

GOOD ROADS ARE ESSENTIAL TO POLK COUNTY'S PROSPERITY

Hard Surface Highways Mean Greater Development of Our Resources, Enhancement of Land Values, Reduced Cost of Hauling, and Make Possible All-Year Travel.

VOTE NO. 318 YES

REASONS WHY PROPOSED BOND ISSUE SHOULD BE VOTED.

Measure Must Be Considered in the Light of a Gift-Edge Investment for Polk Taxpayers.

EIGHTEEN OTHER COUNTIES ARE SEEKING HIGHWAY AID.

Polk Gets None of Government Appropriation Unless It Matches the Money One to Three.

During the ensuing three years the Federal Government will expend in Oregon for the construction of post roads the magnificent sum of \$4,000,000 and when the congress gets to the consideration of the further needs of not only this state but others throughout the land greater amounts will doubtless be forthcoming. These appropriations will be distributed among counties making provisions to match federal aid, and hence the proposed bond issue in Polk county of \$265,000, presented to the voters on June 3 for their approval or rejection. Unless Polk county votes to issue bonds it cannot get any federal assistance in any amount whatsoever, meaning a loss of three dollars from the government for every dollar devoted to the purpose by the county.

Eighteen other counties in Oregon are presenting the same question to its voters at the special election next month, and if any fail to carry the proposition those counties voting bonds will receive the money that would otherwise go to their less fortunate neighbors. If Polk's decision next Tuesday is against pledging the credit of the county in the sum of \$265,000 for the construction of permanent highways, as shown by the map printed on this page, then those other counties voting bonds will get our share of the government money allotted to this purpose.

One post road project has already been approved by the Secretary of Agriculture, that between Dallas and Salem, the estimated cost of which is \$327,000, but its construction is contingent upon Polk county preparing the roadbed, for which \$12,000 is included in the bonding measure. Others will follow in various parts of the county until our finances are exhausted, before which time, according to the best available information, Polk county will have expended within its borders approximately \$1,500,000 by state and federal governments.

If all the \$265,000 bonds were issued during the present year and roads built as provided for in the election call a two-mill tax annually would pay the interest and retire the full issue of bonds on the present property valuation in fifteen years. The present cost of maintaining Polk county roads represented in the improvement projects shown by the map is practically \$17,000, or \$150 per mile per annum. It will readily be seen from this that the total cost for upkeep for fifteen years of these gravelled roads would be \$255,000 to say nothing of the further cost of horseflesh, gasoline, wear and tear as against hard surface roads, the savings of which cannot be estimated at less than \$100,000 additional. It has been figured out by experts that it costs the automobile driver a car with average gasoline consumption one cent per mile more to travel macadamized roads than hard surface roads. Aside from financial gain good roads save health and souls through brainstrom, the value of which are incalculable.

Information in Brief.

For the information of those persons who are not familiar with the various points in connection with the proposed bond issue the following questions and answers have been prepared:

Question—Will all of the roads designated on the ballot be built this or next year?

Answer—No.

Question—If the federal government does not build any roads in Polk county, will the bonds be issued?

A—No.

Q.—If the bonds are issued can the county spend the money voted for one project for the construction of any other project?

A—No.

Q.—When will the bonds be issued?

A.—When the state highway commission and the federal government

and say to him in season and in season at the rate of not less than three dollars to one dollar, and the contract for construction shall have been awarded.

Q.—Under what jurisdiction is the money raised from the bond issue and under whose jurisdiction are the roads built?

A.—The State Highway Commission and the Federal Government exclusively.

A Wise Investment.

When the voter has digested all the facts in connection with the proposed bond issue he cannot fail to immediately realize that pledging the credit of the county in the sum named is a good investment, and one that he would jump at in the conduct of his private affairs. If readers of these lines could secure a return of three dollars on an investment of one dollar we would all be falling over each other to reach the source from which the offer emanated. And public affairs should be conducted along practically the lines of private affairs, especially with reference to finances. The taxpayers of Polk county have been long suffering in their contributions for the building and maintenance of roads that have comparatively little endurance, and which under the present day traffic of motor vehicles of various types go to pieces soon after their completion, leaving practically nothing for large expenditures. Hard surface roads eliminate further cost, and afford opportunity for the county to build up a system of laterals on which is the lighter traffic, that is now out of the question for want of adequate funds.

Tuesday, Vote Number 318 X Yes.

JUST A FEW NOTES.

Without money to match government and state aid in road building Polk county will get nothing of the \$4,000,000 already allotted by the federal government to Oregon. Other counties voting to pledge their credit for building highways will receive our share. It is only a matter of good business to carry the \$265,000 bond issue.

