# AUGUST WILL BE

Ex-Judge Webster to Stump State to Awaken Interest in Proposition to Have Counties Sell Bonds.

August is to be made historical in the

necessities and what the quantity of outcropping material available for road building. He will make estimate not only on the amount of rock accessible, but on the cost of quarrying, transportbut on the cost of quarrying, transporting, preparing and laying it on the
ing, preparing and laying it on the
roads. He will visit Multnomah, Clackroads. He will visit Multnomah, Polk,
as a practical business proposition, Marion, Linn, Lane, Benton, Polk, Yambill, Washington and Tillamook counties and his services are expected

be of inestimable value. Parks free of any transportation costs. The commercial clubs in each county have been written to by Walter Priest, secretary to Judge Webster, asking that hotel and livery bills be defrayed by the business interests wherever he

Gives Services Free,

Professor Parks gives his services free of charge, and the Oregon Agricultural college will print the bulletin which details the information that Professor Parks will secure.

As a result of Professor Park's work, is expected that each county will ing materials, how much will be needed the most careful, deliberate and unand the cost of building the roads. The collection of data necessary to this end sen in this state. Having in view these will be the first and most essential step toward the actual construction of the roads after their building has been authorized by head leaves. Having in view these considerations, let us now with frank and open minds try if we can answer therized by head leaves. However, the construction of the constructi

In the meantime the Portland Auto-mobile club is not idle. It has finished "Wi of the state. Under the direction of E. H. Wemme, Oregon's auto enthusiast, the road to Mount Hood is being wonderthe roads from Portland to Hood River, from Kelso to Vancouver and from Portland to Tillamook are well ad-

The constitutional amendment permitting counties to issue bonds for road ganization and its able officers is any building in amounts of \$100,000 or more vember through initiative petition.

\$5000 Is Limit.

ways across the state. ments for good roads are contained in be hauled all your wagons will hold an address which he recently prepared and at all seasons of the year-a systo deliver before the Oregon Thresher- tem of roads, too, that shall join valley men's association, extracts from which with valley and town with town all over follow:

bond issues place too much of a burden ery market place an inlet to the upon the taxpayer. Let us see if this farm.
Is true. A tax of 236 mills on each one "First then, and perhaps most imporannually for good roads.

county will produce \$2500 for every sist in paying for them. \$1,000,000 worth of taxable property in

the county. "If the county has \$20,000,000 worth of taxable property then a 31/2 mill ment of them while we live, and tax will produce \$50,000 a year, which will be sufficient to pay the interest come after us will equally profit by on \$1,000,000 worth of bonds at 5 per cent per annum. By issuing say, \$500.- transaction, therefore demands that a control of bonds the interest can be just proportion of the cost of construction and a sinking fund created which tion should be borne by all of those who to empty all the jails—county, city and will retire the bonds in less than 20 are to share in the benefits.

Small Burden on Taxpayers. The sinking fund can be placed on interest and thus help to spay the interest on the bonds. Thus it will be seen that a 2% mill tax will entail even if he has to poy it, but as a matter of fant the enlawed value and the increased citizenship have in nearly all cases which have come under my observation been sufficient to pay the interest and create the sinking fund without having to increase the current

taxes for this purpose. There is no more important question before the people of this state today than that of the building of better public roads. Tais questioin addresses itself alike to every county and community, and to all classes and condi-tions of people. It is of especial interfactors in his business as well as his pleasures; and, as everything that touches the farmer is felt throughout the life and business of all classics. the condition of our public roads is directly reflected from farm and field to every other business and occupation

of the people. Can Render Lasting Service.

