

150 MILES OF ROADS WILL BE BUILT UNDER JUDGE BUSHEY'S PLAN

Half Bonds and Half Cash Method, Advocated by County Judge, Is Adopted by Market Roads Committee and Goes Before Voters of Marion County for Vote on June 3—Five-Year Program and Map Made Public in Pamphlet Issued for Electorate.

Below is given the text in full of the Marion county voters' pamphlet, explaining the road building plan under the \$850,000 bond measure.

Submitted by the Legislature—MARKET ROADS TAX BILL—Purpose: Providing for the construction of State market roads under the supervision and control of county courts; providing for the annual levy of a one mill tax on all taxable property, apportioning the proceeds among such counties as become entitled to a share thereof; authorizing county courts to levy a property tax in each county for construction of market roads in an amount equal to the sum apportioned, to such county hereunder; excepting from the limitations imposed by Section 11 of Article XI of the Constitution all taxes levied under the provisions of the amendment. Vote YES or NO

316 YES

317 NO

COUNTY MEASURES

REFERRED TO THE PEOPLE BY THE COUNTY COURT OF MARION COUNTY, OREGON, PURSUANT TO INITIATIVE PETITION

Submitted by the County Court—MARION COUNTY ROAD BOND ISSUE—Shall there be issued bonds by Marion County, Oregon, to the amount of eight hundred fifty thousand (\$850,000.00) dollars, due serially, the first installment of eighty-five thousand (\$85,000.00) dollars to be due and payable four years from the date of such bonds and each successive installment of eighty-five thousand (\$85,000.00) dollars to be paid annually each succeeding year from such date until the entire issue of eight hundred fifty thousand (\$850,000.00) dollars shall have been fully paid and redeemed, the last installment thereof being due and payable thirteen years from the date of such bonds, said bonds bearing interest at not to exceed the rate of five and one-half per cent per annum, to provide for permanent road construction in Marion County? Vote YES or NO

318 YES

319 NO

MARION COUNTY ROAD BOND ISSUE.

This measure provides for the issuance of bonds to the amount of \$850,000 for the building of market roads in Marion County. Under a plan formulated by County Judge Bushey and the County Court, and approved by our committee, it is proposed to enter on a five-year program of road construction that will give Marion County one hundred miles of paved roads and fifty miles of high grade gravel or macadam roads, making a total of 150 miles of improved roads to be completed within the ensuing five years. The paved roads are to cost \$1,500,000, and the gravel or macadam roads \$200,000, making a total expenditure of \$1,700,000, or double the amount of the bonds that are to be voted. In brief, the plan is a fifty-fifty one—half cash and half bonds—that should appeal to all fair-minded advocates of both systems, to those who believe that the roads should be built by direct tax and to those who believe they should be built by bonds.

BONDS TO BE SOLD ONLY AS NEEDED.

Judge Bushey and the County Court have announced that the bonds will be sold in yearly installments as needed, only so much thereof being issued each year as can be economically expended by the County with its own road equipment and paving plants. By this method the interest charges will be kept down to the minimum. They have also announced that they will match every dollar of bonds with a dollar from the County's regular funds, and that this can be done without adding to the County's taxes any more than the six per cent annual increase that is already the custom. For example, if the Court should sell \$150,000 of the bonds in 1920, they would spend \$300,000 on the market roads; if they should sell \$200,000 of the bonds in 1921, they would spend \$400,000 on the market roads, and so on until the entire five-year program of 150 miles of improved roads is completed. By this plan each road described in the election notices will receive double the amount that is shown thereon. Thus, Road No. 1, commonly known as the Jefferson and Green's Bridge road, which gets \$12,810.10 from the bonds, will get an equal amount from the County's regular funds, making a total of \$25,620.20 for improved roads; and every one of the 34 roads described in the notices will get twice the amount of its bonds in the same manner. Roads in outlying districts not included in this program will be cared for substantially as in the past.