Tuesday, Vote Number 318 X Yes.

Of the \$5,000,000 bonds for reconstruction, \$3,000,000 will be used principally for building. The plan calls for a state hospital at Portland, a new penitentiary at Salem, new buildings at the University of Oregon and the Oregon agricultural college and armories scattered throughout the state. Counties, however, which wish to avail themselves of the money for armories must match it. Buildings are provided for at the Monmouth normal schools, a hospital for feeble-minded, buildings for the soldiers' home at Roseburg and other projects.

Tuesday, Vote Number 318 X Yes.

Good roads are the best investment the taxpayers of Polk county can possibly make. Practically every large landholder in the county appreciates this fact, and will not only vote to issue bonds for the construction of permanent hard surface highways but will use his influence to that end with his neighbor.

Tuesday, Vote Number 318 X Yes.

The entire state is directly interested in the proposed \$5,000,000 bond issue for reconstruction work. Of this sum \$2,000,000 is to be used only in co-operation with the federal government in the reclamation of lands, by irrigation, drainage and other improvements.

Tuesday, Vote Number 318 X Yes.

Postroad Project Considered.

State Senator I. L. Patterson consulted with members of the commission yesterday regarding rushing the postroad project between Salem and Dallas. The commissioners agree to call for bids for grading for the June 16 meeting, the bids being contingent on the passage by the voters of Polk county of their proposed road bond bill. If the bonds fail to carry the bids will be rejected, and Senator Patterson promised to pay the cost of advertising himself. If the bonds carry the Salem-Dallas road will get a flying start.—Oregonian.

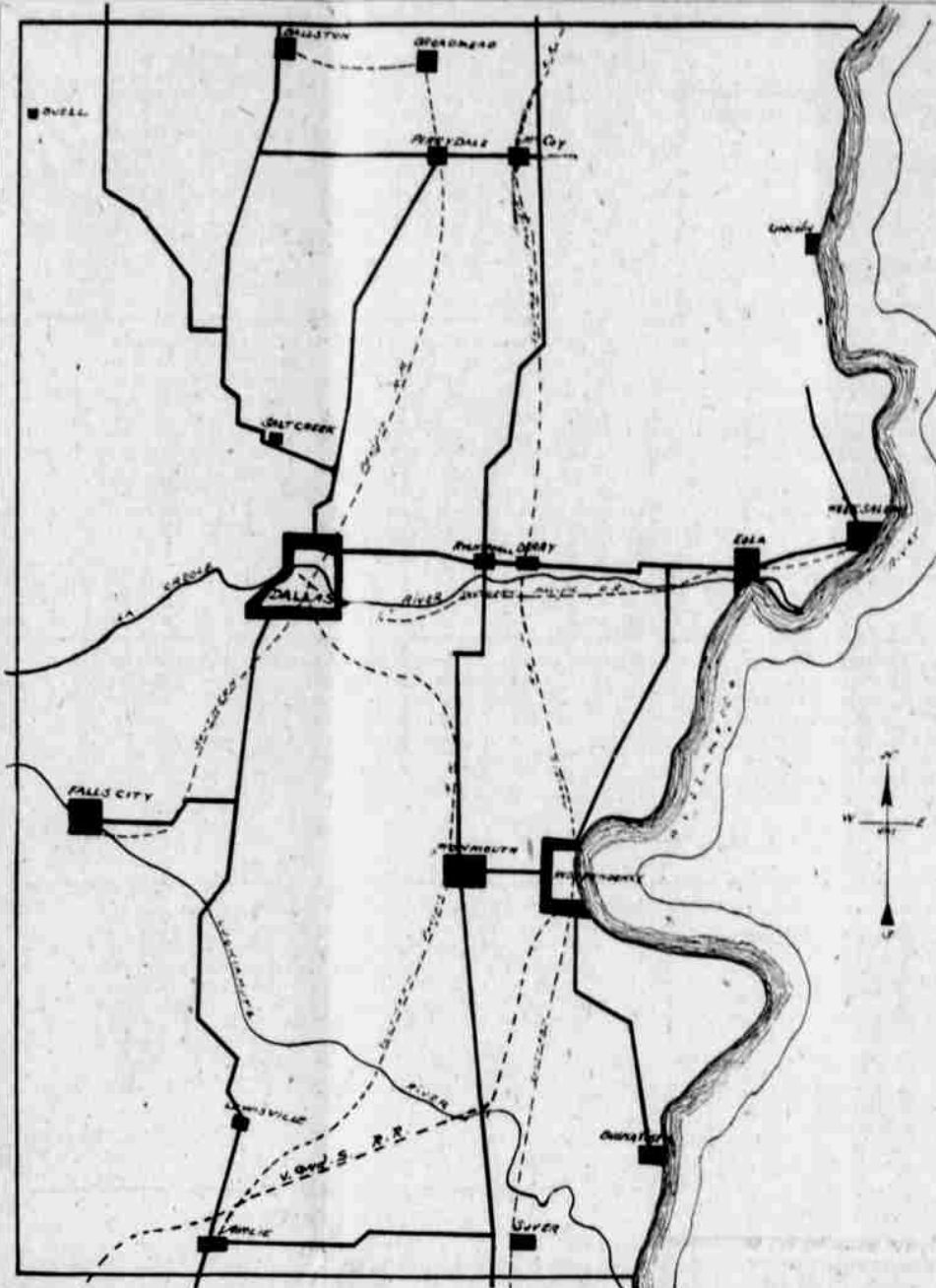
Clackamas Work Planned.

