

# VOTING FOR HIGHWAY BONDS IS VOTING JOBS FOR WAGE EARNERS



**By Marshall N. Dana**

**T**WO MEN on their way to work yesterday morning entertained a whole street car full of people with an argument on the merits of the \$1,250,000 bond issue for hard surfacing county roads which will be voted April 14.

"Vote down the bonds. That's my advice," said one of them combatively. "This proposition to hard surface county roads is nothing in the world but a scheme of an inside ring to load a bigger burden of debt on us small home owners. They urge the bonds, but we pay the bulk of the taxes."

"Will you listen to some facts?" inquired the other. "Of this county's total assessed valuation, \$355,000,000, six per cent of the taxpayers pay on an assessment of \$253,141,942. That leaves about \$100,000,000 for the other 94 per cent, which includes 'us small home owners, for 53 per cent of the 20,000 taxpayers in the county pay on an assessment of less than \$1000. Here's another thing. You often hear it said that public utility corporations, especially railroads, don't favor good roads for fear of the competition. If the county road bonds are voted the public utilities will contribute, proportionately, the largest amount toward the cost. They pay taxes on an aggregate assessment of \$38,722,910 in Multnomah county.

The first man had no answer for figures so convincing, so he tried another tack.

"We'll be groaning under assessments," he warned.

"Groaning?" Yes, if straws break your back," retorted his companion. "The bonds run 15 years and are retired serially. The most you'll have to pay any year for the first five years will be 18 cents on each \$1000 of assessment. The most you'll have to pay any year of the 15 the bonds run, will be less than 53 cents, and the total for the entire 15 years on a \$1000 assessment will be less than \$5.50. Can't you afford that much for the sake of hard surfacing 70 miles of roads?"

"When you put it in that way, the cost doesn't seem so much, but why hard surface the roads at all. Isn't old reliable macadam good enough?"

"Have you been out in the country recently? Have you taken a look at the roads for yourself? If you had, you would see that the trunk roads are not standing up at all under present traffic demands. And here is a fact that should appeal to your business judgment: Every mile of macadam road in Multnomah county costs \$1000 maintenance a year; \$70,000 a year is the present maintenance cost of the roads they spend \$1000 a year just in oiling these roads, no the surface will stay on and not blow away and cover up the little homes of people that live along them. There's \$88,000 a year maintenance. The maintenance of hard surface roads is guaranteed for 10 years by the contractors. The interest on the bonds will be \$62,500 a year; until we begin to retire them serially, which will be at the end of the first five years. In other words, by hard surfacing we save in maintenance enough to pay the interest on the bonds and leave a nest egg of \$15,500 a year."

"But doesn't it seem to you a great mistake, in the present condition of business, to propose spending so large an amount as a million and a quarter dollars on roads?"

"Your question shows me that instead of looking up the facts, you've been listening to the rot that the best thing to do when business is slow is not to spend money but to discharge employees and thereby make times harder. Now, you listen to me a little more. In the first place, these roads have got to be hard surfaced."

**Done Soon.**

"The county commissioners say their duty to the public will make them do it within the next five years. If the bonds aren't voted, they'll instead of having 15 years to pay a little at a time, you'll pay in good hard cash in five years. Moreover, when by selling statistics you can get money enough at once to do the hard surfacing in a year, by tax levy you get enough money only to do one-fifth of the hard surfacing each year. By levy rather than bonds you increase the immediate cost and delay the improvement. But there is a bigger point than this in favor of spending the money: Eighty cents of every dollar spent for permanent roads goes into the pockets of the men who do the work. One million dollars of the million and a quarter will be paid to workingmen. What will they do with it? They will pay it to the butcher, the baker, the grocer, the places of business and amusement. Government statistics show that the payroll dollar turns over five times. A million dollars paid to working men have a circulating power of \$5,000,000. I venture to say that it will have double that value to Multnomah county just now. The only actual value of money is in circulation. It buys no bread, meat and potatoes when hoarded up."

**Eastern Money Is Spent.**

"But doesn't a million and a quarter for roads simply mean the diversion of that amount from the regular channels of business and the pockets of the taxpayers?"

"Not for a minute. The bonds will be sold to eastern investors, who regard Multnomah county bonds as of the highest rank. It means to us at the present additional capital of \$1,250,000 from the east with which to forward local roads to a standard since we have in maintenance more than the interest it simply means we get hard-surfaced, splendid roads now, with payment deferred until money is easier, and paid them in easy installments under the serial plan."

