

THREE COUNTIES WILL VOTE ON ROAD BONDS AT PRIMARY ELECTION

Umatilla, Union and Coos Good Roads Advocates to Test Issue at the Polls.

AGGREGATE IS \$1,742,000

While Considerable Opposition Prevails in Each County, Advocates of Measure Are Working Hard for Victory.

Proposed Bond Issues.

Umatilla county \$250,000
 Union county 400,000
 Coos county 362,000

At the primary election next Friday, the voters of Umatilla, Union and Coos counties will cast ballots on the proposition of bonding their respective counties for the purpose of raising funds for highway improvement.

A strenuous campaign is being conducted in each county for and against the proposed bond issues, the campaign overshadowing the contest for county offices. The bonds which are proposed to issue are to be of the serial form, one tenth to be retired every year after the fifth year.

In Umatilla county the issue in the form of adoption is to be expended on the following roads:

Pendleton to Umatilla through Echo Hermiton and Stanfield \$300,000; Pendleton to the Washington boundary through Adams, Athens, Weston, Freewater and Milton, \$300,000; Pendleton to Pilot Rock, \$140,000; Pendleton to Helix, \$140,000; Milton to Fernvale, \$100,000; Pendleton to Pilot Rock Junction, \$20,000; the remainder to be spent according to the judgment of the county court.

The Umatilla County Good Roads association, of which J. E. Robinson is president and W. C. E. Pruitt secretary, is sponsor for the measure. However, certain members of the board of directors, notably Senator C. A. Barrett and W. W. Harrah, oppose the plan and were instrumental in calling to life an old good roads association which went on record against the measure. The Farmers' Union is also opposing the measure.

For a time the latter agitated a movement for placing upon the ballot another measure providing for an extra two-mill tax for good roads each year for five years. However, they failed to circulate their initiative petitions and the measure will not be on the ballot. Nevertheless, it is generally believed that if the bonding measure is defeated the direct tax measure will be placed upon the ballot this fall.

One of the main arguments of the opponents of the bond issue is that the \$1,742,000 will not be sufficient for the improvement of the roads outlined and that the law prohibits any further bonded indebtedness.

The strongest advocacy of the bond issue is in the irrigated sections of the west end of the county. The big farmers are almost unanimously opposed and, at this time, there seems little doubt that, if the taxpayers alone voted, the measure would be defeated. Propponents, however, claim a big silent laboring vote.

In an effort to swing the laboring vote against the bonds, the opponents

last week called Eugene E. Smith, president of the Central Labor Union of Portland, to Pendleton to talk against the measure. At the meeting which he addressed, Representative J. T. Hinkle of Hermiton appeared to debate the question with him. Hinkle also upheld the bond issue two weeks ago at a meeting of the Pilot Rock Farmers' union. Assessor C. P. Strain talked against the measure. Other speakers for and against the measure are expected to be brought in this week.

The Situation in Coos.

In Coos county the Coos County Good Roads association, in addition to conducting a speaking campaign, is sending out mail matter to voters including a large map showing the roads to be improved should the issue be authorized. These, with the amounts to be expended on them, are as follows: Coquille-Coos Bay road, \$145,000; Coquille-Bandon road, \$14,000; Glasgow-Haynes Inlet road, \$46,000; Bandon-Curry road, \$64,000; Coquille-Myrtle Point road, \$46,000; Haynes Inlet-North Inlet road, \$13,000.

In the literature being sent out by the advocates of the issue is contained the statement that the valuation of property in the county has increased from \$2,766,000 in 1901 to \$21,109,000 in 1915. Among the outside speakers in the campaign are Frank Terrace of King county, Washington, Roadmaster Yeon and Commissioner Colman of Multnomah county. One argument being used in behalf of the bond issue is the statement that if it carries the state highway commission has promised to give the county state aid.