Clackamas county, which heretofore has refrained from voting road bonds, plans a special election and road bond issue this summer.

What Pat Thinks About It.

"The Salem-Rickreall road is the worst damned road I have ever seen."—Congressman C. N. McArthur before road convention.

Tuesday, Vote Number 318 X Yes.



COUNTY ROADS INCLUDED IN THE PROPOSED BOND ISSUE

Project One—For preparing grade as laid out by the state highway commission through Holmes Gap and south of Monmouth to the Benton county line, a distance of 26 miles, \$40,000.

Project Two—For preparing grade from the intercounty bridge at West Salem to the intersection of Main and Academy streets at Dallas, as now surveyed and staked out by the highway commission, and having the approval of Secretary of Agriculture Wilson as a post road, a distance of 15 miles, \$13,000.

Project Three—For the purpose of preparing road bed or matching State and Federal aid between Dallas and the north county line, via Salt Creek and Ballston, a distance of 13 miles, \$39,000.

Project Four—For the purpose of preparing road bed or matching State and Federal aid from the intersection of the road where the Perrdale road crosses at the foot of Dolphin hill to the intersection with the West Side Highway at the Waldo Finn corner, via Perrydale and McCoy, a distance of 7 miles, \$21,000.

Project Five—For the purpose of preparing road bed or matching State and Federal aid from Dallas to Falls City, a distance of 10 miles, \$30,000.

Project Six—For the purpose of preparing road bed or matching State and Federal aid from Fern crossing to Airline, via Lewisville, a distance of 8½ miles, \$24,000.

Project Seven—For the purpose of preparing road bed or matching State and Federal aid from Airline to the crossing of the West Side Highway at Saver, a distance of 5 miles, \$20,000.

Project Eight—For the purpose of preparing road bed or matching State and Federal aid from Saver to Stump's corner, north to Independence, stubbing Buena Vista, a distance of 11½ miles, \$30,000.

Project Nine—For the purpose of preparing road bed or matching State and Federal aid from the intercounty bridge at West Salem to Lincoln store, a distance of 6 miles, \$18,000.

Project Ten—For the purpose of preparing road bed or matching State and Federal aid from Clamfield's corner, through Clearview, to county line, a distance of 8 miles, \$23,000.

Project Eleven—For the purpose of preparing road bed or matching State and Federal aid from Perrydale west to C. B. Byrley's corner, a distance of 3 miles, \$7,000.

MONEY CANNOT BE TRANSFERRED.

It should be distinctly understood that under no circumstances can money from one project be transferred to any other project, and that unless the highway designated above shall be permanently improved the bonds for that particular project cannot be issued.

Enhances Value of Lands.

"The prospective construction of permanent highways has already enhanced land values in sections adjacent to the proposed betterments. Why, the other day I sold a parcel of land for \$7,000 to a party whose principal object in making the purchase was to locate on an all-year-round road. There is no question in my mind that good roads are at least a 25 per cent investment to landholders."—Ex-county Judge E. C. Kirkpatrick.

Road Will Benefit Many.

"With the improvement of the highway from the Salem bridge to the Lincoln store everybody in our section will receive benefit, and the project as outlined should have their endorsement at the polls on June 3."—Wayne D. Henry Spring Valley.

His Second Choice.

"Next to the Roosevelt highway

which would open a vast territory of rich country, I want to see the Polk county bond issue carry, for it means local development of one of the best and most prosperous counties in the state."—M. Peterson, Grand Ronde.

