

ONE FARMER SAVES \$540 IN ONE YEAR

H. West, of Scappoose, Tells What Good Roads Mean to Him.

H. West, farmer and dairyman, living near Scappoose, is an enthusiastic supporter of the road bond bill that will be before the voters for their approval at the special election June 4. He is for the road bonds because the value of good roads has been demonstrated to him conclusively. Through the construction of a macadam road by which he is enabled to haul milk and cream to market by auto truck, Mr. West last year saved \$540.

"Before the macadam road was built," according to Mr. West, "I had to haul my milk and cream by team to Scappoose. But now an auto truck calls at my home daily, delivers my dairy products in the Portland market and on the return trip brings groceries and other supplies right to my door. Due entirely to the macadam road, my savings last year in marketing the products of my dairy alone was \$540. This estimate does not include the savings that has attended the marketing of my farm products and the delivery of freight and other supplies at my home.

"By hard-surfacing this macadam road, my savings due to improved roads will be even greater for with the completed road the cost of operating auto trucks will be further reduced. Yes, I am enthusiastically in favor of the road bond bill.

OPPOSITION TO ROAD BONDS IS REMOVED

When it is explained that the expense of providing the crushed rock on the roads to be hard-surfaced is borne by the state and not by the counties, opposition to road bond bills is largely removed," claims Braden, of Dallas, Secretary of the Polk County Better Roads Association. "It has been my experience that it is only necessary to acquaint the individual opponent of the road bond measure with the provisions of the bill to make him a convert to the good roads movement. The people of Polk County, like many other progressive people of the state want good roads. All that is demanded by them is the assurance that tax funds to be raised by the proposed bond issue will be applied economically in the construction of the greatest possible mileage of serviceable roads of a permanent and enduring character.

"With this assurance and the further guarantee that ample funds are provided in the increased automobile license, which will have to be paid anyway, to meet both interest and principal of the bonds, the voters of my section of the state are more strongly favoring the road bill."

CENTRAL OREGON WILL BE VISITED

Beginning Monday, May 21, Highway Commissioner Thompson will make a two week tour of Central Oregon, delivering a number of addresses in support of the road bond bill. Mr. Thompson will be accompanied on this trip by Representative Rittner, of Umatilla County, and James Stewart, member of the Chamber of Wheeler County.

Their itinerary follows:
May 21—Afternoon at Madras; evening at Redmond.
May 22—Night meeting at Prineville.
May 23—Night meeting at Bend.
May 24—Night meeting at Burns.
May 25—Night meeting at Lakeview.
May 26—Night meeting at Klamath Falls.
May 28—Afternoon at Crescent; evening at La Pine.
May 29 and 30—On the road.
May 31—Night meeting at Forest.
June 1—Afternoon at Mayville; night meeting at Corvallis.
June 2—Afternoon and night meetings at Heppner.

Among the false statements circulated by opponents of the \$5,000,000 road bond bill is one to the effect that the burden of paying for the bonds will be saddled upon the taxpayers of the state. The fact is that under the quarter-mile state road tax, which is in effect and has been for the last four years, the taxpayer assessed for \$1000 will pay 25 cents a year. In the 25 years the bonds are to run the total amount the taxpayer will contribute under this tax will be \$625 and his payment will be distributed over a period of 25 years. Under the tax already provided by the state and must be paid regardless of whether the road bonds are sold at the special election June 4. The revenue from the increased automobile license will be more than sufficient to pay both interest and principal on the road bonds. The direct tax on the individual taxpayer, however, will not be increased if the road bonds are issued.

No additional burden will be imposed on any taxpayer by the passage of the road bond bill. And if road bonds are not communicated, and if transportation facilities in cost of moving the products of farm, field and orchard mean anything to the progress and prosperity of the state, the passage of the good roads bond issue will be to the advantage of every man, woman and child in Oregon.—The Spectator (Portland).

A FINAL WORD ON ROAD BOND BILL

Provides Immediate Construction of Permanent Highways Without Increasing Taxes.

Much has been said in opposition to the good roads bond bill that has no bearing whatever on the measure and which could be designed only to poison and prejudice the voters against it. That being the case, the following pertinent facts are submitted for the information and thoughtful consideration of the impartial voter on the eve of the special election June 4th:

This road bond bill proposes the issuance of \$5,000,000 twenty-five year four per cent bonds for the construction of a system of state-wide hard-surfaced highways. The roads to be improved are designated in the bill and include the main-traveled roads throughout the state.