EACH DISTRICT GETS BACK WHAT IT PAYS IN, PLUS PART OF SALEM'S SHARE.

Another feature of the Court's plan is that each market road district—of which there are ten—gets back all of the bond money that it pays in, besides a part of Salem's share, the legal designations of the bond election providing that no part of the amount of the bonds paid in by Salem—about one-third of the entire issue—can be legally expended within the city limits of Salem. How this will work out is illustrated by the following concrete example taken from the schedule worked out by the County Court: Silvertown, Mt. Angel, Scotts Mills section—amount paid in, \$240,439; money contributed by Salem, \$44,574; total amount to section, \$285,013. This is the fairest and most equitable distribution of road bonds ever devised in any county of the State of Oregon up to this time.

WHEN THE BONDS ARE PAYABLE.

The law provides that four years after the first of the bonds are sold, payment of the principal must begin, and that payment be continued each year thereafter at the rate of \$85,000 a year until the entire \$850,000 bond issue has been paid off. Therefore, if the first bonds be sold in 1920, retirement of the bonds would begin in 1924 and end in 1933 with ten equal yearly payments—only the interest being payable during the first four years.

INTEREST ON THE BONDS.

The interest on the bonds from first to last, based on the plan of installment issues worked out by the County Court, will be less than \$300,000, and will be much more than met by the County's share of the auto tax, which the last Legislature provided "shall be used for the payment of interest and retirement of any bonds that may have been issued, or which may hereafter be issued by the county for the purpose of road construction and improvement." Since Oregon's first State auto license act went into effect, the number of cars has increased at the rate of 30 per cent per year. It would be too much to expect that high rate of increase to go on indefinitely, but figuring on the extremely moderate increase of ten per cent per year for the next four years, five per cent per year thereafter for the succeeding five years, and no increase at all for the last five years, Marion County will receive as its share of the

auto tax during the life of its bond issue something over \$520,000, which would not only liquidate the entire interest, but pay off about \$225,000 of the bonds as well.

HOW MUCH WILL PAYMENT OF THE BONDS ADD TO TAXES?

If the Pierce Market Roads Bill (the so-called Grange measure) should pass—which seems almost a certainty—the County of Marion will receive as an absolute gift from Multnomah County the sum of \$17,000 next year, under the provision that apportions over two-thirds of Multnomah's share pro rata among the other counties of the state each year. With a reasonable increase in the taxable property of Multnomah County, the sum of \$300,000 should be available to Marion County from this source during the next thirteen years; but allowing for the very improbable contingency of no increase in valuation at all, Marion's share of this gift would be \$221,000 for the thirteen-year period. This, added to the surplus of \$225,000 from the motor license fund, would pay off considerably more than one-half of the entire bond issue; and one mill a year of direct tax for the years 1924-1933 would more than pay the balance. But supposing the Pierce Bill should fail to pass, and supposing further that the taxable valuation of Marion County should not increase one dollar during the coming thirteen years—even then a direct tax of 1½ mills or less per year for the ten-year period beginning 1924 and ending 1933, when added to the auto tax surplus, would more than pay off the entire bond issue. If the Pierce bill, under which the State collects a one mill tax from the counties for market roads and hands it back to them, passes, it will also produce an amount equal to the entire \$850,000 bond issue during the thirteen years that comprise the life of the bonds.

SMALL BURDEN ON THE TAXPAYER.

The infinitesimal nature of the burden on the taxpayer may be gathered from the fact that, even if no part of the bonds were paid off by the auto tax or State market roads tax, and all of the bonds would have to be retired by direct taxation, the man whose property is assessed at \$10,000 would be taxed only \$20.00 per year for ten years, beginning with the year 1924, as his share of the bonds. If he is a land owner, his property would gain in value far more than that from the splendid system of county market roads here proposed.

WHY BONDS ARE ADVISABLE.

