

REGARDING ROADS

Newport, Oregon, September 10th, 1917. Editor Leader:

Commenting on the proposed good road improvement, in the last issue of the Leader among other things you said, "There is one part of the present plan, that we notice in particular that is likely to defeat the good road project as a whole, that to which we refer is the proposed road from Newport to Waldport..."

The good roads plan as outlined in this petition does not propose this road leading from Toledo South through the fertile Beaver Creek country to Bay View and Lutzgen, but proposed to build a new road along the ocean bluff where there are no farmers.

The rest of the roads outlined in the petition will benefit our farmers as well as our tourists, and will prove a double asset to the county."

If you will read the petition you will see that you have misquoted the reading of the petition as to that portion of the road you refer to above.

The road as outlined in the petition from Newport to Waldport reads: "Newport to Alsea Bay, via Ona and Bayview to Lutzgens."

Now, the first two miles and a half of this road is open from Newport to the old Life Saving Station. From there there is no road to Lutzgens except the mile and one half over the point at Seal Rock.

The proposed road as outlined in the petition is to run along the survey of the new county road from the old Life Saving Station to Beaver Creek, thence over the road as surveyed by the County to Ona and from Ona to Bay View and Lutzgens.

On this road leading from Ona to mouth of Beaver Creek the people of Beaver Creek have, during the past year and one half donated \$1000.00 in money and labor towards opening this road.

There are a number of good farms, lying along the ocean from the old Life Saving Station to Beaver Creek, and from the mouth of Beaver up to Ona, Bay View and Lutzgens, is the fertile valley of Beaver Creek, referred to in your article quoted above, and this is the route proposed to be improved as outlined in the petition.

You further say that Toledo and Waldport want the road improved from Lutzgens via Ona to Toledo. Now, the plan as outlined in the petition is to improve the road from Ona to Lutzgens, and it does not destroy the present road leading from Ona to Toledo, but improves six miles of this road from Lutzgens to Ona.

You also intimate in your editorial that the proposed road improvement would injure the prospects of getting a bridge at Toledo. We are at a loss to know how the improving of six miles of road from Lutzgens to Ona would injure the prospects of the bridge at Toledo.

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I trust that in the spirit of fairness you will publish this letter. If not, kindly return the same to me in the self addressed, stamped envelope which I enclose you herewith. Thanking you for the space to be occupied in publishing this letter, I am, Sincerely yours, B. F. Jones.

WANTS ROAD BONDS

Ona, Oregon, Sept. 10, 1917. Mr. Hayden, Publisher of Leader, Toledo, Oregon.

Dear Sir:— We notice by your last week's issue, that you have intentionally or unintentionally misrepresented the sentiment of the Ona people with regard to the proposed Road Bond Issue.

You say that the people of Ona are opposed to the Road Bond on account of the proposed route, which is not a fact, for 50 per cent or more of the voters of Ona have signed the petition asking for the road as it is laid out in the original petition.

The Ona Road Club are not opposed to a road to Toledo, to prove this you can find by the records that the Ona Road Club with a small amount of outside help has already built by donation, two miles of this same Toledo Road. But we also want a road to South Beach and above all we want the Road Bond to carry so that we all can begin to get out of the mud.

Ona Good Road Club, Per P. P. Byrn, Sec., C. S. Ohmart, President.

TO BOND OR NOT TO BOND? THAT IS THE QUESTION

A petition has been circulated asking the county Court to call a special election for the purpose of bonding the county in an additional sum of \$200,000 to build and improve roads in this county. As this is a matter of great importance to the taxpayers of the county I ask a limited space in the Leader to submit a brief argument against the proposition.

Our present financial condition and the sacrifice of life and property which the greatest war in all our history imposes upon us; the uncertainty of when it will end or of the future burdens that it will impose upon us; the high cost of material and labor which will add from 50 to 100 per cent to the cost of construction are factors that must be taken into account before venturing on such an expensive enterprise. The criminal extravagance of the state and the high rate tax levies in this and other counties have already retarded the progress of the state and brought our growth to a standstill.

Home-seekers are giving us the go-by. The first question asked by prospective investors is "What is your tax rate." We have already voted nearly a half million dollars in bonds for harbor improvements; the state has issued Six Million Dollars in Bonds and our proportion of that amount is charged up to us. If we vote the \$200,000 now asked for it will bring the bonded indebtedness to approximately \$800,000. The annual interest on this amount will be \$54,000, an amount that will nearly absorb our annual tax levy, large as it is.

