

NOTES AND PERSONALS

Second-hand school books bought at the Book Store. We are in the book business. 20

See that new line of shoes, for men, women and children, at A. G. Hoffman & Co.'s

E. U. Cate is in the Hood River district looking after a farm for which he recently traded.

A fine line of ladies' spring coats, in the latest style and most approved pattern, just received at Anderson's. Come and see them.

People who have rooms to rent during the G. A. R. encampment—June 26, 27 and 28—please notify Mrs. John Anderson.

The short-burner "Bon-Ami" kerosene stove brings the heat close to your cooking utensil. See it at the Gordon hardware store.

For Sale—Two young horses, one good 2-horse gasoline engine, and one grain-cutter. Inquire of Louis Mayea, Forest Grove, phone 91x. 19

Clarence Kelsey, Taylor Graham and John Hall left last week in the Kelsey auto for Wallace, Idaho, where they expect to secure employment and Mr. Kelsey writes his wife that the trip proved pleasant and uneventful.

At the last meeting of the Modern Woodmen of this city, the members were informed by Clerk Paterson that he had turned over to Mrs. George McKibbin a draft for \$2,000, covering the insurance Mr. McKibbin carried in the M. W. A. The draft came just ten days after Clerk Paterson sent away the proofs of death. The camp voted a cash donation to members who suffered losses in an Illinois cyclone several weeks ago.

Joe A. Wiles would like to write your insurance. Will give you service that will be to your advantage. Upstairs in Anderson block, room 2. 52

A swarm of bees has taken an unusual liking to Martin Ryling of the Verboort district. The bees came to Ryling's last fall and took possession of a bedroom, but later left and Martin thought he was rid of them but a few days ago he heard an unusual buzzing and investigation disclosed the bees in an unused chimney of the Ryling home. Martin doesn't want the bees and somebody can get a cheap "flock" of them by calling on him.



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Hands Off?

Editor Express:

The weather man, sometimes known as "Old Probability," has been very kind to us during the past few weeks in causing two blades of grass to grow where none (or perhaps only one) grew before. Evidence, visit the west half of Block No. six (6). Three weeks ago it would frighten a dead horse into a run-away; now there is an abundance of grass for a half dozen horses, and a few hens, ducks and geese could find subsistence for the balance of the open season. To those who are interested or who have much influence in this affair, please see that live stock is not permitted to graze on this vacancy until after the Encampment of the Grand Army of the Republic, because if not disturbed, the grass and weeds will cover the greatest display of refuse, filth and other long-time accumulations that are usually found at the back door where the occupants do not care only for the proper appearance of the front of the establishment.

In olden times people cared so little for the sanitary condition of the dwelling house that they "kept the pig in the parlor." Again permit me to urge you to "hands off" until after the Grand Army Encampment.

OBSERVER.

SCOUT NEWS

"If you want anything done well, ask the Scouts."

This has been an unusually busy week for the local Scouts. On Saturday, four candidates took the Tenderfoot examination. Results are not yet obtained, but it is thought all will qualify.

A number of Scouts expect to take their second-class examinations within the next two weeks. Wednesday night meeting was taken up with drill for the Sunday Memorial march. The boys have done well and Manley is to be congratulated on the showing he is making as drillmaster.

At the Wednesday meeting it was decided, if possible, to take the Highway trip, starting June 5th. There is some chance that this trip may be replaced by a trip to the Wilson river and three days camp there, provided the weather is such as to make the road passable.

The Scouts badly need the loan of a horse and wagon for a few hours. The hall at present stores a large quantity of paper that needs baling and a horse is needed to bring the baler in. If you have a rig to lend, phone the Scoutmaster—Main 463.

The Scouts greatly appreciate the dinner given them by the ladies Friday evening and they hope it is not the last time that the mothers, fathers and scouts get together.

Saturday saw Troop 2 out for the first hike. Notwithstanding the busyness of the season, thirty of the troop reported for the hike, with full packs. The hike was taken in column formation to the Watts school house, where, after a rest of fifteen minutes, the boys continued to Rippling Water, where tents were pitched and each two Scouts cooked their own dinners over fires started by themselves. Can you start a fire without paper and use not to exceed two matches, cook dinner and property extinguish your fire? All this a Scout can do, and did.

