenth street—The bonds will bring the workingmen and the money together and the county will have the benefit of hard-surfaced roads.

H. N. Lawrie, chairman Oregon Bureau of Mines and Geology—Construction of good roads effects a saving in the expenditure of public funds by lowering the cost of maintenance over the present system of throwing money into mud holes to keep existing roads passable. It enlarges the field for the employment of labor. It stimulates the city's trade and the intended farming in the contiguous territory.

Within the last few days scores of civic organizations have added their approval to the proposed bonds. On Friday night the Sellwood Commercial Club, after listening to an address by Whitney L. Boise, unanimously indorsed the bonds.

The Laid Addition Improvement Club, after hearing an explanation of the bonds by W. A. Carter and J. L. Hammerly, also decided to indorse them.

St. Johns Shows Attitude. A big meeting was held at St. Johns on Friday night, at which Frank B. Riley was the principal speaker. More than 700 men and women attended. The sentiment was almost unanimous in favor of the bonds.

The Lents Grange yesterday heard an explanation of the bond issue by E. E. Covert. Mrs. H. A. Darnall presided. A large number of the members, after hearing Mr. Covert speak, declared that they would vote for the bonds. The Lents people are particularly active in working for the bond issue.

At the meeting of the Gresham City Council Tuesday the following resolutions indorsing the road bonds were adopted:

"Whereas, We believe that good roads are the country's best developers; and, "Whereas, The County of Multnomah is about to vote on a bond issue for the purpose of hard-surfacing the main roads in the county, including the Columbia River Highway;

"Resolved, That we, the City Council, representing a progressing community of this county, hereby go on record as being very much in favor of the bond issue and recommend that every voter use his franchise in favor of it on election day."

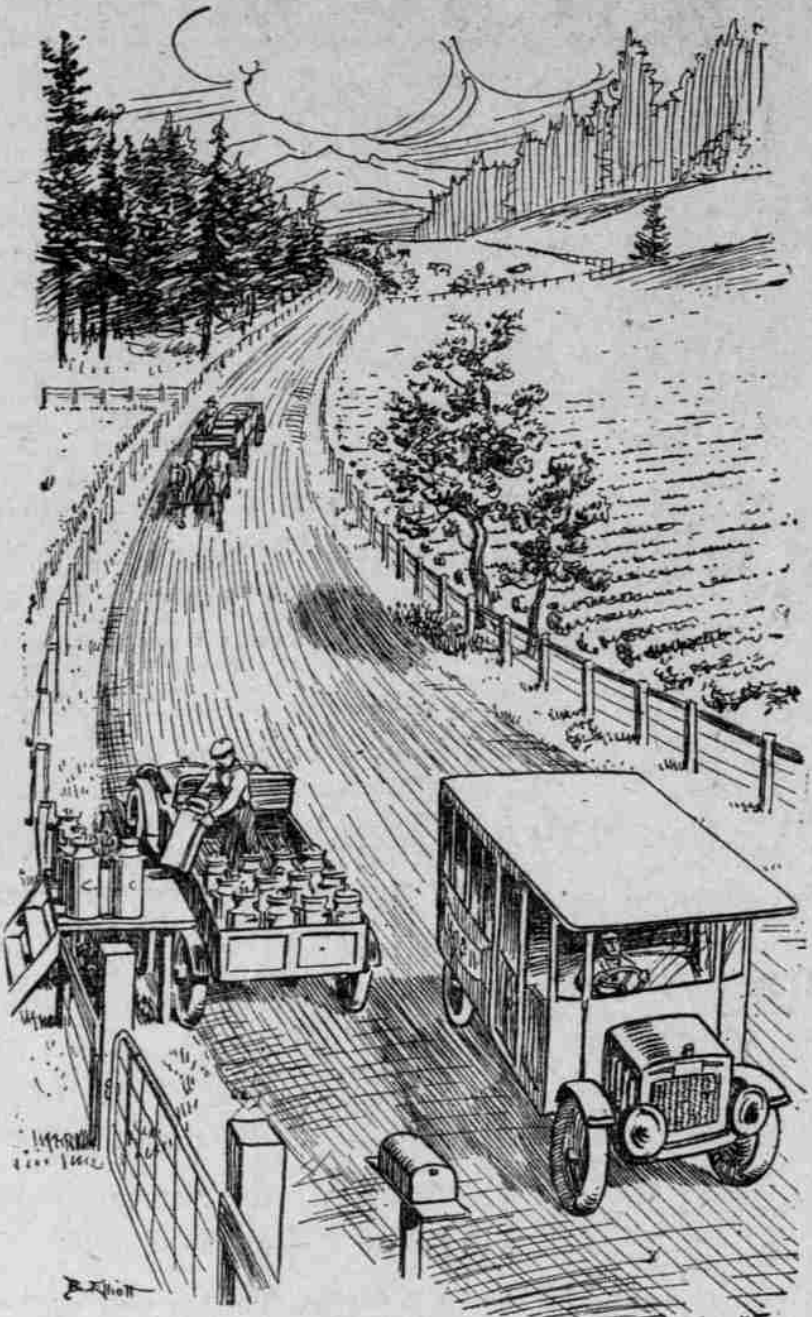
Road Bonds to Be Debated.