Adequate revenue has been provided by statute for paying both interest and principal and retire the bonds at maturity without increasing taxes. The money derived from the increased automobile license and the existing quarter-mile state road tax will pay the interest and retire the bonds and leave a substantial balance for the construction of other roads not enumerated in the bond bill.

The increased automobile license and the state road tax are provided by statutes now in effect and will have to be paid regardless of whether or not the road bonds are voted at the special election June 4th.

The automobile owner is willing to pay the increased license. All that he asks is that the license money, which has to be paid anyway, be expended in constructing the roads proposed in the bond bill. The automobile owner will provide all of the money necessary to meet the interest charges and retire the bonds. He fails to see why there should be any opposition to the expenditure of the money so provided in the construction of good roads, in view of the fact that it is his money that will pay for the improvements.

All of the money raised from the bonds will be expended under the direction of the State Highway Commission, appointed by Governor Withycombe. The Commission has announced that in expending the fund all sections of the state will be considered impartially. A dollar's worth of road construction for every dollar expended is guaranteed by the Commissioners, who have declared that they will purchase one or more paving plants and lay paving unless satisfactory bids are submitted by paving contractors. Ordinary common-sense business principles will also govern the Commission in their work of road building. Scarcity of labor and the reasonableness of wartime prices for materials will determine the time for inaugurating work and the scope of actual road construction. Road building will not be undertaken by the Commission unless conditions are favorable.

Approval of the road bond bill June 4th will be an endorsement of a plan that looks for the state the construction of a system of hard-surfaced roads with funds already provided by law and without increasing other taxes.

Vote 314 X YES and help "Pull Oregon Out of the Mud."

PROVIDES GOOD ROADS WHERE MOST NEEDED

I am for the road bond issue because I believe it will give us of Oregon good roads and at places where we have not good roads now, and where we need them most. There is only one plan before us by which we may obtain some really good and serviceable roads and that is the present scheme of permitting the state to sell \$5,000,000 in four per cent serial bonds to be redeemed both in principal and interest by the revenue derived from a state tax on automobiles. If we do not adopt this plan we of Oregon will continue as we have already continued too long, with poorly drained, wretchedly located and miserably surfaced roads, impassable in winter and impracticable and expensive at all times.—Robert C. Hobman, President of State Association of County Judges and County Commissioners.

WHAT GOOD ROADS MEAN TO MOTORISTS

Every motorist has observed how his car accelerates when he goes from an unpaved road to a stretch of hard-surfaced, but he may not realize how large a saving of power and gasoline that acceleration represents. If he were to travel over a hard even surface habitually instead of over the average country road, his gasoline bill would be greatly reduced. A motorist in Mississippi has figured out that hard-surfaced roads in his community save him \$20 per year in the gasoline consumed by a single car.

In the face of these facts, is there any possible reason why every automobile owner should not vote for the \$5,000,000 road bond bill? Poor roads are very expensive things for country communities. The farmer who thinks that improved highways are mainly for the benefit of those who drive automobiles should reflect on the result of a recent investigation by the Department of Agriculture, which finds that the cost of hauling farm produce over ordinary country roads is 23 cents a ton, whereas over hard-surfaced roads it is only 13 cents.—Fact and Comment in Youth's Companion, May 10, 1917.

NATIONAL GUARD WILL BE DRAFTED

Washington.—The war department has announced that the full strength of the national guard would be drafted into the United States army beginning July 15 and concluding August 5.

A minimum of 379,000 fighting men will be brought to the colors under these orders, supplementing the 293,000 regulars who will be under arms by June 15.

It is from these forces that the first armies to join General Pershing at the front will be drawn, to be followed within a few months by recurring waves from the selective draft armies, the first 500,000 of whom will be mobilized September 1.

Oregon will be asked to raise not less than 2400 national guardsmen for federal service, Washington 4000, and Idaho 1600. The national guard of Oregon, Washington, Idaho, Montana and Wyoming make up the Twentieth national guard division of the army and will probably be trained at American Lake.

To Train Negroes For Commissions

Washington.—A training camp for negro officers will be established at Fort Des Moines, Iowa, where 1200 candidates for commissions in negro regiments of the new army will be trained.

Russians Urged to Fight

Petrograd, via London.—The council of soldiers' and workmen's deputies has issued an appeal to the army, in which it declares that German imperialism is seeking to destroy revolutionary Russia and enslave the Russian people. It appeals to the soldiers to defend Russia with all their power and declares that a separate peace is impossible.