Whosver, therefore, contributes to the success of the movement for better public roads thereby renders a great and lasting service to his state and to his county. And this affords me the pleasing opportunity of saying to you gentlemen, of the Threshermen's association, that you are entitled to great credit for the service you have rendered in securing the assistance of Mr. El-dridge in this work. Through the efforts of your energetic and efficient secretary, Mr. Bates, the services of Mr. Eldridge were secured for a series of lectures covering almost the entire

"His work here is not merely the work a public officer of the government in the conscientious discharge of a duty, but it has behind it that finest of all inspirations-an intense love of the work for the work itself, and a profound bein the great value and importance to this state and to all states, and to the nation also, of the work in which he is engaged. And, besides this, no man, and especially not Mr. Eldridge, is proof against the enthusiastic and inspiring spirit of encouragement that is now sweeping over this entire state.

Uplift Towns. "Mr. Eldridge has shown you bad roads—their extravagance and their deterlorating and depressing effect upon

Cause of good roads building.

Judge Llonel R. Webster of the Oregon Good Roads association will campaign throughout the length and breadth of Oregon in behalf of the constitutional amendment which, when adopted, will permit counties to issue road building bonds.

Professor H. M. Parks, geologist for the Oregon Agricultural college, will visit ten Willamette valley counties, learning what are the road building necessities and what the quantity of the counties and right thinking man, however, wants to better his physical.

"Let us for a little while, as hard headed, practical husiness men, address shall be used in building a scientification. How shall we get good roads and get them now?" First of all it is the 'nowness' of the proposition, so to say, that appeals to most of those who are taking an active in this campaign. In, say 20 or 30 years from now, few of us will have any personal interest in the high-ways on this earth.

"No just and right thinking man, however, wants to better his physical" to the poorer counties a greater pro-

"No just and right thinking man, however, wants to better his physical conditions or contribute to his personal

some way can be devised by which we can contribute to our present com-fort and prosperity by securing for our own use while we yet live, smooth and In order to aid the project the railroad own use while we yet live, smooth and lines have offered to carry Professor same time by the same means satisfy our ambition to benefit posterity. every person should cheerfully and energetically join in a common effort to that end.

Deserves Consideration. "Let us not prejudge the question at the outset, nor permit ourselves to be frightened from an impartial consideration of the matter by the floating by imagination from the charnel house shadow of some ancient ghost, dragged prejudice. This is an important question-certainly one of the most important before the people of Oregon know exactly where to find road build- today-and it deserves and demands are we to get good roads and get them

"When we thus speak of good roads posting road signs over a large portion we really mean the best roads, for Oregon needs and deserves nothing but the best, and I am of those who believe that there exists here welly improved. Plans for rebuilding that spirit of loyalty to our state which will demand, and demanding receive of another convict labor measure which

nothing but the very best, Want Best Roads.

"Certain it is that if the enthusiastic determination manifested by this orindex to the stemper of the state, it of the people in their demand for

counties of Oregon to improve their highways, as smooth as the floor of the penitentiary. thoroughfares or to build trunk high- this room, and as hard as the rocks | Works from which they are built, roads that Some of Judge Webster's best argu- will last forever, and upon which can "The objection is often made that an outlet to his market place and ev-

is true. A tax of 216 mills on each one "First then, and perhaps most impor-dollar's worth of property makes it tant of all, these roads are to be pernecessary for a person owning \$1000 manent structures-just as the water worth of property to pay \$2.50 more system and sewage system of the cities are permanent. Being thus permanent "A farm or a factory worth \$10,000 they are builded for posterity-for genwould be assessed at \$25 annually. If erations and generations yet unbornone is so fortunate as to own \$100,000 as well as for us of today. Since, then, worth of real estate he would have we are building these roads for poster-to pay \$250 annually. A 21/2 mill tax ity as well as for ourselves it is but on each \$1.00 worth of property in the fair and right that posterity should as-

Good Roads Great Benefit, "By building these roads now, we

come after us will equally profit by them. Common fairness of business "By the adoption of such an equitable

these roads, both ourselves and our descendants shall equally enjoy the profits and benefits of them, and each pay thereby furnished to provide for one a part of their cost. Living, we shall convict camp in each or most of the only a small burden on the taxpayer, thus have all the benefits of these roads and pay but a part of the expense, and dying we shall bequeath to posterity these same benefits and advantages, leaving them likewise to pay but a part of the cost of their construction. "By this method these roads will be worth to use vastly more than they will cost us, and they will be worth to our descendants many times what they will be required to pay toward their construction.