Under the auspices of the Alberta Woman's Improvement Club the good roads bond issue will be discussed Monday night at the Vernon Presbyterian Church, corner of Wagon and East Nineteenth street North. The affirmative will be taken by C. C. Chapman and Whitney L. Boise and H. A. Darnall and E. J. Stack will argue in the negative. The public is invited.

Idaho Apple Men Hopeful.

LEWISTON, Idaho, April 10.—(Special).—Apple-growers in this entire district are generally feeling confident that they will be able to dispose of their crop at good prices, after all the scare they have had because of the loss of European markets through the war. It will undoubtedly appear strange to many to learn that the exportations of apples this year will be 100,000 barrels in excess of the amount sent out last season. This is the judgment of C. K. Macey, State Horticultural Inspector.

What Paved Roads Mean to the Farmer



King County (Seattle) has 110 miles of paved roads outside of the city. Multnomah County has only 3 1/2 miles outside of Portland.

The building of these roads has brought about an improvement in the life of the farmer around Seattle which has no equal in the entire West.

Every farmer's house is a station on the established auto-truck routes which operate over these paved roads. Instead of having to get up at one or two o'clock in the morning to take his cream and produce to railroad station, or to town, the auto-truck whizzes them there at a cost of \$2 a ton up to 20 miles.

Big, comfortable auto-buses give splendid service over these paved roads around Seattle for about 1c a mile fare. It now takes 35 minutes from Portland to Gresham by auto-bus. The fare is 25c. Auto-bus men say that paved roads will cut the time to 25 minutes and the fare to 15c or less, and they would make more money.

Paved Roads Will Benefit Everybody

They will mark an unparalleled era of development in rural districts of Multnomah County!

By cutting the cost of getting the farmer's products to market they will cut the cost to the final consumer.

The cost of these roads for the next 14 years to the taxpayers will only average 39.2 cents per \$1000 valuation. An error in Saturday's Oregonian stated that the cost would be 56 cents per \$1000 valuation.

A Million Dollars Will Go for Labor

The policy of Harriman, the great railroad magnate, was to build at times like these.

Portland men need the labor — Multnomah County needs the roads. The cost per capita will be so small that no one will miss it.

Work can be started by June 1 if the bonds pass. Before Summer is over the 70 miles of paved roads can be completed.

Vote "Yes" for the Road Bonds

New Portland Chamber of Commerce

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HOLES IN MACADAM

Terwilliger Boulevard Work Wears Not Ten Months.

PAVED PART KEEPS WELL

Frequent Repairs Throughout Winter Appear to Do No Good on One Highway to Be Benefited if Bond Election Carries.

VIEW OF SURFACE OF TERWILLIGER BOULEVARD SHOWING INADEQUACY OF MACADAM ON HEAVILY TRAVELED ROADS

Terwilliger boulevard in South Portland is an excellent example of the failure of macadam on heavily traveled roads. After less than 10 months' wear, the roadway is full of holes so thick and deep that the boulevard has lost much of its attraction because of its roughness. Extensive repairs are to be started at once.

The south half of the boulevard is in light pavement and is in perfect condition. The north half for a distance of 7700 feet is built the same as the arterial highways maintained by the county, the principal ones of which are to be paved if the bond issue carries at the special election Wednesday.

The construction of the macadam over the 7700 feet of the boulevard was completed on July 15 of last year and was opened to traffic shortly after that. The cost of constructing the 7700 feet was \$12,500, 55 cents a square

GRANGE FOR BONDS

Gresham Meeting Indorses Good Roads Programme.

WOMEN AUDITORS FAVOR

Commissioner Holman and Ex-Governor Geer Speak for Issue Before Farmers, Telling of Benefits to Land and Labor.

JULIA W. HENSHAW HEARD

Lecture on British Columbia Vegetation Given for Mazamas.