After dinner, twenty of the boys hiked over the mountain and up to Roderick Falls. Taylor, as guide, brought them out within fifty yards of the trail, a pretty piece of woodsman-ship. The return was made to Rippling Water and supper cooked, consisting of bread, potatoes, bacon and beans. Seven minutes after the whistle tents were packed and the troop had fallen in for inspection before the return. All completed the hike, tired, but ready for the next. Try carrying twenty pounds of pack for twelve miles and you will realize the gameness of the younger boys of the troop, who finished strong, without a murmur.

The Scouts took part in the Memorial exercises Sunday. The new colors were used and the boys did themselves proud. They wish to return their thanks to the G. A. R. for the spirit of comradeship, and the realization of the Scouts' efforts, that they showed in extending the invitation to attend the services.

Troop 3, Forest Grove Scouts, will soon be a reality. Lester Jones has been chosen as Scoutmaster for the new troop, which will be formally organized within a week or ten days.

If you have work for a boy, call the Scoutmasters. We will endeavor to get you a suitable boy. G.

STRONG ARGUMENT FOR ROAD BONDS

(Continued from Page One)

upkeep expense, so that more county roads could be built. The money to retire the bonds does not come out of the property-owners, unless that property consists of automobiles, for both interest and principal is to be paid by auto licenses. With the number of licenses issued last year, at the price fixed by the last legislature, this license fund would almost pay the interest and principal in twenty-five years. In the past the increase in autos has been about 40 per cent. If in the next four years the increase should amount to 30 per cent and then remain stationary, the auto license funds will pay interest and principal on the bonds and leave a surplus of \$7,000,000 at the end of 25 years. He said auto owners who had given the matter thought, were glad to pay the increased license fees, for the paved roads would double the tire mileage, cut down the gasoline and repair bills so that the bonds would in reality be paid by the waste now experienced. Washington county last year paid \$3,100 in auto license and get about \$400,000 worth of paved road. Portland pays 80 per cent of the auto tax and gets not a mile of the road, for no paving will be done out of this fund in incorporated towns.

As an instance of what paved roads meant to farmers, he stated that farmers in Powell valley, 16 miles from Portland, had been paying 75c per ton to get their produce to the railroad, \$1.50 per ton to the railroads for freight and another 75c in drayage from the railroads to the Portland commission houses or markets. This made a total of \$3.00 per ton. Since the Columbia highway had made auto truck hauling possible, these Powell valley farmers get their produce hauled from the farm gate to the commission house, by auto, for just \$1.00. He didn't see why farmers should object if the auto owners wanted to give the state \$6,000,000 worth of paved roads, even if the paving did not pass every farm; let the farmers take the money they are now spending on trunk lines (in this county the line from the Multnomah to the Yamhill county line, through Beaverton, Hillsboro, Forest Grove and Gaston) and build laterals over which to haul their produce to market by auto trucks. The word "Bonds" had a sinister sound to many people, but this issue need scare no one, as the bonding plan was invoked in order that the money might be had immediately, instead of waiting 25 years until the auto licenses amounted to the sum required. He favored building the roads and using them while they were being paid for.

Senator Wood of Hillsboro also spoke briefly in favor of the bonds and L. M. Graham, who presided at the meeting, explained that Washington county had enough money on hand to prepare her east-and-west road for the paving. If the bonds were defeated, this money would have to be spent in repairs on this and other roads and even then we would not have paved roads. He didn't see how Washington county could lose by voting for the bonds.

The attendance at the meeting was very light, but those present got a better understanding of the question than they ever had before.

THE PUBLIC PULSE

Road Bonds or Patriotism

Gaston, Ore., May 30, 1917.

Editor Express:

Just a few reasons for voting against the \$6,000,000 bond issue June 4th.

County officials of Multnomah county tell me that if the Columbia River Highway were completed through the state to Idaho, and cost the same rate as in Multnomah county, the highway would cost as much as a transcontinental railroad. Now then, surely no one will claim the highway is an agricultural road, as it is bounded on the north by the Columbia river and on the south by rocky cliffs, hundreds of feet high in

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many places.