In Union county it is proposed to hard-surface approximately 40 miles of road to a width of nine feet. The roads to be improved are from La Grande to Elgin and from Elgin to Union by way of Cove. The annual cost to taxpayers is estimated at \$2 for every \$1000 of assessed valuation.

The Union County Good Roads association which is fathering the movement is making an active fight. If they cannot get hard-surface roads they will insist on gravel roads, it is being asserted.

Meetings have been held at La Grande, Elgin, Cove and Imbler and the final meeting is to be held at Union tomorrow.

In Union County.

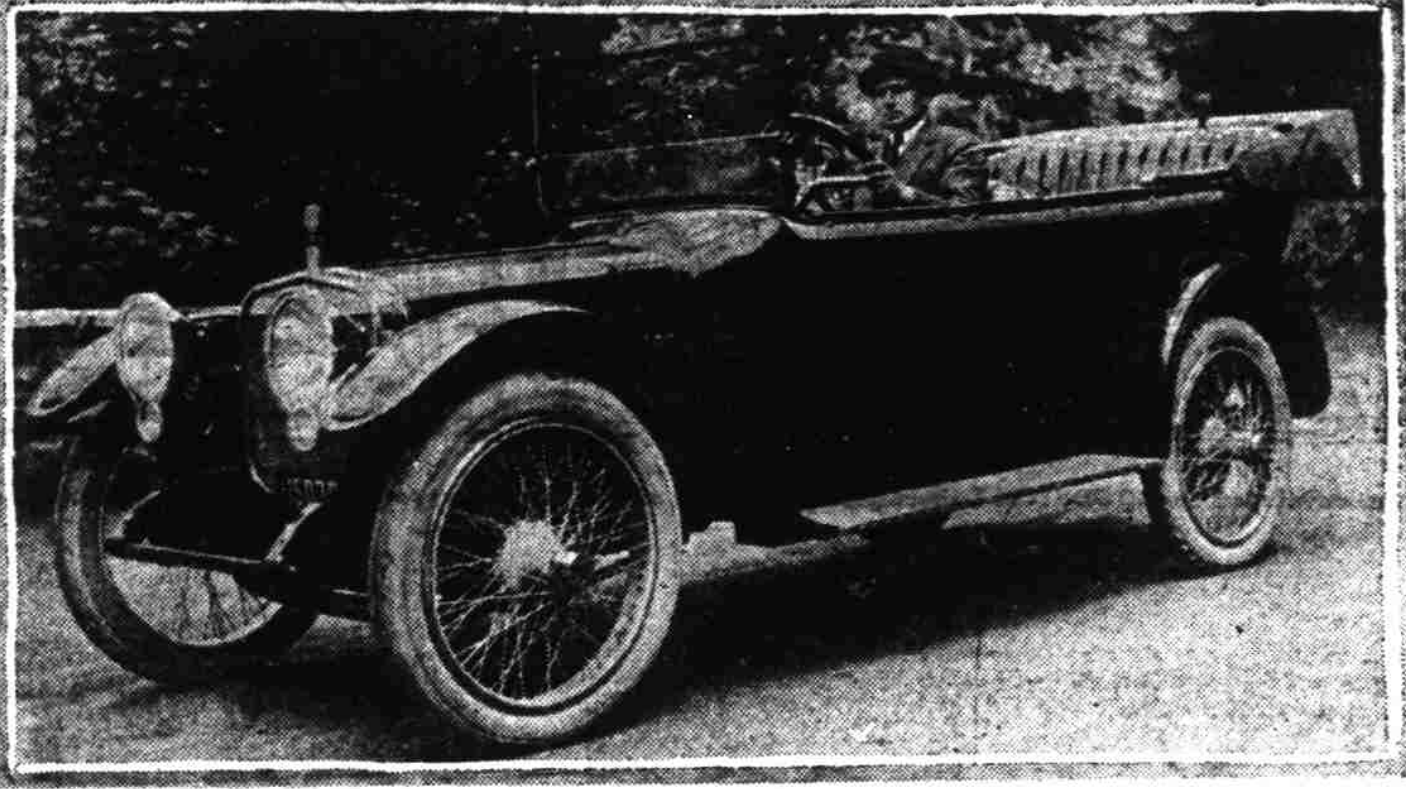
It is contended by the sponsors of the bond issue that \$400,000 will build approximately 40 miles of hard-surface roads, nine feet wide. However, it is not contended that this will pay for the necessary culverts or drainage. It is also contended that state aid will naturally follow the voting of the bonds connecting with the adjoining counties. Umatilla on the west end and Baker on the east, linking the main thoroughfare with the great highways, increasing the value of property brought into the markets, placing the county on the great tourist and scenic route of the nation, bringing people into a closer social and community life, increasing educational facilities and offering greater opportunities to the rapid increase of wealth and population. They say this is an age of progress and the people are clamoring for good roads.