This vast debt is a mortgage on our homes, it is a first lien on every acre of your land and every dollar of taxable property. What will your farms be worth. There will be no buyers. A good many people deceive themselves as to these bonds; they think that because the payment of principal is put off for a term years that they will not have to worry. As a matter of fact if we assume the responsibility for all these bonds we will have to go down into our pockets and dig up during the 20 years \$1,080,000 in interest and still have the principal to pay.

Gentlemen and Ladies, are you willing to assume this great responsibility? The arguments and promises of the promoters this Bond Issue are misleading. When Mr. Jones was canvassing this part of the county in the interest of these Bonds his stock argument consisted in a comparison of this county with Tillamook county as to roads and the price of butter fat.

He made a good argument but, the trouble was his premises were not in accord with the facts. He claimed that Tillamook farmers were more prosperous than our farmers, that they got more for their butterfat and that this prosperity was owing to the fact that they had better roads. Twenty years ago Tillamook was more prosperous than Lincoln. At that time she had no railroad and we had one. At that time we had better wagon roads than Tillamook. Commercial men told me that they had to nearly risk their lives in going from Sheridan to Tillamook by stage or livery. Now if Mr. Jones argument is good our better roads handicapped us at that time. But the facts are simply these: When Tillamook had neither railroads nor wagon roads she proceeded to do business on her own hook. Her farmers united on a single industry—the making of cheese. They made good cheese and by cooperating they made enough of it to attract the attention of buyers. They improved their herds and cleared the brush from their pasture lands with the result that milk is worth twice as much to make into

cheese as it is to make into butter—that makes butterfat come high. Our farmers could do the same thing here if they would unite and follow their example. But they vote a million dollars in bonds and they would not increase their bank account one cent—they might have to sell their cows to pay their taxes. The proposition is misleading because it assumes that \$200,000 would build and repair and hard surface 120 miles of road. How is this? To say nothing about building any new roads, and suppose you used the cheapest material for surfacing, wood planking, and suppose you could get it delivered along the right of way for \$15. per M.—which you could not do these times, the material would cost \$4,500 a mile or \$540,000. The \$200,000 would scarcely make a beginning.

The proposition is unfair because it asks us to bond the county to the full legal limit that we are allowed to bond and then appropriates a large part of it where there is no public demand for a road and leaves out a very important section without any aid. It proposes to construct a hard surfaced road from Toledo to Elk City by way of Mill Creek. This would make a double track of hard surfaced roads between those two points while other near by points for which there is public demand get nothing. From Elk City the natural and easy and economic route is by the way of Pioneer and Simpson Creek, and it is a shorter route than by the way of Mill Creek. There is only one team owned between Elk City and Mill Creek. This proposed line from Toledo runs over tidelands, near tidelands, and miles of rock cut that make it a very expensive road to build—notwithstanding an imported county road Supervisor who located it said that the cost would be light. I would advise those who disagree with me on this matter to follow the survey stakes from Toledo to Elk City. But this is not the worst feature in the building of this road.

The Yaquina River, in its windings and wanderings from Elk City to Mill Creek forms the high Ox Bow or Peninsula with its apex at Logans Point and its base near the old Government Quarry. It is four miles around this peninsula and only one fourth of a mile across its base—four miles of expensive road to build to get one fourth of a mile. This is not the little but the big Joker that makes this route impracticable. This is why it is nearer from Elk City to Toledo and the coast by the way of Simpson Creek. I would advise those who are not familiar with this route to call at the Clerks or Assessors office and examine a large map which gives an exact description of this great Ox Bow. If any one should advise the building of a hard surfaced road from Toledo to Newport along the river and bay would think that his mental balance was out of gear and yet the two propositions are nearly identical.

The two most important valleys in the central part of our county are the Yaquina-Little Elk and the Big Elk. These valleys join at Elk City and both valleys can most directly and economically reach the coast on a trunk line by the way Simpson creek, and Toledo. No road of equal length in the county could be permanently improved at so little expense as the road through the Big Elk Valley. This valley contains as many tillable acres as the valley of the Yaquina-Little Elk. It furnishes as many opportunities for the building of homes and increasing the wealth of the county as the other. This improvement could be made at less cost than the useless Mill Creek road. I believe the present proposition is unfair and contrary to the welfare of the county. A. B. Clark.

