

BAD PRINT

WILL TOUR STATE FOR GOOD ROADS

Highway Commissioners Will Make Numerous Addresses Before Election.

During the week of May 21-26, inclusive, Highway Commissioners Benson and Adams will speak on the \$6,000,000 good roads bond bill in a number of cities in the Willamette Valley. A separate itinerary has been arranged for each. Mr. Benson will be accompanied by Jay Bowerman and another speaker will probably accompany Mr. Adams. During the same week W. L. Thompson, the third member of the Highway Commission, accompanied by James Stewart, of Fossil, will make a trip through Central Oregon, including Klamath Falls and Lakeview. His itinerary is being arranged.

Mr. Benson and Mr. Bowerman will make a tour of the east side of the Willamette Valley and will address meetings as follows:
May 21—7:30 P. M., Sandy.
May 22—11 A. M., Hubbard; 3 P. M., Gervais; 7:30 P. M., Mt. Angel.
May 23—11 A. M., Turner; 3 P. M., Marion; 7:30 P. M., Jefferson.
May 24—11 A. M., Tangent; 3 P. M., Shedd; 7:30 P. M., Halsey.
May 25—11 A. M., Harrisburg; 3 P. M., Junction City; 7:30 P. M., Eugene.

May 26—10 A. M., Coburg; 3 P. M., Creaswell; 7:30 P. M., Springfield.

The dates for Mr. Adams in the western part of the state are as follows:

May 21—7:30 P. M., Cottage Grove.
May 22—7:30 P. M., Newport.
May 23—7:30 P. M., Toledo.
May 24—3 P. M., Yamhill; 7:30 P. M., Newburg.
Following his Newburg meeting, Mr. Adams will leave for a whirlwind trip through Gilliam and Wheeler counties, being scheduled for three meetings in the two counties on Saturday, May 26. He will speak at Arlington in the morning, Condon in the afternoon and conclude the day with a night meeting at Fossil.

Mr. Adams will conclude the campaign with a meeting at Oregon City probably on the night of June 1, with a final meeting in Eugene, his home town, Saturday night, June 2.

THE AMERICAN ROAD—1917 DEFINITION

A strip of unowned land over which anybody is free to walk, ride or drive—if he can.—Collier's Weekly.
Oregon roads are no exception.

In their campaign of misrepresentation of facts, opponents of the \$6,000,000 road bond bill are making the baseless charge that it will cost the various counties not less than \$10,000 a mile to prepare roads for hard-surfacing by the state; that for this reason few counties under the 4 per cent limitation can afford the expense and consequently will not be in a position to obtain paving under the provisions of the road bond bill. The actual experience of different counties in the state disproves this contention of the road bond opponents. Morrow County is completing the grading and draining of a stretch of 18 miles of road from Iona to Heppner. The cost for the work for the greater part of that mileage was \$150 a mile. The very most expensive sections of the road did not cost to exceed \$5000 a mile. Under the ruling of the Highway Commission it will only be necessary for counties to grade and drain the road. The state will lay the crushed rock base and the paving.

To be sure, the money from the (road) bond sale will for some time to come be spent mainly on trunk roads which will not seem directly to benefit the farmer. But they will benefit him directly. If the trunk lines do not pass his front door they are seldom many miles away and every rod of good, hard surface they give him to travel on means a saving of time, money and horseflesh. It means also better schools, accessible churches and a general uplift of conditions, to say nothing of growing land values. But the time will soon come when the trunk roads will be finished and then it will be farmers' day. Laterals will infallibly be built to connect rural communities with the central arteries so that the farmer can speed all the way from his gate to the city on a hard surface. This is worth working for. It is worth some waiting and sacrifice.—Portland Journal.