"I believe that it is generally conceded that the state should assist to some extent in the building of these

that the county appropriate a like amount (or double that amount as "Let us for a little while, as hard some suggest) and that the whole

wealth of the county. That is, giving to the poorer counties a greater pro-portion of assistance than those having conditions or contribute to his personal conditions or contribute to his personal confort at the expense of posterity. Greater wealth. They could be worked upon some just and fair proportion of ambition of all right thinking men to distribution which should afford the most help where there was the greatest

"All these various plans and such others as may be presented should be carefully considered and dispassionately discussed and through the cooperative efforts of the different members and oranches of one organization be crystalized into some practical form of legislation and then by our united effort, enacted into a law.

"Another form of state ald is that of employing the inmates of our peni-tentiary in road construction. It is proposed to establish convict camps in various parts of the state for the crushing of rock to be used in making macadam roads. A stone quarry would be selected convenient to river or railroad transportation, which would be inclosed by a stockade, machinery for crushing rock would be installed and 20 or 30 persons, or more if necessary, employed in

the operation of the plant, Wound Employ Prisoners. "It is proposed to thus employ all able bodied prisoners and eight or ten such camps might be thus kept in operation. These camps should be located in different parts of the state so as to readily effect the most equitable distri-bution of the product of the camps. The crushed rock could be out of competition with free labor and used with much profit to the state and great good to the

prisoners themselves. "And this leads me to the consideration is the last measure of legislation of which I shall speak this evening. You know there is now, and has been since 1896, a law in this state which provides that all persons serving jail sentences in any county can be worked upon the pubplaced on the ballot next Nonothing but the best and a great deal
through initiative petition.

Index to the state,
nothing but the best and a great deal
of it, will satisfy the progressive spirrection of the county court. Such prisoners have been so worked in Multnomah The constitution now prohibits any county from bonding itself to a greater amount than \$5000. This absolutely prevents any concerted effort between the county for several years in crushing

Worked by County. "In Multnomah county those serving sentences in the Portland city jail also are, and for several years have been, worked by the county the same as county prisoners. All this is practical and profitable in Multnomah county because there are sufficient prisoners to justify establishing the plants for that purpose; but this is not true of any other county.