By using the County's credit and borrowing at a low rate of interest half of the money needed to build these roads, we get them in five years instead of ten, and the owner of the auto that has made the paved road necessary, pays the interest on the debt and three-fourths of the principal without a whimper—in fact is glad to do it. The total amount of the bonded debt—only two per cent of the County's taxable valuation and really less than 1½ per cent of the County's real wealth—is so small as to render groundless the fears of those timid souls who think the voting of the bonds will start the County on the road to the demitition bow-wows. As a rule the farmer or business man who pays cash for 98½ per cent of what he buys and uses his credit only to the extent of \$1.50 on the hundred, or who borrows no more than \$150 on a \$10,000 farm, is thought to be in pretty good circumstances, and a long, long way from the ragged edge of ruin. As a matter of fact many a farmer bonds his farm to the Government up to fifty per cent of its value in order to take advantage of the five per cent money obtained through the United States Government using its credit for the farmers' benefit, and as the borrowed money is used either to improve the farm or to take up the eight or ten per cent loan held against it by some private Shylock or mortgage concern, it is good business at that. Then why gag at a two per cent loan that is to add to the value of all our farms by eliminating the mud and chuck-hole tax—the dearest tax ever paid by man. It would be well to forget the dreadful word "bonds" altogether, and simply realize the truth that the County is merely giving its note for thirteen years at a low rate of interest, so as to get capital to build our market roads in the near instead of the distant future. And as Marion County's credit is as good as that of the State or Government, there is no reason why our local capitalists should not buy the dreadful "bonds" themselves and thereby keep all the money at home, the same as Judge Bushey plans to do by cutting out contractors' profits through the County doing all the work itself, with its own road equipment and paving plants. And as about eighty per cent of the cost of road improvement goes to labor, most of that will be kept at home, too—merely in changed hands—so that Marion County will actually have the roads and have the money, too.

SAVING IN GASOLINE, TIRES, REPAIRS, ETC.

It is generally estimated that there is a difference of from one to two cents a mile in the cost of auto traffic between paved roads and ordinary country roads, but when one considers the depreciation in the value of cars due to bad roads, the difference in cost is really much greater in favor of the good roads and against the bad ones. Many a car is racked and ruined in two years through traveling over rough and muddy roads, that would with proper care last a family from ten to twenty years on smooth paved roads.

JUDGE BUSHEY'S STATEMENT.

The reasons why the County, instead of the road districts, should do the work are very clearly set forth by County Judge Bushey in the following paragraph written by him for this pamphlet:

"Marion County was one of the first counties in the State to begin the improvement of its highways. At the time this beginning was made, the county courts worked the roads through the road districts and supervisors. The system worked very well at that time, as the roads were but little used and the traffic was light. The demand for greater road improvement increased from year to year, going from \$37,229.61 in the year 1903 to \$261,115.13 in the year 1915, since which time the average annual amount expended on our roads has remained about stationary. Up to 1915 a well constructed macadam or gravel road answered every practical purpose. Owing to the greatly increased auto and truck traffic, roads built since 1915 begin to fail in a few months, and are full of holes and very rough by the end of the year, so as to require repairing. This answers but a short time and has to be repeated frequently, making the upkeep very expensive and leaving us but poor roads at best. Until a few years ago a well constructed macadam or gravel road would render good service for many years at very little expense for upkeep. At present it is impossible to maintain a gravel or macadam road in fair condition where the traffic is heavy, more than a few months till repairs are necessary. We built two miles of asphaltic concrete road in 1915 and this work has cost the county practically nothing to maintain since. This has demonstrated very clearly that the main traveled roads can be paved and maintained for less money than to build and maintain the old style of roads. To pave the roads, however, requires a greater initial outlay of money and an entire change in our road working system. Machinery and tools cost more, and for each district to attempt to own its own paving equipment would bankrupt the County. Moreover, the districts could not obtain the help required, as the supervisors have to depend on the farmers for help in working the roads and they cannot leave their farms for the entire working season. In order to obtain a good return for the money invested in paving, it is necessary to prosecute the work vigorously during the entire season. Experience has proven to us that the County is the smallest unit that can build the permanent roads to advantage, so as to get a fair return for the money invested. By pursuing this course the roads of the County will be standardized and the work done in the most approved manner, at the least possible expense to the taxpayer. Inasmuch as the road traffic has almost entirely changed, the county courts of the Willamette Valley have learned that the system of road construction must be changed to meet the new conditions, and we have learned that a substantially built pavement is the cheapest road in the long run. Where the traffic is comparatively light, it is still good policy to build gravel or macadam roads, provided the grades and drainage are so constructed that the roadbed can be used as a base for paving later on when the increase of traffic