"I can't deny those are pretty good points, but they tell me the bulk of this bond issue, if we vote it, will be

Top, Left to Right—How the construction goes along face of cliff near Multnomah county-Hood River line. The swinging bridge over Eagle creek, which is to be replaced by a 24-foot-wide span of native, hewn stone; swirling water of Eagle Creek beneath the bridge.

Bottom—Climbing by rope ladder over the basaltic columns that must be cut away to permit the Columbia River Highway to circle the south pier of the Bridge of the Gods.

## THIRD REGIMENT O. N. G. MAINTAINS HIGH EFFICIENCY



Staff Officers and Company Commanders Third Infantry regiment, Oregon National Guard: (1), Colonel Cienari McLaughlin, regimental commander; (2), Lieutenant Colonel John L. May; (3), Major Lauren A. Bowman; (4), Major Charles T. Smith; (5), Major Carl Abrams, (6), Major Marius B. Marcellus, medical corps; (7), Captain Wilbur S. Gilbert, chaplain, Astoria; (8), Captain Henry Hockenjos, quartermaster; (9), Captain Carl Rittspacher, commissary; (10), Captain Clarence R. Hotchkiss, adjutant; (11), Captain George H. Shumacher, inspector small arms practice; (12), Captain Eugene Moshberger, Company I, Woodburn; (13), Captain Willard F. Dargherty, Company B; (14), Captain Frank S. Sever, Company D; (15), Captain Daniel E. Bowman, Company C; (16), Captain Conrad Staffin, Company L, Dallas; (17), Captain Leo J. A. Peroni, Company H; (18), Captain Lowell E. Blanchard, Company G, Oregon City; (19), Captain Max E. Gelhar, Company M, Salem; (20), Captain Eugene C. Libby, Company F; (21), Captain James H. Porter, Company E; (22), Captain Charles A. Murphy, Company K, Corvallis; (23), Captain Francis L. Michelbook, Company A, McMinnville; (24), Lieutenant John F. McCormack, armorer.

The Third Infantry, Oregon National Guard, which is the largest single organization of citizen-soldiers in the state, was organized November 22, 1899, immediately after the Spanish war, and while the Philippine insurrection was still in progress. It was largely formed of veterans of the regular and volunteer troops and members of the old first infantry regiment, the organization of which antedated the Spanish American war by many years. More than 25 per cent of the present officers are veterans of the United States regular or volunteer service. While the regiment as such has never been in active service, it always has been maintained at a state of high efficiency.

In 1910 its services in quelling disastrous forest fires were especially valuable.

Many officers of the regular army, marine corps, the Philippine scouts and different state militia organizations have begun their military training in the Third Oregon infantry. The officers of the third regiment are devoted to their work, and the spirit of the rank and file is excellent. In the performance of their manifold duties they practically receive no pay, and the requirements of efficiency make it necessary that the commissioned officers devote to it from three nights a week up, according to circumstances. The non-commissioned officers are capable of taking command of a company or corps at any time, and many of the privates are fully up to their eyes in military abilities and technical knowledge.

The third regiment has 12 companies in its formation, located in the following places: Company A, McMinnville; companies B, C, D, E, F, and H, Portland; company G, Oregon City; company I, Woodburn; company K, Corvallis; company L, Dallas; company M, Salem.

The total number of enlisted men and officers of the Third Infantry, N. G., in 1914 was 845, and it is probably over 900 now, and comprises about half of all the different forms of Oregon national guard organizations.

## GOOD ROADS MEAN THAT PORTLAND WILL RECEIVE BIG BENEFIT

Value of Highways Demonstrated From Days When Romans Held Their Sway.

**By Dr. G. H. Douglas,**  
Chairman, Good Roads Committee, Multnomah Commercial Club.

One has only to look at Italy to see the value of permanent roads—great stretches of this country today would be practically uninhabited, were it not for the wisdom of the early Romans who built roads and built them for future generations.

Were the principal roads constructed in those days as we have been constructing our roads in the past, with high maintenance and up keep, the population would have dwindled away, and instead of vineyard clad hills, a vista of burned out, uninhabited waste land would be seen. These people had to get their products to the cities, and the cities and villages had to have their wares hauled to them. Permanent roads were the only means of accomplishing this and the roads that Caesar built are still being used.