His Turn Will Come.

"It has been sixty-five years since the Starbuck's first took possession of lands in Polk county, during all of which time it has been necessary to trespass upon the holdings of others to reach a country road. And while the road program outlined does not relieve my situation I am heartily in favor of bonding to help the more unfortunate. My turn will come."—Dr. A. B. Starbuck.

Now or Never, Says Fuller.

"There can be no good and sufficient reason for the proposed bond issue not carrying, and I firmly believe it will have the largest majority of any mea-

sure ever presented to the electors of Polk county. It is our opportunity and unless we take advantage of it the millions of dollars that will come into the state from the federal government during the ensuing few years will go to other counties voting bonds at the June election and Polk will lose its just proportion."—Representative W. V. Fuller.

Others Will Vote Bonds.

There is little doubt but that Marion, Yamhill, Lincoln, Tillamook, Linn and other adjoining counties will vote bonds for the permanent improvement of their respective highways, at the June election, Polk county must keep pace with its neighbors or be lost in the shuffle. Umatilla has voted to issue \$1,000,000 worth of bonds for this purpose, while Sherman and Wheeler have each gone to the limit.

Remember the Number, 318.

ALL OF ONE MIND

BIG PROPERTY HOLDERS FAVOR BONDS FOR BUILDING ROADS.

Largest and Most Enthusiastic Meeting Ever Held in Polk County, That of April Thirteenth.

(From The Observer of April 18.)

Probably the largest and unquestionably the most enthusiastic gathering of taxpayers ever held within Polk county was that of Saturday afternoon, called at the instance of the Dallas Commercial club for the purpose of discussing and acting upon a proposition to pledge the credit of the county in the sum of \$265,000 for the betterment of its highways. The spacious circuit court room was filled to overflowing with representative citizens of the county, many persons being compelled to crane their necks from the corridors on either side in order to participate in the deliberations of the assemblage and to mingle their voices with those of the more fortunate ones who had taken time by the forelock and gained admission. The meeting was characterized by its unanimity of opinion, not a single voice being raised in opposition to the measure which the gathering contemplated submitting to the qualified electors on June 3 for their approval or rejection. Farmers from isolated parts, those who have long exhibited Job-like patience in their suffering for want of good roads, appreciative of this ray of sunshine along their market pathway, were among the first to acclaim in favor of issuing bonds of sufficient proportions to pull them out of the mud. Representatives from cities and villages stood shoulder to shoulder with their country cousins in the successful consummation of the biggest constructive undertaking ever launched in Polk county, meaning an expenditure of millions of dollars for road purposes within the confines of this bailiwick during the next five years—a sufficient amount to improve in accordance with their demands practically every trunk line and market road, no matter how obscure the latter may be.

The Roosevelt Highway.

It is to be hoped that the measure providing for an appropriation of \$2,500,000 by the state for the construction of a highway down the coast will be carried at the June election. It is contingent upon the federal government making a like appropriation. Such a road would open up one of the finest dairying and timber countries in the Pacific Northwest, the development of which would soon return to the treasury of the state in taxes more than the amount expended on the highway. As a military thoroughfare such a road is most important.

Trucks Assigned to Oregon.

Seventy-two motor trucks, valued at \$220,000, have been assigned by the federal government to the Oregon state highway commission. Twenty-two of the trucks have been ordered shipped to Pendleton and the remainder to Salem, for use on highway construction in this immediate section, contractors being given use of the trucks. They are two-ton and four-and-a-half-ton trucks.

Normal Alumni Working.

Letters are being sent to the Alumni of the Normal by Miss Emily DeVore, president, and Mrs. Beulah Hesse-Craven, secretary, inviting them to be present at the 1919 Commencement, asking them to subscribe to the Memorial fund and urging them to vote for the \$5,000,000 bond issue, from which the Oregon Normal is entitled to receive \$100,000 for buildings.

Always in the Right.

"Falls City will do its full duty in the road bond election, have no fear of that. We are alive to the fact that good roads are not only a convenience but a necessity to the upbuilding of the country. Falls City has always stood for good roads, and there it stands today."—Hon. Frank K. Hubbard.

Must Maintain Our Position.

"If Polk county is to maintain its enviable position as the Blue Ribbon county of the Pacific Northwest it must get right on the road question."—Hon. I. L. Patterson.

"Joe" Is There Strong.

"I heartily approve of this bond issue and will do all that I can for its successful outcome at the election to be held on June 3."—H. Hirschberg.

VOTE 318 YES AND PULL OLD POLK OUT OF THE MUD

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