Without entering into the merits of the road bond law, there can be no question of the urgent necessity for the adoption of some plan or system that will give to the state of Oregon the roads necessary to the development of her agricultural prosperity. Oregon has regions that are as rich as the richest, yet they are lying idle for the reason that the cost of the transportation of the product of the farm is forbiddingly great. People should give this much thought before refusing to vote on the first big chance they have had to begin a comprehensive system of state-wide road construction.—Seaside Signal.

No property owner should complain about the road bond measure. It is simply a proposition by which the state proposes to build a system of permanent highways from revenue already provided and without any increase in the direct tax levy.

GOOD ROADS POINTERS

A vote for the road bond bill will be a vote for a state-wide system of good roads without increasing direct taxes. Don't forget this when you vote June 4th.

Whether the road bonds are voted or not the auto license and the millage tax will have to be paid just the same. Where would there be any economy in voting them down?—Milwaukie Register.

Those who argue against obtaining outside money through the six million bond issue are working against the improvement of the by-roads or laterals which they claim to champion.—Pendleton East Oregonian.

"This is the greatest measure ever contemplated by the state of Oregon," said Governor Withycombe, discussing the \$6,000,000 road bond bill at the state-wide good roads rally in Portland. "It means more to the state than any measure in its history, because the one thing we need is highways in Oregon."

Industrial preparedness, military preparedness, economic insurance and common horse sense rise up to slap the contrary Mr. Spence's statements in the face. The bond issue is practical, is necessary, is without tax obligation. DOES make the auto owner bear ALL the burden and SHOULD carry.—Astoria Astorian.

Eighty per cent of the automobiles in Oregon are owned by persons living in the cities, and not one cent of the proposed \$6,000,000 bond issue will be used on roads in cities. All the money goes on county roads, and only 20 per cent of the auto license will be paid by those living in the country, that means that the auto owners living in incorporated cities will pay \$4,300,000 of the \$6,000,000 bond issue.—Tillamook Headlight.

It is time for us to get out of the mud. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our state. This measure (\$6,000,000 road bond bill) does not add one farthing to our taxes; it simply capitalizes waste. No sane man or woman should offer a single word of opposition to this movement.—Governor Withycombe at state-wide good roads rally in Portland.

Six years ago the people of California voted \$18,000,000 bonds for good roads. The measure received only a small majority. Last November they voted an additional \$15,000,000 of bonds for further road work. The vote at the second election was 4 to 1 for the bonds. There's a reason. Californians were satisfied with their first investment. Road construction in California has yielded satisfactory dividends to the people of that state.

The State Highway Commission has adopted the following policy with regard to road surveys: Whenever any County shall make application to the Commission setting forth a desire to do construction work on post roads, forest roads or any other state highway within its limits, the Commission will authorize a definite location survey establishing grades and alignments. The expense of such surveys will be paid for from the state funds of the Commission.

We cannot conceive how a farmer can oppose the present good roads movement when it means so much to him to have good roads to take his products to the market. The State of Oregon is endeavoring to bring about a comprehensive system of road building, which it should have done years ago, but, strange to relate, objection is raised by farmers, who will be the most benefited by a system of hard surfaced trunk roads. Take Tillamook County for an illustration with a hard-surfaced highway through the county. The farmers would use it 12 months of the year and the summer auto travel three months of the year.—Tillamook Headlight.

I don't believe in going in debt for anything that we don't need, and I don't think bonding is the best way. But, there you are, under the system that this government is run it is the only way to get what we need, and we all agree that we need good roads and we know that macadam will not stand the traffic. Will we wait until we have the money, or go in debt, for what we all say we need? I have come to the parting of the ways, and say, I believe those men who figured on the license paying for the bonds know what they are talking about.—C. A. Schuebel, Clackamas County farmer, in a communication to the Oregon City Enterprise.

