

The Forest Grove Express

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THURSDAY, APRIL 19, 1917

NOTES AND COMMENTS



Loyalty to the flag does not require you to hate your neighbor, even tho he may have been born under the flag of a tyrant.

THE PUBLIC PULSE

Against Bond Issue

Gaston, Oregon.
April 18, 1917.

To the Editor Forest Grove Express:—
In Sunday's Oregonian (Apr. 15) are resolutions passed by the Beaverton Grange containing this:

"Whereas, Reliable information has been furnished to satisfy the voters of the state that the license fees of automobiles, auto trucks and other gasoline-propelled vehicles, together with the one-quarter mill general road tax will more than pay the bonds during the life of said bonds as well as the interest thereon."

It is indeed a shame that the Grange should be led into such action; the only way in which I can account for it is their closeness to Portland and that their membership is not composed of farmers, but Portland workers.

Now, let us figure a little: estimated auto license fees \$310,000; income from one-quarter mill tax \$220,000 or a total of \$530,000 income a year.

Now, the bonds are to be issued one million the first year, two million the second year and the remaining three million as needed. These bonds are to draw 4 per cent interest.

The bonding bill provides (Sec. 12) that each year "Any remainder of such surplus or unexpended balance (auto license and 1-4 mill tax) so transferred to the jurisdiction of the State Highway Commission shall be subject to the payment of any other lawful claim or claims incurred or contracted by said commission."

If the bonds are voted there will be \$20,000 interest this year and the Highway Commission, according to Sec. 12, spends the remaining part of the auto and 1-4 mill tax on roads and should this continue until 1922, when the first payment of the principal falls due, which is \$395,000, and the interest, which amounts to \$316,000, or a total of \$711,000. (Our auto tax and quarter mill tax amount to \$530,000.) Who is to pay the deficit of \$181,000? These bonds are gold bonds, drawn upon the state of Oregon and are to be paid by the state of Oregon, therefore the tax payer is politely asked to stick his hand into his pocket and produce the \$181,000 which the auto tax and one-quarter mill tax fail to pay.

I get the payments this way: Section 8 of bonding bill says if this \$6,000,000 bonding bill carries, then \$1,900,000 in bonds are to be issued to take care of what the auto tax and 1-4 mill tax would do if applied to the roads in the next four years, making total road bonds of \$7,900,000, which is to be paid "one-twentieth each year" (Section 3) and draw 4 per cent interest which gives in 1922, \$711,000; in 1923, \$695,200; in 1924, \$679,400 and so on every year, the tax payer making up the deficit.

But, alas, this is not all. After pavement has been in five years, according to the Highway Commission of the state of New York, the cost for up-keep is from \$500 to \$2,000 per mile according to the amount and kind of travel, so we have this upkeep expense added to our deficit in interest and principal each year.

There was a bill in the legislature to raise the one-quarter mill tax to one and one-quarter mill tax for road purposes, but it was killed because the friends of the \$6,000,000 bond issue said if the people get a chance to vote on bonds or to vote a tax and pay for the roads as they are built they will vote tax and kill bonds and we want the bonds voted, and as a result we will not be allowed to choose between paying our bills as we go and mortgaging our homes, but merely whether we mortgage to build a few miles of pavement or not.

One and one-quarter mill plus the auto tax for five years gives \$7,550,000, and by bonding for 25 years get \$7,900,000 and tie up all other state road money for the twenty years bonds are being paid off. Is it good business to vote bonds?

I would like to speak of the cost of Columbia river highway where the state has already spent \$47,000 on one-fourth mile at Mitchell Point in grad-

ing only, and of Ruthon hill one mile of same class as Mitchell Point which hasn't as yet been touched, and of rocks and forests in Clatsop county between Astoria and Tillamook, but I am taking too much of your valuable space, so will close by saying that my prayer is, that Oregon will vote down the \$6,000,000 bond issue and decide once for all to pay for our roads as we get them, and then if the task becomes too burdensome we can rest for a year or two without being sold out to pay off our bonds.

THOMAS R. ROE.

CONDENSED NEWS NOTES

Julius Wehrly's twin boys have the measles.