demands it, there being no better base for paving than an old macadam or gravel road."

POST ROAD AID.

It is estimated that the United States Government and State of Oregon will for the coming three-year period have a vast fund of over \$12,000,000 applicable to post and forest roads, chiefly the former. This sum will be disbursed through the State Highway Commission among counties with approved post road projects that have voted bonds to match the State and Federal funds. In all likelihood this sum will be augmented by from six to nine millions more of Government appropriations within the next two years. Counties that expect to get their share of this vast fund are all going to vote road bonds this year. As the great road-building plans of Oregon are being mapped out this year by the State and Federal officials in charge, it is vital that the bonds be voted now, and not two years hence after the moneys have all been apportioned. Marion County has several of the most feasible post road projects in the State, such as the one from Newberg Bridge to the Pacific Highway, for instance.

THE STATE MARKET ROADS TAX BILL.

This bill should be supported as a companion bill to the Marion County Road Bonds bill. It provides that a state levy of one mill be made for market roads, and that the money paid in by each county shall be returned to that county to be expended on market roads by the County Court. It also provides that over two-thirds of Multnomah County's share shall be divided among the other counties of the State. If this bill passes Marion County will get at least \$17,000 a year as an absolute gift from Multnomah County.

MARION COUNTY ON EVE OF WONDERFUL DEVELOPMENT.

It is generally believed that Marion County is now on the eve of a wonderful development. Improved market roads connecting the farm and fruit lands with the towns, will hasten and make more certain that development. With the assurance that roads will soon be built over which products of the soil can be transported with safety and dispatch, many thousands of acres of small fruits will be planted. The Willamette Valley is the natural home of the loganberry, raspberry and blackberry, and the demand for these small fruits, now that the world is going "dry" and the people of the United States have learned from the great war that there is more nutrition and health in a pound of jam or jelly than in a pound of meat, promises to be unlimited. Canneries and dehydrated plants are being established in Marion and adjoining counties, so that a good, ready market is assured. Fruit juices and fruit pulp are no longer perishable products, but can be kept in perfect condition for years, so that there is no risk to the grower on that score. There is but one link needed to complete the chain of prosperity that nature and enterprise hand in hand are now forging to encircle Marion County, and that is the link of market roads which are at the present time easily within our grasp. Shall we grasp this great opportunity, or shall we sidestep it? To this question there can only be one answer, and that is, on the 3rd day of June

VOTE FOR

318 X YES

(The Marion County Road Bond Issue.)

and

316 X YES

(The Pierce Bill providing for State Market Roads Tax.)

Marion County Market Roads Committee

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J. C. McFarlane Improves After Fracturing His Arm

QUINABY, Or., May 24.—J. C. McFarlane, who suffered a broken arm a few weeks ago while felling a tree, is now able to use that member in operating his automobile.

No trace of the thieves who entered the Quinaby store recently, and who perhaps were the same men who took the automobile of C. W. Yergen has been secured. Mr. Yergen found his machine at Clackamas with the windshield broken, an axle bent and two tires slashed.

Mrs. Arthur Penney, who recently underwent a surgical operation at Salem, is sufficiently improved to be able to return to her home.