The opposition to the bond issue claim that \$400,000 will not build 40 miles of hard surface roads nine feet wide; that the \$400,000 is only a beginning; that 40 miles in Union county will only be a trunk line at the east and will be used principally by speeders and tourists; that while hard surface is all right it is not all right in a sparsely settled community; that while hard surface roads are all right in the cities and where cities and towns are very close and the country settled up on every 20 acres, still they are a luxury in the country districts. The opposition also object to paying the \$181,000 interest which will have to be paid during the 14 years.

Must Not Fly Kites.

London, May 13.—(I. N. S.)—No one can fly a kite in London without special permission, according to a new order of the county council.

WINTON BOASTS DISTINCTIVE FINISH



A. C. Stevens, local Winton manager, at wheel of new car recently received.

One of the best finished automobiles seen here is now in the rooms of the Winton Motor Car Co.'s branch at Twenty-third and Washington streets. Manager Stevens having received it during the week. It is the smaller type of the Winton six, and is finished in distinctive tan with yellow wire wheels.

"The Winton company has long made a specialty of many finishes and styles," says Mr. Stevens. "This car is absolutely unlike anything we ever had and I like it better."

"We proceed on the theory that no man wants a car just like the one his neighbor has. While it may have the same things under the hood and the same quality throughout, he will take more pride in his car if it possesses a distinctive appearance."

Inside the car is finished with a leather which sets off the outside coloring most strikingly. The leather is a mottled brown of the kind which has been seen in high class book bindings but never before on a motor car. The upholstery, down to the rugs is of the same finish.

Two weeks ago, the branch received a clover-leaf model which was soon disposed of.

proprietor bills were under discussion.

Under the terms of the Shields-Small bill, the federal government would devote its funds and energies solely to the construction of main or trunk line highway units connecting and correlating the highway systems within the states. Instead of providing funds to pay a part of the state's bills on state roads, the federal government would take over, to build and maintain entirely, certain of the principal highways. That would relieve the states of a considerable part of their present burden and would allow them to devote more money to the building of more miles of good roads radiating from the federal highways. Counties would then build good roads radiating from the state highways, while townships or individuals would build good roads feeding the county highways. Thus the entire country would be woven together by a network of highways each system feeding the other, as is done by the railways.

Scientific System Of Roads Is Purpose

Bill Introduced in Congress Provides for Plan of National Highways to Be Laid Out by Army Engineers.

Provision for an investigation and report to congress of a preliminary plan for a system of national highways by the corps of engineers of the army is made in a joint bill now pending before the senate and house committees on military affairs. The bill was introduced in the senate by Senator John A. Shields of Tennessee and in the house by Representative John H. Small of North Carolina.

In particular this bill embodies the principle of having conducted a scientific investigation and survey of the highway routes upon which federal

Moist Places Bad For Storing Cars

Mushroom-like Growth Occurs on Cotton in Tires, Which Will Eventually Reduce Fabric to Mold.