In arriving at a sensible conclusion as regards the road bond issue it is not unwise nor untimely to reckon along the line of a twentieth century resident. Do not harken back to the days when our grandfathers crossed the plains in a prairie schooner drawn by a yoke of oxen, but just remember that this is an age of rubber tires. Permit a few present day arguments to confront you, then look them squarely in the face. That is the only way to settle the matter honestly. That being the case we are certain that every voter who has not already become convinced that Oregon should be pulled out of the mud will resolve to do his bit by casting his vote for the first real sensible measure ever placed before the people which was intended to do a real good for the state and not make a few grafters rich.—Coos Bay Harbor.

TAXES WILL NOT BE INCREASED

Revenue Provided for Interest and Principal on Road Bonds.

Opponents of the road bond bill contend that the proposed bond issue will become an added burden to the general taxpayer. As a complete answer and refutation of this argument, the Legislative Good Roads Committee has incorporated the following statement as a part of its argument in support of the bond bill which will be published in the official state pamphlet:

"We have ascertained from the records of the office of the Secretary of State that the income from the present quarter-mill tax is \$220,000 per annum; that the income from auto license, based upon the present number of automobiles at the increased license rate effective August 1st, will be not less than \$310,000 per annum to be used in paying interest and principal of bonds. The above funds will be sufficient not only to pay the interest and the principal of the \$6,000,000 bonds authorized by this act, but will also pay the interest and principal of the \$1,519,250.55 in bonds authorized to meet the government road appropriation. After paying these bonds there will be a surplus of at least \$2,793,402.66. Since 1911 the increase in the number of automobiles in the State of Oregon has been 33 1/2 per cent per year. With the completion of good roads this increase will naturally be larger. However, we have not taken any increase into account but have based our figures on the present number of automobiles."

GOOD ROAD POINTERS

Good roads will make Oregon the greatest dairying center in the world. Remember this when you vote on the road bond bill in June.

The proposed bond issue will provide good roads at no greater cost than the state is now paying for poor ones.

The action of the recent Legislature in doubling the annual license on automobiles and making the funds derived therefrom available for road construction is justified by the reasoning that it is the automobile that destroys the road and it should bear the burden of road construction.

"When public money is honestly spent on a road every dollar becomes three dollars," says the Portland Journal. "First, there is the dollar in the road itself. Second, there remains in the community the dollar which has been paid out for labor and material. Third, there is the dollar of economic value added to the land adjacent to the road. This is a real value, not a speculative one. It is an increase in productive capacity."

Better reasons for supporting the road bond bill June 4th could not be offered. It may be depended upon that Highway Commissioners Benson, Thompson and Adams will see to it that every dollar of the road fund is honestly expended and full value returned in roads honestly constructed.

The personnel of the Highway Commission, appointed by Governor Withycombe, is in itself a guarantee that the money derived from the proposed \$6,000,000 good roads bond issue will be wisely and economically expended. It is a further guarantee that every cent of the money will be spent in practical road construction. There will be neither waste nor extravagance in the expenditure of the fund.

In voting the good roads bonds June 4th, the voters of the state are taking absolutely no chances. The bill authorizing the bonds specifically describes the roads to be improved and defines the general character of their construction. Bids will be invited and, if the proposals are excessive, the Highway Commissioners have announced that they will do their own paving. What more could be asked?

None of the money to be expended for good roads under the bonding act will be expended in Multnomah County although that county pays 40 per cent of the automobile licenses of the state and a proportionate share of the regular quarter mill road tax.

GOOD ROADS RALLY TO BE HELD APRIL 28

Reduced excursion rates from all sections of the state have been granted by the railroads for the Statewide Good Roads Rally to be held in Portland, Saturday, April 28. Don't forget the date and arrange to attend. Every friend of the road bond bill and good roads enthusiast is invited to be present. Governor Withycombe and Highway Commissioners Benson, Thompson and Adams will deliver the principal addresses and short five-minute talks are proposed by the Mayors of various Oregon cities. From present indications, the rally will prove the most notable gathering of good roads boosters ever held in the Pacific Northwest.