Arthur Girod, who has been suffering from rheumatism for some time and who was quite ill during the week is somewhat improved.

Mrs. Lewis Hahn, who has been confined to her bed for the past eight months is now able to be up part of the day and hopes are entertained for her complete recovery.

Tony O'Neil arrived Wednesday after two years spent in France. His brother, Carl, being with the marines, is not expected immediately. Another soldier boy recently returned is Chester Larson, while from California, William Factor and Fer-

dinand Barnic are expected. The latter has been serving in Siberia with the army.

Mrs. F. W. Swanton of Portland, state secretary of the Oregon Humane society, spent Tuesday with Mrs. Susan McMunn and her daughter.

The Keizer school closed Friday, and the Perkins school will end its sessions in a few days.

Mrs. Walter Gamer and her children, Robert and Gretchen, of Salem, were recent visitors at the home of Mr. and Mrs. Ray Lick. Mr. Lick is a brother to Mrs. Gamer, and his marriage to Miss Alvina Lieske was celebrated a short time ago.

Mrs. Ganiard, mother of Judson

Boys! Boys!

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The Oregon Statesman

Ganiard is suffering from an attack of rheumatism.

The condition of Mrs. Marie Harold, who has been confined to her bed from a paralytic shock for nearly two years remains unchanged, although friends are hopeful that the arrival of summer may restore her to health.

The Quinaby store is now under the management of a Mr. Montgomery, who arrived here recently with his family from Colorado, purchasing the store and the residence of A. M. Anderson. The latter, with his family has removed to Dundee, where he has invested in a large prune ranch.

Several hundred cords of wood-cut on part of the Massey-Ruggles farm, are being shipped to Salem by auto truck from Quinaby.

The saw mill owned by G. F. Bolter which has operated here for several months, on war orders, is being removed to a place near Portland.

John Zielinski and family have returned from The Dalles, where they spent the winter for the benefit of their little son's health. Mr. Zielinski is more than ever pleased with his fine farm here, as he says one acre in the Willamette valley is worth more than five acres in the dry region.

Leonard Barnick has rented his hop yard to Frank Durbin of Salem, who is carefully working the farm.

Friends of Mrs. James Fruit, a well known musician and loyal church worker, will regret to learn of her recent illness at Brooks.

Mrs. E. D. Baise of Claxtar who has been seriously ill from stomach trouble for several months, being unable to leave her bed or to walk in an upright position, is very much improved.

Mr. and Mrs. Edward Mathes and their children, Edward, Jr., Marguerite, Marion and Augusta of Claxtar, spent the 16th anniversary of their wedding at the home of Mrs. Mathes' mother, Mrs. Susan McMunn, on Sunday.

Mrs. William Croteau, and small son, Stuart, of Alderme, Canada, have arrived in the states, and are staying at Joseph, Wallowa county, until Mr. Croteau joins them when they plan to purchase an eastern Oregon ranch. They have extensive holdings in Canada where they have lived for the past 12 years, but are seeking a milder climate. Mrs. Croteau is well known here and in Salem. She was formerly Miss Jennie McMunn, a daughter of Mr. and Mrs. G. S. McMunn.

William Rickman of Claxtar is erecting a new bungalow on the site of his former house. The other building was purchased by Mr. Newton who removed it to his place and added it to his own house making a commodious residence of it.

A Salem Product—"Thekla" Individual Chocolates, 5c everywhere.

Boy Scouts Leave June 14 for McCredie Camp

About 50 boy scouts will go from Salem June 14 to the camp which has been selected at McCredie springs above Eugene. Harold Cook returned Tuesday night from selecting the camp site. The scout leaders who will be in charge of the camp will be Glen Niles, Fred Cook, Hugh Walker and Harold Cook.

By a proclamation of President Wilson June 8 to 14 has been declared Scout week as a time for the special faithfulness of the scouting movement in the United States.

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