The manifesto concludes with begging the soldiers not to renounce their offensive and defensive fraternalism with the enemy, which it says cannot end the war.

THE MARKETS.

Portland.
Wheat—Club \$2.66; bluestem \$2.72; red Russian, \$2.63; forty fold, \$2.67.
Barley—No. 1 Feed, \$49.50 per ton.
Hay—Timothy, \$32 per ton; alfalfa, \$23.
Butter—Creamery, 36c.
Eggs—Ranch, 22c.
Wool—Eastern Oregon, 50c; valley, 40c.
Mohair—55¢ per lb.

Seattle.

Wheat—Bluestem \$2.72; club \$2.66; forty fold, \$3.04; red Russian, \$2.63; No. 1 Feed, \$49.50 per ton.
Barley—\$19 per ton.
Butter—Creamery, 38c.
Eggs—27c.

COMMISSION WILL BUY PAVING PLANTS

Unless Reasonable Bids Are Submitted, State Will Do Work Itself.

Paving plants will be purchased by the state highway commission.

If satisfactory bids for laying pavement are not received from contractors the commission will thus be prepared to undertake paving work itself by force re-enact.

Bids for all types of standard pavement are to be invited under open and fair competition.

The type of pavement to be selected in each individual case is to be determined by cost and local conditions.

For work done by contract good and sufficient guarantees of workmanship, material and durability will be exacted from contractors.

During the existence of war conditions no construction will be undertaken which will withdraw labor from agriculture and other needed industry.

The above is an outline of the general policy which is to be followed by the state highway commission in matters pertaining to the construction of state roads.

GOOD ROADS POINTERS

Alternate stretches of improved roads and mud holes do not let the farmer or automobile owner anywhere. They need a continuous highway just as a locomotive needs a continuous track. Systems of hard-surfaced highways are the efficient and economical plan.

Vote 314 X YES and get some percentage of improved roads in Oregon.

In connection with the road bond discussion it is noted that the state highway commission at its last meeting instructed its engineer to collect data relative to the cost of paving plants with a view of being independent of paving contractors. It is also noted that the commission has practically decided to lay a section of cement concrete on the road near Sheridan.

GENERAL SCOTT



Gen. Hugh L. Scott, chief of staff of the United States army, who will be a member of the American Commission to Russia.

HOOVER IS APPOINTED FOOD ADMINISTRATOR

Washington.—President Wilson announced the appointment of Herbert Hoover as "food administrator" of the government.

Hoover, according to a statement issued by the president, has expressed willingness to serve on condition that he is to receive no payment for his services and that the whole force under him, exclusive of clerical assistance, shall be employed so far as possible upon the same volunteer basis.

President Wilson's food proclamation provides: Voluntary mobilization of food producers and distributors for "intelligent control of food consumption"; full inquiry into existing available food stocks, costs and practices of food producing and distributing trades; prevention of all food hoarding and "corners"; requisitioning of food supplies and equipment for handling them when necessary; government establishment of prices to guarantee farmers their profits; prohibition of food waste; licensing of legitimate mixtures and milling percentages; government food control to end immediately after the war.

TO END LABOR TROUBLES

Commission to Fix Wages, Hours of Employes in Interstate Commerce.

Washington.—Creation of a United States commission of industrial adjustment with sweeping powers to fix wages and hours of labor of employes in interstate transportation and designed to eliminate strikes and lock-outs is provided in a bill presented to congress by the labor department.

The commission, to be composed of nine members appointed by the president with the consent of the senate, would be given drastic powers to intervene in labor wars and establish equitable rights which would be maintained in force for three years.

Senator Lane Given Up By Physicians

San Francisco.—Physicians attending United States Senator Harry Lane of Portland, Or., stated he could not recover. Senator Lane suffered a nervous breakdown in Washington and arrived here last week. A blood clot on the brain is said by physicians to have caused nervous deterioration.

GENERAL PERSHING



Gen. John J. Pershing, who will lead the first American troops to France, is nearly 57 years old and a native of Missouri.

Tygh Valley

Sam Bennett has been in town this week nursing a carbuncle on his wrist.

Mr. and Mrs. K. L. Hauser left Sunday for Eugene.

The eighth grade pupils were taking examination last week.

Dewey Lofton is working for W. C. Stillwell.

Hausers are having their sheep-sheared at the Hauser & Dahl place.