Go to Marsh hall tonight and hear about the Red Cross work. It's free.

The members of the Belgian Relief society will give a card party at the Macrum home next Saturday evening.

Your neighbors are planting "Pakro Seedtape." Buy it for your garden. Ask Littler's Pharmacy about it.

M. J. Abbot, who returned a week ago from a Portland hospital, is improving nicely and is able to be at his place of business a part of each day.

Glenn Morgan, teacher of chemistry at the high school, suffered severe burns to his face this morning when he accidentally spilled some sulphuric acid. His eyes were not injured.

Harve Baldwin was called last week to Condon, where his brother, Oscar, is suffering from blood poisoning. He is not considered dangerously ill, but needed somebody to look after his work.

Yesterday was the first day we were without rain for 49 days—just nine days more than was required to send Brother Noah on his cruise. But Noah didn't have the Forest Grove sewer to carry off the water.

Oregon State Grange will hold the annual meeting at Astoria, Oregon, May 8-12. Delegates from 63 Granges and the Pomona Granges throughout the state, besides a goodly number of Grangers expect to attend this meeting. Questions of vital importance to the Grangers and farmers will be discussed. Mr. and Mrs. H. T. Buxton of this city are delegates from Washington County Pomona Grange.

Mrs. Jessie Covert, daughter of Mr. and Mrs. J. S. Buxton, who has been bedridden almost continually since an operation last July, was Friday taken to Portland and submitted to another operation, with the hope that it might bring about a cure. Yesterday she was so far improved that she was permitted to have a baked potato and a little soup, the first food she had taken for a week.

Miss Amy Pechin, a teacher in the local public schools, very pleasantly entertained the grade teachers of this city and the teachers of the Cornelius public schools, at her home in the northwest part of the city, Tuesday evening. The time was very much enjoyed by all present. Near the close of the evening delicious refreshments were served by the hostess, assisted by her sister, Miss Edith Pechin, a teacher in the Orengo schools.

EVERYBODY WANTS IMPROVED ROADS

Plan That Will Insure State Better Highways to Be Voted Upon in June.

Everybody wants good roads. The need for improved highways is admitted. Every citizen is anxious and willing to pay his share towards the cost of building good roads. All the individual ever has insisted upon and is asking today is that the public receive one dollar of value for every dollar expended in road construction. Frequently in the past the public has not received full value from these expenditures. But this has been due invariably to the lack of a systematic plan of road building and an intelligent supervision of the work by public officials charged with disbursing the fund.

The last Legislature, however, provided the necessary legislation for introducing in Oregon a systematic and intelligent campaign for the state-wide construction of permanent hard surface highways. A complete road code was adopted and a Highway Commission created for its administration. Another measure provided for issuance of bonds aggregating \$1,800,000 with which to match an equal amount provided by the Government, under the Shackleford Act, for the construction of post roads and forest roads.

Most important of the Legislative measures was that authorizing the issue of bonds to the amount of \$6,000,000 for the construction of main trunk lines throughout the state. At the same time, another bill was passed doubling the annual license on all automobiles and motor vehicles. The revenue from this source, together with the money derived from the existing one-fourth mill road tax will meet all interest charges of the proposed bond issue and retire the bonds without adding a dollar to the direct taxes of the individual.

Of these various measures, only one—the \$6,000,000 Bond Bill—will be submitted to the voters for their approval at the special election, June 4th. This measure asks nothing of anybody except that which he must pay under laws which go into effect regardless of whether the bond issue be adopted. All manner of safeguards have been provided outside the bonding act. The Highway Commission has been reorganized, methods of road construction have been reformed, competition in contracts has been made compulsory and an anti-conspiracy bill has been passed. Amortization tables show that the income now irrevocably provided will retire the \$6,000,000 bond issue, meet the requirements of the Federal Act, provide maintenance of roads and leave a surplus even if there be no increase in assessed value or number of automobiles.

Approval of the bond measure by the voters is all that is needed to carry out the good roads campaign effectively. Indorsement of the bonds at the June election would mean that actual road construction could begin this year. In passing on this measure, voters are not asked to vote blindly. The pending bond bill describes the roads that are to be constructed and defines the general character of their construction. All roads will be built under the supervision of the State Highway Commission which was created for that specific purpose.