Now then, again, is it a military road? Secretary of War Baker says a military road should be 10 to 15 miles from the ocean or a river, in order to be safe from all fleets. Now can anyone call the Columbia Highway a military road? I think not.

Now we have found out that this road is not an agricultural road and cannot, by any possible means, be used as a military road. What, then, is it? It resolves itself into a scenic highway, pure and simple, and nothing else.

Can Oregon afford at the present time to build scenic highways? In New York it is costing them \$120,000,000 to build 9,000 miles of road and last year it cost them \$4,000,000 for upkeep of the 7,000 miles they had completed and the highway commission of New York gives the figures that they get \$2,000,000 from auto taxes and they levy a tax to pay interest on bonds, to pay principal as it comes due and a tax to make up the \$2,000,000 upkeep that the autos fail to take care of and they go on to say that auto taxes will never pay the interest and principal on the road bonds. Can Oregon hope to fare any better?

Now let us come to the greatest question that has ever confronted the American people—the present European war; yes, and our war, also. Everybody admits that Russia is out of the war as far as being an aggressive foe to Germany is concerned. Germany has thrown 600,000 men from her eastern front to her western front and the French commission said if Germany was willing to sacrifice that 600,000 men she could still capture France and then have England at her mercy. Where would we be then? No red-blooded American would think of anything but winning the war and it would be up to us, and us alone, to do it. Can anyone imagine the task we would then have? Would we have time to think of and build scenic highways then? No! A thousand times no!

Well, why take a chance of getting caught that way by dividing our attention between the great national danger and bonding our state for pleasure drives? While France and England are willing to fight our battles in Europe, let us back them and give to them all the encouragement in our power. Let us, instead of competing with our beloved government by voting \$6,000,000 of 4 per cent bonds, kill the bond issue and leave the way clear to buy the government's Liberty Loan Bonds and by so doing help our allies in Europe, help to save the blood of America, help to bring peace back to earth and do our part in the great world problem of today.

Oregon has furnished more than her share of men for the army and navy. Now let us back up our heroes by voting down the \$6,000,000 road bond bill and giving our undivided thought and attention to the war, to our boys there and to the grand service they are doing us and mankind.

One could go on and on, speaking of the labor shortage at present, also that public work should be done in times of depression, not in needless competition with private industries. Also think of China, desiring to join the allies, but on the verge of a famine, taking away from, instead of adding to the world's food supply. Surely, if at any time, now is the time for us to put every ounce into raising food and in carrying on the war.

The United States has been called upon many times, as though picked by the Almighty, to help in the progress of civilization. Surely we will not fail now. Let Oregon stay to the front, let us help our nation to do the work of God, let us prove our sincerity by voting June 4th for Patriotism for all, not a pleasure for a few.

THOMAS R. ROE.

You'll enjoy mowing the lawn if you get the easy-adjusting, light-running "Eclipse" mower. Adjusted by a single thumb-screw and is self-sharpening. See it at the Gordon Hardware Store.

Public sale bills printed at the Express office.

Government Officials Declare for Pacific Highway

Whatever Federal aid is granted for the construction of roads in Oregon this year and during the continuance of the war will be allotted for roads extending southward from Portland, toward the California line, a link in the proposed Pacific Highway.

This is indicated by an announcement sent out by the Council of National Defense to all state executives, urging the continuance by the states of work on military highways, and the temporary cessation of work on automobile roads designed primarily to make accessible spots of scenic or historic interest. The announcement, therefore, means that whatever money is advanced to Oregon from the Federal roads appropriation will be applied to the Pacific Highway and will not be allotted for the road around Mount Hood or the road leading to the Oregon caves.

In the language of the Council, federal aid should only be granted "for through roads, leading from one center of population or commerce to another," and specific mention is made of the Pacific Highway extending through Washington, Oregon and California, this being cited as the one road system on the Pacific coast requiring immediate attention.

In this stand the Council approves thoroughly the attitude of the Secretary of War, and endorsed by the Secretary of Agriculture and, as these officials have jurisdiction over the Federal road fund, they will be able absolutely to control the allotment and stipulate on what roads it shall be used.—Legislative Good Roads Committee.

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