Proposed Road Goes Through Ona Editor Lincoln County Leader, Dear Sir: Reading your article in the Leader published Sept. 7th, in regard to the proposed road from Newport to Waldport, it appears to me that you are under the impression that said road is planned to be built along the Ocean Bluff clear to Waldport, which I think is a misunderstanding. The petition read and signed stated that said road would be built from Newport, Ona, thence to Bay View and Lutzgen. I take it for granted that this road would connect with the Beaver Creek and Newport road. A few rods to the north from the mouth of Beaver Creek and to be built along the Beaver Creek Valley to Ona. The distance of this road is 4 miles from the ocean beach to Ona post office. One mile of this new road is built by donation by the Ona good road club and others interested. The right of way is cleared to the beach. The steepest grade is six per cent and it occurs only in one place. Said road will in a commercial way greatly benefit all the people of this community as Newport is their trading point. And furthermore it will open up a good country for farming as

there is several places and farms that has been abandoned on account of that the owners could not afford to build roads to their places. Where this road is outlined to be built, the bottom land in this valley is from one fourth to a half mile wide a distance of four miles. It will also come in to the South Beaver valley, which is very fertile and then on to Bay View and Lutzgen. This plan of the proposed highway can be built cheaper, benefit and accommodate more people than any other road proposed for this community.

S. A. Holmgren, Ona, Ore.

Advertisement for W-B Cut Chewing tobacco. Includes cartoon of a man and a woman with speech bubbles. Text: 'THE GOOD JUDGE AT A RALLY', 'YOUR HONOR, RICH TOBACCO IS JUST THE THING FOR THE BOYS SAVES LUGGAGE', 'YES—A WEEK'S SUPPLY OF W-B CUT IS AS EASY TO CARRY.', 'JUST ONE WORD MORE AND THE GOOD JUDGE WILL ADDRESS YOU.' 'THE Call to the Colors calls for thrift and common sense by everybody. A 10c. pouch of W-B Cut Chewing goes twice as far as 10c.'s worth of ordinary tobacco. That's the big point: W-B Cut isn't ordinary tobacco, it's rich tobacco and a lasting chew.'

Advertisement for Al's Cash Grocery. Text: 'STOP! AT AL'S CASH GROCERY AND LOOK OVER THAT FAMOUS DIAMOND W LINE OF STAPLE AND FANCY GROCERIES OR PHONE YOUR WANTS AS THE DELIVERY GOES OUT EVERY DAY PHONE 2202'

Advertisement for Remington UMC Wetproof Steel Lined Shot Shells. Text: 'Wetproof Steel Lined Shot Shells The test that really proves something' Includes image of a shell.

Advertisement for Remington UMC Wetproof Steel Lined Shot Shells. Text: 'A sportsman on the Pacific Coast, in a spirit of "show me," put a half dozen of the new Remington UMC Wetproof Shells into a bag and placed them, bag and all, in a pail of water for a three hours' soaking. Then he rubbed and tumbled the bag and shells together—just the way wet shells would be rubbed around in the pocket of a hunting coat.'

Advertisement for Remington UMC Wetproof Steel Lined Shot Shells. Text: 'The shells were then dumped out onto an oil-cloth-covered table—unaffected by the soaking and rubbing, except for a slight fading of color. Next he cut one of the shells through with a knife—and found both powder and shot perfectly dry.'

Advertisement for Remington UMC Wetproof Steel Lined Shot Shells. Text: 'Stiff pressure with the thumb showed that the crimp was still firm. Comparison with a dry shell proved that the body had not swollen. Then he worked the remaining five soaked shells through the magazine of a Pump Gun, and found them as quick and sure fire as though they had never been near the water.'

Advertisement for Remington UMC Wetproof Steel Lined Shot Shells. Text: 'This is the nearest test of wetproofing a shell has ever been through—and one that only these Remington UMC Wetproof Shells would stand. They make your shooting independent of climate. They are the shells you want. Sold by Sporting Goods Dealers in Your Community. Clean and oil your gun with REM OIL, the combination Powder Solvent, Lubricant and Rust Preventer. THE REMINGTON ARMS UNION METALLIC CARTRIDGE CO., Inc. Largest Manufacturers of Firearms and Ammunition in the World. Woolworth Building, New York'

Advertisement for Remington UMC Wetproof Steel Lined Shot Shells. Text: 'there is several places and farms that has been abandoned on account of that the owners could not afford to build roads to their places. Where this road is outlined to be built, the bottom land in this valley is from one fourth to a half mile wide a distance of four miles. It will also come in to the South Beaver valley, which is very fertile and then on to Bay View and Lutzgen. This plan of the proposed highway can be built cheaper, benefit and accommodate more people than any other road proposed for this community. S. A. Holmgren, Ona, Ore.'