The farmers don't seem to be satisfied unless they are skinned. Give Dad Coale a chance. He buys all kinds of pelts, hides, skins and wool.

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FRENCH CAPTURE GERMAN TRENCHES

Paris.—Several lines of German trenches in the Champagne, near Moronvilliers, were captured by the French, the war office announces.

"A German attack near Froimont farm was checked before the enemy was able to reach our lines.

"In the Champagne we carried out on two sectors of the heights near Moronvilliers an operation which resulted in an important and brilliant success. Our troops captured several lines of German trenches on the slopes north of Carnillet, at the Cassue and at the Teton.

"We took about 800 prisoners in these actions. The enemy shelters were found to have been blown to pieces and to be piled high with the dead."

MARINES TO GO TO FRANCE

Men Who Have Seen Service in the West Indies to Go.

Washington.—A regiment of marines, about 2600 men, under command of Colonel Charles A. Doyen of the Washington barracks, will accompany the first American army expedition to France.

The regiment will be composed principally of organizations which have recently seen active service in Haiti, Santo Domingo and Cuba, according to official announcement from the navy department.

They will be armed, equipped and organized similar to the army with which they will serve.

Colonel Doyen will be under command of Major-General Pershing and the marines with him will serve as soldiers in the trenches of France.

American Nurses Killed by Gunners.

New York.—Two American nurses, members of an ambulance unit on its way for service in France, were killed on board an American steamer when pieces of a shell fired by a naval gun crew in practice ricocheted from the water's surface and scattered among a group of nurses and surgeons. A third nurse was seriously wounded. The two nurses killed were Edith Ayers and Helen Burnett Woods, both of Chicago.

U-Boat Problem Solved, Says Maxim.

New York.—Hudson Maxim announced that he had invented and perfected a device which will make ships immune from the dangers of the submarine. He said that torpedoes, even when fired at close range and striking their targets, would explode harmlessly against the hulls of their intended victims.

1917 Wheat Harvest Begun.

Chicago.—In Texas, near Fort Worth Tuesday, an American reaper began to hum the first notes of the world's greatest agricultural symphony—the harvest of the 1917 American wheat crop.

"Better Roads Will Build Your Business Bigger" is the catchy good roads slogan coined by C. W. Wallis, merchant and enthusiastic good roads booster of Fossil, Wheeler County.

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HUNTS FERRY WHSE. REPORT

- Corrected -

As concerning errors in our type last week. Financial statement at the close of business, April 30, 1917.

| RESOURCES | |
|------------------------------|-------------|
| Cash in Bank | \$ 207.50 |
| Cash on hand | 105.81 |
| Bills Receivable | 1478.91 |
| Accounts Receivable | 937.04 |
| Misc. (Inventory) | 995.00 |
| Handling Charges (Inventory) | 1000.00 |
| Permanet Improvements | 14,208.08 |
| Total | \$18,932.40 |

LIABILITIES

| | |
|-----------------------------|-------------|
| Capital Stock Paid in | \$14,000.00 |
| Accounts Payable | 2.80 |
| Bills Payable | 2630.00 |
| Loss and Gain for 1916-1917 | 2067.47 |
| Undivided Profits | |
| balance 1915-1916 | 232.13 |
| Total | \$18,932.40 |

Cash Receipts and Expenditures

| | |
|----------------------------------|-------------|
| For fiscal year: | |
| Cash on hand May 1 1916 | \$ 513.41 |
| Cash received during fiscal year | \$57,016.14 |
| Total | \$57,529.55 |
| Cash paid out during fiscal year | \$57,423.74 |
| Cash on hand April 30 1917 | \$105.81 |
| Total | \$57,529.55 |

Local Items

Sleep shearing is in full blast here this week.

Boy Slusher is now driving a new Vellie car.

Dr. Fellows left Tuesday for the East to spend the summer.

If you want some baby calves to raise, see Bonney, you can pay after harvest if you wish.

The weather continues to be cold, but it is ideal for the cut worms.

For sale—4 work mules, well broke, weight 1000, 3 to 3 years old. Claud Wilson, Bakeoven. p

D. M. Shattuck and Van Moad motored to The Dalles Monday night returning Tuesday.

Big bargains in brake blocks and brake shoes at Lake's Store.

If the other fellow could not fix your watch bring it to Emmons, the jeweler.

Maupin is considered "by the commercial men of the state" as being the best town of its size in Eastern Oregon.

Don't blame your clock—needs cleaning. Emmons will do it for you and guarantee it.