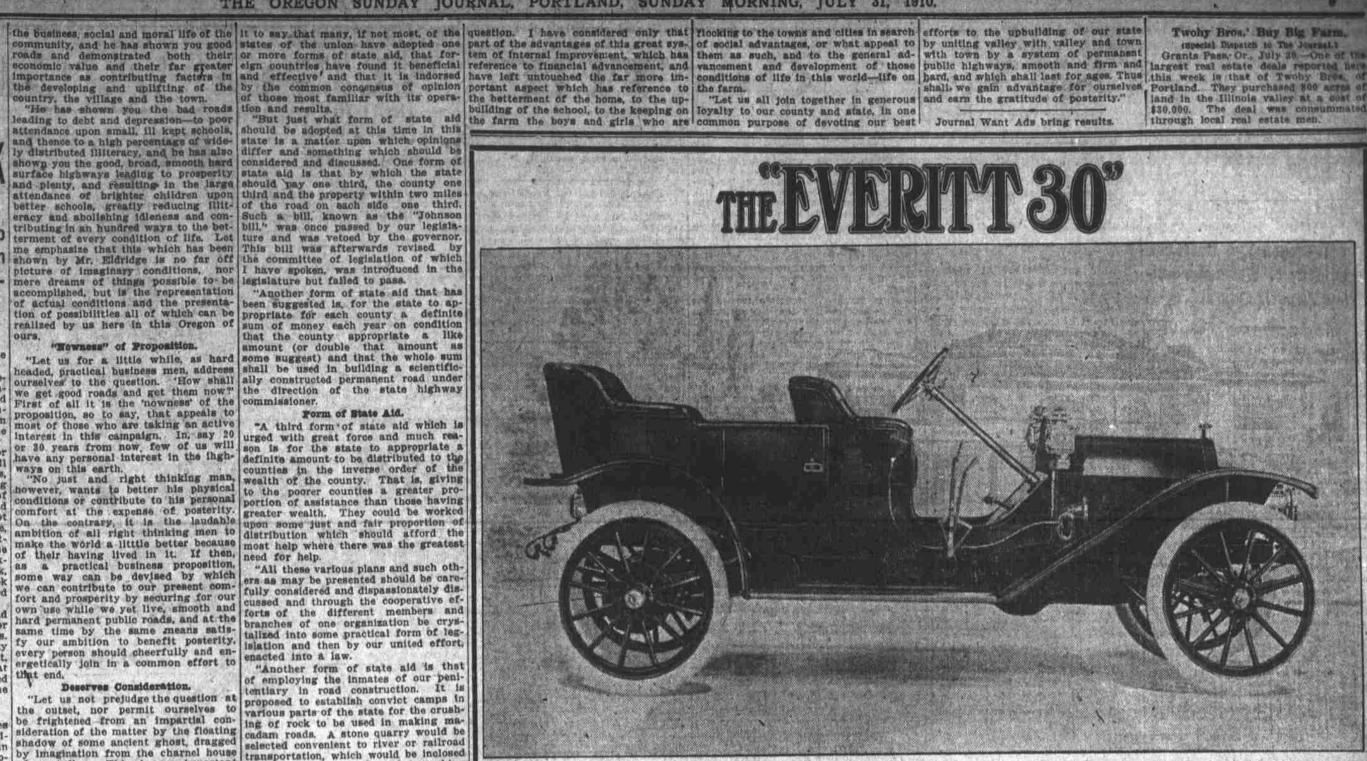
"In each of most of the other counties there are a few prisoners most of the time, but in no one county is there enough to justify the expense of thus employing them. It is now proposed to procure a law providing that all persons erving sentences in any town, city, or county jail, shall thus be employed in coad construction, and that any county which has not enough to justify the expense of providing for their employment may send them to any other county that will take them and so employ them. Under the operation of such a law all such prisoners in every county in the state could be concentrated into convict camps in different parts of the state and employed in the profitable and most useful occupation of building permanent roads.

town-in the state into convict camps, where they would both profit the state adjustment of the cost of constructing and benefit themselves. these convict labor laws shall have been enacted sufficient free labor will be counties in the state.

"This subject of convict labor is a most interesting one from every point of view, and one which is of the greatest importance to the state. To consider it in all its aspects would require a whole evening, and I have only time to merely mention it as a subject which presents urgent need of legislation, and one which is worthy of your most careful thought and earnest consideration. It is a matter in which I have been deeply and actively interested for many years and I have yet to hear the first reasonable objection against the employment of conrict labor upon the public roads.

Deals With One Phase. "I have thus far really dealt with but to discuss that this evening. Suffice a single phase of this most important

Twohy Bron.' Buy Big Farm Grants Pass. Or., July 30.—One of the largest real solate deals reported here this week is that of Twohy Bros. of Portland. They purchased 800 acres of land in the Illinois valley at a cost of \$30,000. The deal was consummated through local real estate men.



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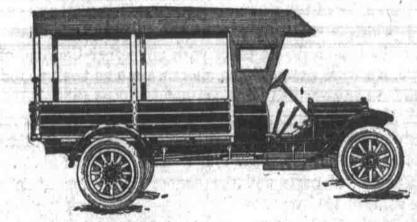
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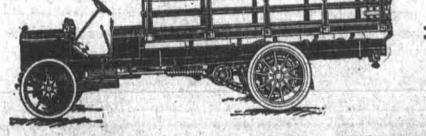
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