SUMMONS

In the Circuit Court of the State of Oregon for Lincoln County Jay W. Dunn, Plaintiff.

vs. Melinda J. Plummer, and Homer S. McDaniels and Etta McDaniels, his wife, Defendants.

Ta Melinda J. Plummer, one of the above named defendants:

You are hereby required to appear and answer the complaint of plaintiff filed against you in the above entitled suit on or before the expiration of six weeks from the date of first publication of this summons, and if you fail so to appear and answer, for want thereof, the plaintiff will apply to the above entitled Court for the relief demanded in his complaint, to wit: For a decree of this Court foreclosing a certain mortgage executed by the said Melinda J. Plummer on the 13th day of January 1916 on the following described real property situated in Lincoln County, Oregon, to wit: Beginning 27.176 chains north variation 21 degrees 27 minutes east of the 1/4 section corner between sections four and five township eleven south of range eleven west of the Williamette Meridian, Lincoln County, Oregon, thence 88 degrees 55 minutes west 40.02 chains, thence north variation 21 degrees 27 minutes east 12.258 chains to township line, thence east on the township line variation 21 degrees 27 minutes east 40 chains, thence south variation 21 degrees 27 minutes east 12.834 chains to place of beginning, save and except 10 acres sold to Homer F. McDaniels and Etta McDaniels out of the northwest corner of said above described tract, and that the above described tract be sold by the sheriff of Lincoln County, Oregon, as provided by law to satisfy the amount due and owing to plaintiff on said mortgage; and further for a decree that each of said defendants and all of them and all persons claiming by or through you said defendant may be barred and foreclosed of any estate, right, title, lien or interest in or to said mortgaged premises or any part thereof and for such other and further relief as may be equitable and just.

This summons is served upon you by publication in accordance with an Order by the Honorable R. R. Miller, County Judge of Lincoln County, Oregon, which said order is dated September 13th, 1917, and which requires that this summons be published in the Lincoln County Leader for six consecutive and successive weeks beginning with the issue of September 14th, 1917 and ending with the issue of October 26th, 1917.

Hawkins & McCluskey, Attorneys for Plaintiff, whose post office address is Toledo, Oregon.

NOTICE TO CREDITORS In the County Court of the State of Oregon for the County of Lincoln In the Matter of the Estate of Samuel Hill, deceased. Notice is hereby given that the undersigned has been, by order of the County Court of Lincoln County, Oregon, duly appointed administratrix of the estate of Samuel Hill, deceased. All persons having claims against said estate are hereby notified to present the same, duly verified and with proper vouchers as by law required, to me, at Ona, Oregon, within six months from the date of this notice. Dated this 6th day of September, 1917. Heuster H. Coovert, Administratrix, of the Estate of Samuel Hill, deceased. Hawkins & McCluskey, Attorneys

NOTICE TO CREDITORS In the County Court of the State of Oregon for the County of Lincoln In the Matter of the Estate of John Guillems, deceased. Notice is hereby given that the undersigned has been, by order of the County Court of Lincoln County, Oregon, duly appointed administrator of the estate of John Guillems, deceased. All persons having claims against said estate are hereby notified to present the same, duly verified and with proper vouchers as by law required, to me, at Ona, Oregon, or at the law office of Hawkins & McCluskey, Toledo, Oregon, within six months from the date of this notice. Dated this 6th day of September, 1917. N. L. Guillems, Administrator, of the Estate of John Guillems, deceased.

HAY FOR SALE Just received three car loads of Hay. See me before buying in your winter's supply. E. P. Curry, Toledo, Or.

R. D. BURGESS PHYSICIAN AND SURGEON Toledo, Oregon Office in Ofstedahl Building. Office hours: 10 to 12 a. m.; 2 to 4 and 7 to 9 p. m. Emergency calls a. any time. Phone, 1003

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Launch Transit

Leaves Elk City, 7:30 a. m. Toledo, 9 a. m. Returning, leaves Newport 2:30 p. m.; Toledo 4:30 p. m. Every Tuesday, Thursday and Saturday.