Julia W. Henshaw, the noted naturalist, delivered an interesting and instructive illustrated lecture under the auspices of the Mazamas in Library hall, Central Library, Friday night. Mrs. Henshaw's illustrations were beautiful. The slides were hand-colored and the minutest detail of the flower blossoms which were shown were clearly brought out.

Flowers and vegetation in British Columbia were shown. Tall, slim fir and cedar trees, through which wound a smooth road, were shown as an example of Canadian timber and highways. Great stretches of fertile country, resembling part of the Willamette Valley, reveal vegetation of unusual beauty.

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rying five tons, which will be replaced with 20-ton trucks.

"Now, if you do not think the present Commissioners will efficiently and honestly handle the \$1,250,000, then vote against the road bonds. If you do not think they have the backbone and the integrity necessary to spend this money effectively, then vote down the bonds. You can judge by the past whether you can trust the Commissioners. The report that the Commissioners have already settled the contracts for the trunk roads, if the bonds carry, is absolutely false. It is the plan of the Commissioners to let these contracts on open specifications, and no pavement will have the preference. All first-class pavement companies may submit their bids, and the

GRESHAM GRANGE RESOLUTION.

Whereas, It is planned to issue bonds to the amount of \$1,250,000 to hard-surface the trunk roads of Multnomah County; that the contracts for paving these roads shall be let through open competitive bids; and in view of the fact Gresham is about to establish a co-operative cannery, which needs the best roads for success; and in view of the fact that the County Fair is held at Gresham every year, therefore, be it

Resolved, By the members of Gresham Grange that we approve of these bonds as the best plan to secure good trunk roads through the farming districts and to help relieve the labor situation by providing employment of 1700 to 2000 men.

Resolved, That we commend the County Commissioners for pledging themselves to the plan for competitive bids in letting all road contracts, thus permitting all paving concerns opportunity of securing portions of the proposed road work.

best will receive the contract. You may be sure, you farmers, that for every dollar there shall be a dollar's worth of work done or we won't spend a cent.

Guarantee for Ten Years.

"There will be a ten-year guaranty on these paved roads, and for that time the county will not pour out money for their maintenance, and we can do other things and can improve the latter."

In answer to a question, Mr. Holman said: "It is not possible to use the money planned for these roads elsewhere. The report that all the bond issue might be used on the Columbia Highway to the neglect of the other roads is absolutely false. The funds have been divided and must be used on the roads that have been designated."

Opposition to the road bonds by Joseph Faquet, is due to the fact that the bid of the Reliance Construction Company, which was the lowest for the concrete floor of the interstate bridge, was not accepted."

Ex-Governor Geer made a vigorous talk for the bonds and closed with an appeal for every man and woman of the grange to do his part. H. E. Davis presided at the meeting. A large number of women were present and all indorsed the bonds. George W. Stapleton explained some of the legal phases of the bonds.

PENMEN FORM SOCIETY

50 Teachers Organize to Improve Writing in Schools. An Oregon branch of the American Penmanship Teachers' Association was formed yesterday at the Lincoln High School, with about 50 members. Offi-

cers were elected as follows: President, Burton O'Mearly; vice-president, Brother V. Andrew, F. S. C.; secretary, Miss Ambrosio Murphy; treasurer, A. F. Jaksha. All are of Portland. Those with Curtis P. Coe, of McMinnville College, constitute the executive board of the new association.

Objects of the new organization are to increase efficiency among teachers, encourage better writing in the schools and to give mutual help.

ROAD BOND WORKERS EAGER

Whirlwind Finish, Monday and Tuesday, Planned for Campaign.

Members of the Good Roads Committee in charge of the campaign are planning for a whirlwind finish on tomorrow and Tuesday of next week. They will co-operate with the canvassing committees of the Chamber of Commerce in an effort to carry the message of better roads to every voter in the county.

The precinct workers will make a house-to-house canvass in each precinct. The general committee has secured much other valuable assistance of a like nature and is confident that with so much enthusiasm that they will carry the election with an overwhelming majority.

LODGE WOMEN TO CONVENE

Ladies of the Mazambees' Arrangements Completed for Sessions.

The Ladies of the Mazambees of the World have completed arrangements for a state convention to be held at the Multnomah Hotel Thursday and Friday. Mrs. Minnie W. Aydelotte, supreme chaplain, will preside at the meetings. The ritualistic work will be exemplified by teams from Portland and Salem.

Prizes will be awarded for the largest classes and delegations, and the work throughout the state for the past four years will be reviewed by Mrs. Aydelotte. Representatives for the supreme review will be elected. All members with credentials are welcome.

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WHEEL OF AUTO IN ONE OF THE HOLES WHICH DOT THE BOULEVARD AFTER 10 MONTHS' WEAR.