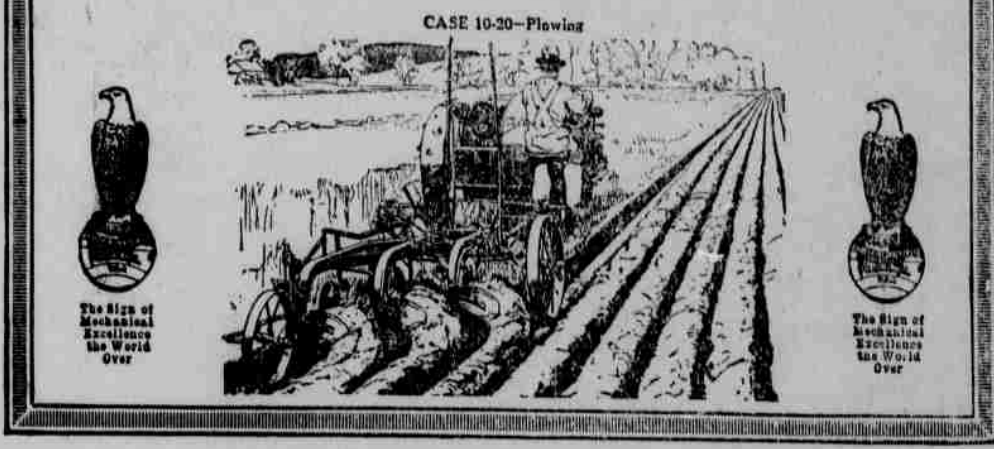
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Considering the activities of State Master Spence on the one hand and the number of favorable resolutions passed by individual granges on the other, so far as the grange is concerned in the bond proposition it appears a case of whether the dog shall wag the tail or the tail wag the dog.—Hillsboro Independent.

The state pamphlet on the six million dollar bonding measure will soon be in the hands of the voters. Do not throw it away without a careful study. This seems like an opportunity for improved roads that we are not likely to get again if now turned down.—Hermiston Herald.

At the Track

Jim Erown is here with five fast string horses with Jockey Powell to do his riding. W. E. Newton is here with two head, and Mr. Phillips of The Dalles will be here Sunday with three more. There will be about 12 or 15 head of horses here.

Wamic News

(from last week)
Supt. C. T. Bonney and L. P. Harrington visited the school here Tuesday.
Ed Driver has been suffering from blood poison in his hand. He is recovering.
Geo. Crawford and family went to The Dalles Tuesday, remaining overnight.
Mr. and Mrs. T. A. Siefert took their little boy to Portland Wednesday. After arriving in Portland a physician pronounced the case an attack of measles. Mrs. Siefert's sister, Miss Lucile Ealy Tygh visitors Tuesday. Mrs. M. Hill and little nephew and niece came up from the Willamette Valley Wednesday and are guests at the Tom Whitcomb home on Snook.
Several car loads of people went from here Sunday to witness the both game at Tygh. Maupin carried the day by a score of 12 to 7.
C. L. Pepper of The Dalles and Ben Taylor of Antelope with their wives visited here Sunday.
The funeral of Mrs. Sarah Hayward was held here Friday. Mrs. Hayward died at the home of her daughter Mrs. Pearly Rowan, at Newberg Tuesday. Mrs. Rowan and brother Charley Hayward accompanied the body to Maupin where they were met by the grandchildren of the deceased who brought the remains here for interment. Mrs. Hayward was a former resident of this place, living on a homestead with her husband who died seventeen years ago. She highly esteemed here and many sorrowing friends gathered at the cemetery to see her laid to rest. She was 84 years of age and had lived to see the fifth generation. The grandchildren from Maupin who came were Mrs. Wm. Beckwith, Geo. and Charley Crout and Mrs. L. D. Kelly who were accompanied by their families. Rev. G. E. Wood of Wapinitia, conducted the funeral rites. The remains were taken to the church where the funeral sermon was preached.