The evils of allowing a car to stand in a damp place, storing it in a garage where there is always water on the floor, or allowing the cars to stand on an earth floor, are pointed out by the tire bulletin of the Archer & Wiggins company, the local distributors of the Michelin tires.

When cotton fabric is left in a moist atmosphere, such as on the floor of a damp cellar, for example, it is not long before spots and stains make their appearance. Such stains denote the presence of minute destructive growths or tiny mushroom organisms, the action of which reduces the fabric to mold. The application of these experiments to automobile tires is easily followed. Sometimes a casing will blow out suddenly, perhaps when the car is being used for the first time in the spring.

In order to judge the seriousness of such damage, it must be determined whether the canvas of the tread only has been affected, for in that case the tire can be retreaded and restored to thoroughly serviceable condition. If the body canvas of the casing is affected, as well as the tread, it becomes necessary to have the casing completely rebuilt.

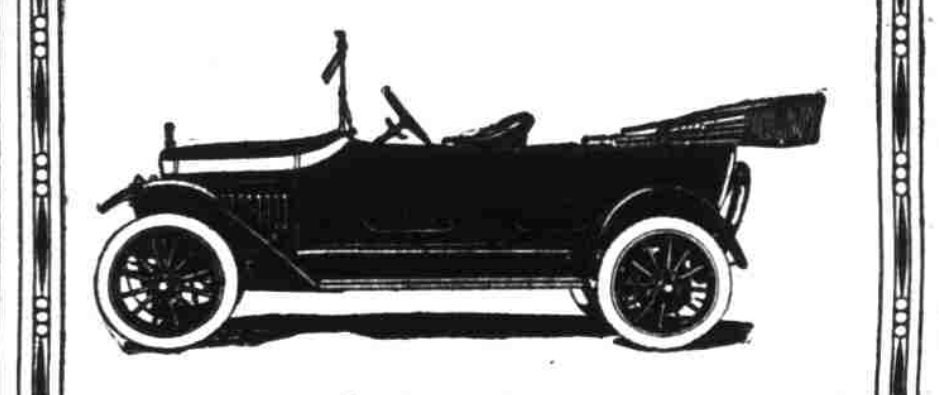
Blind 84 Years. Middletown, Ill., May 13.—J. R. Graham, 74 years old, prominent land owner near Middletown, has regained the sight of his left eye after being blind in that eye for 84 years.



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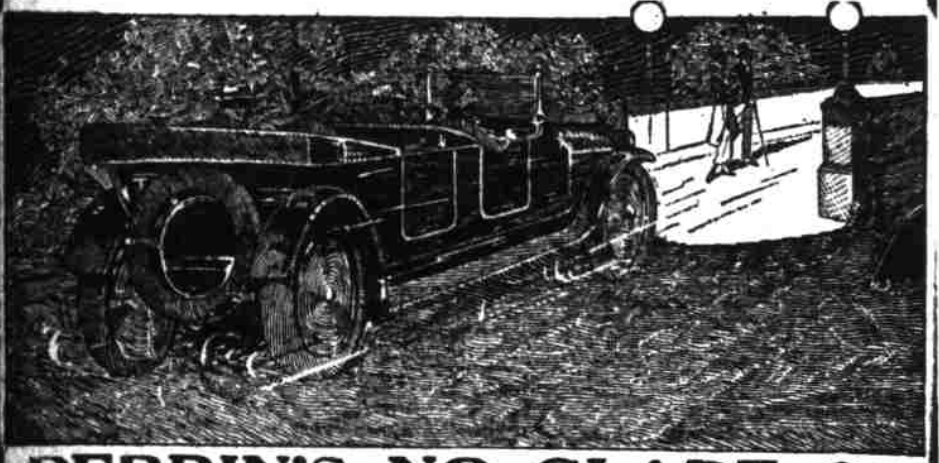
Gave 5 more miles to the gallon on the two-ton truck of Claus Wreden. No. F. 1447.

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