The members of the Commission are men of the strictest integrity. They are among the state's most representative citizens who have achieved enviable success in the business world. As appointees of Governor Withycombe, they may be depended upon to conduct the business of state road building with the same fidelity they have shown in their personal affairs. The personnel of the Commission is a guarantee that all road funds coming into its hands will be disbursed wisely and economically.

EVERY PRODUCER WILL BE AIDED.

Good roads concern and should interest every citizen. They reduce the cost per ton to the producer in marketing his products. This is an important factor in determining the ultimate cost to the consumer. Good roads mean a substantial saving in the operating cost of 36,000 motor vehicles in this state and will effect a further saving of at least 10 per cent in the depreciation of all vehicles. These two items amount into almost incredible sums annually. All money raised for good roads will be expended in this state, contributing to the welfare of all. Good roads increase the value of all land contiguous to the highways that are improved. This stimulates road construction in other communities. Could more material reasons be urged for supporting the good roads bond bill at the special election June 4th?

Public sale bills printed at the Express office.

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.

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 licenses, 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 \$1,819,280.55 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.

STRONG ARGUMENT FOR GOOD ROAD BONDS

One of the most forceful appeals for good roads was that offered for the Grange measures, which provided for a bond issue and was printed in the 1912 official state pamphlet. From that argument the following is quoted: "Business Men and Farmer, Producer and Consumer: Vote for the Grange Measures, for you one and all are interested in the development of the state, that can never be accomplished without the construction of good, permanent roads, built economically and scientifically. Spence, Shaw, Leedy, Mason, Committee Oregon State Grange."

On this page are a number of articles dealing with the road problem. Those not signed are furnished by the publicity bureau of those favoring the \$6,000,000 bond issue and, while the editor believes the statements therein contained are, in the main, truthful, he does not of his own knowledge know them to be accurate.

Star Theater Changes Hands

Fred Watrous, an experienced motion picture man, has purchased from his brother-in-law, Carl Hoffman, the Star Theater and has had the house closed for several days, giving it a thorough overhauling. The re-opening takes place tomorrow night, when Doug Fairbanks stars in "Flirting With Fate." On page five of this issue, Mr Watrous is asking his patrons to tell him what they want in the way of pictures and service. Take him up on his offer and make suggestions that seem to fit the case.

Mr. Hoffman left yesterday for Eastern Oregon to investigate a business proposition.

King's weekly bargain sales are attracting considerable attention, as seasonable goods are offered at reduced prices. Another starts tomorrow.

Christian Church

Lord's Day services as follows: Bible School 9:45 a. m. Communion and sermon 11 a. m.; subject, "What We Owe and How to Pay It."

Christian Endeavor 6:30 p. m. Song Service and Sermon 7:30 p. m.; subject, "God's Plumb Line." Baptismal service at close of evening sermon. Everybody invited to these services.

GALES CREEK

An 11-pound son was born last week to Mrs. Oscar Smith.

A 12-pound boy came Saturday to live with Mr. and Mrs. Chas. Maitland. Mr. and Mrs. Pearl Williams are the parents of a new daughter.

Mrs. Carl Tupper visited Sarah Lee Sunday.

Mesdames Eli Howell, Adkins and Churchill visited the Grove Friday.

Otto Parsons attended lodge in the Grove Monday.

Mrs. Maitland is working at Charles Maitland's.

Mrs. Robinson Sunday visited her daughter, Mrs. Chas. Maitland.

Mrs. Wallace's baby is still sick.

Oliyer Cutright was in town Tuesday.

The promoters of the new railroad are very busy at present.

Mr. Englebrecht has bought a team of ponies.

Mr. Mann went to the Grove Tuesday and sold his spuds for \$4.00 per cwt.

Nick Lilly and Jim Churchill were in the Grove today.

A great many women know that John Anderson carries the most stylish ladies' suits and shirt waists to be found in town and if you don't know it, come in and convince yourself. Prices reasonable and quality first-class.