Some criticism is being made of the statement that macadam roads cost \$1000 a year to maintain—this figure may not be true for the first year but soon the ruts come, they are not attended to promptly, gradually they lengthen and deepen, soon the road needs fixing in spots, then in lengths of a quarter or half mile to a mile—these stretches between the fixed places go bad, and by the time they are repaired the previous patch work is in bad condition.

The district here for the road to be fixed the roadmaster and commissioners discover that they have used all the money pro rata for this road, and stop; they may stop the work in any place of repair or damage, but the constant travel ruins absolutely the damaged portion and wears out the repaired part—over and over this is repeated, until finally the whole road must be made anew from start to objective point. This is what makes the maintenance so high, and the more travel over the roads, the oftener the process of repairing and remaking goes on.

Naturally this estimate is high for slightly remote countries, but where you have countries that have large cities within their confines, the cost of maintenance goes up. Cities are the most helpless things in the world—absolutely not self-supporting, and dependent on the farmer, outside its limits. "A city is just as great as its surrounding country."

Take Portland back to the macadam street days, and you are back to the days of dirt country roads, impassible 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.

The city is helpless in any way, will reap the benefits; translocation of new blood through the permanent artery arteries of commerce will put new life in her.

Certainly the city must pay her share in taxation for the farmer to fill her helpless now; she must provide good roads for him to get his produce to her.

**Found Warsaw Depressed.**  
Lodz, Russian Poland, April 3.—A German merchant of this city, who has just returned from a trip to Warsaw, says a general feeling of uncertainty and anxiety concerning the future prevails in the capital of Russian Poland. Provisions are very dear and for some days past there has been virtually no tea, sugar, tobacco or flour to be had. People are depressed.

## BULLETIN GIVES BEST METHOD TO FINANCE GOOD ROAD BUILDING

Agricultural Department Tells Advantages of the Serial Bond.

The United States department of agriculture has recently issued an interesting bulletin showing the economic features of financing county highway improvements by bond issues. The bulletin points out the great advantage of the serial bond which is the form now being considered in Multnomah county.

Statistics are given to demonstrate that road improvements are paid for by the saving in the cost of transportation alone, without considering the increase in land values.

Under the heading "Benefit to Non-Abutting Property Owners," the bulletin says:

"The fact that cities and towns are frequently taxed for bond issues to build highways outside their own limits is sometimes made a point of debate in bond elections. It is argued because a large part of the county wealth is within the corporate limits of such cities and towns highway bond money should also be used to construct their streets."

**Object of Bond Issue.**

It is even urged that the expenditure should be made proportionate to the assessed valuation within the city.

"If the proceeds of highway bonds were distributed in this way, their purpose in many cases would be defeated. The primary object of the county highway bond issue is to build county main roads and not to improve city streets, although a high percentage of the assessed valuation may be city property. It is now known that the expenditure of city taxes on country roads is a sound principle and that is one of the best features of state aid for highways."

"In Massachusetts the city of Boston pays possibly 40 per cent of the total state highway fund, but not a mile of state-aid highway has been built within its limits."

"New York city also pays about 60 per cent of the cost of the state highway bonds. Some state laws prohibit the expenditure of the proceeds of state highway bonds within the corporate limits of cities and towns."

**Improve Market Conditions.**

"The improvement of market roads results in improving market conditions which benefit the city. Most cities are essentially dependent upon the surrounding country for their prosperity and development. The development of suburban property for residence purposes is also dependent upon highway conditions and it is becoming evident yearly that whatever makes for an increase in rural population must be encouraged."

"Since the introduction of motor traffic county highways have been used to an increasing extent by city residents. In fact, the cost of maintaining many country highways has been greatly increased by the presence of them, but there is a lot of general advance in facilities for doing country business from town headquarters when roads are improved in any way that makes for an increase in rural population must be encouraged."

**Some Heavy Are These Brothers,**  
Tigerton, Wis., April 3.—This village boasts the largest family in the United States. There aren't so many of them, but there's a lot of each. At a recent gathering of the Hoffman brothers a dispute arose as to which was the biggest man in the family. They got weighed, with the following result: Hubert, 243; John, 233; Matt, 229; Louis, 229; Joseph, 220; Henry, 200; Henry, 247; J. H., 217; Hans, 24. Sounds like the lineup of a team of bowlers with their best scores.

That's more than a ton of brothers, at an average of 223 pounds per Hoffman.