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A. E. VOORHIES, PROP.
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FRIDAY, MARCH 24, 1905.

BETTER HIGHWAYS FOR SOUTHERN OREGON

(Continued from First Page.)

Mr. Newell favored a roadmaster and skilled foremen. Before a road is improved he would have it relocated, if need be, and put it upon the best grade possible. Then begins on the worst sections first, but doing the most work on the market end of the road. The roadway should never be less than 60 feet to allow ample space for the grade and for drainage purposes. On a grade 40 feet wide the center should be about 20 to 22 inches above the curb. To firmly pack the roadbed was all essential and the roller should be of at least 15 tons weight. He would prohibit narrow tires on heavy wagons. Mr. Newell strongly advocated the employment of convicts on road work and he thought graded roads would prove a success in Oregon and favored the making in different countries experimental sections of this kind of road. He closed his address, which was replete with sound opinions on good roads with the recommendation that the Oregon Good Roads Association appoint a special committee to go over the Oregon road laws and recommend to the next legislature such changes as would tend to their betterment.

R. L. Cox, a leading merchant of Grants Pass, was then called on and he made a short address that was exceedingly practical in the ideas suggested. He thought good roads would do more for the development and prosperity of Josephine county than any other one investment. He had been in many states and knew of no section having so many natural advantages for good roads. Favored putting roads on best routes to avoid heavy grades; building only so much each year as could be done thoroughly. He would have a skilled road master, a regular road crew employed and a complete road equipment of the best machinery to be had. Favored macadam, but would like for the county to give crude petroleum a trial. The program for the afternoon closed with a short talk by Judge Scott in which he said that it was a waste of money to undertake road work without the machines used in building modern roads, which were a crusher, a steam roller, a gravel screen, and graders, all to be of the best make, the cheap machines but the more expensive in the end.

The Monday evening session was called to order by the chairman, Judge Scott, after which the Grants Pass Mens Quartette gave a selection, to which the encore was so hearty that they responded with a second selection. The discussion for the evening was opened by Ex-Governor T. T. Geer, of Salem, and his address was a concise statement of the needs and benefits of good roads for Oregon. That Josephine county had had roads he had a recollection all too vividly and painfully gained while traveling over the county making addresses, during the McKinley campaign, and he also gained the knowledge on that trip that Josephine county was one of the richest counties of Oregon in natural resources. And he further found that these varied and productive resources were but little developed and would continue so until the prohibitive charges of transportation was removed by good roads, roads that would be as passable for heavy freight trains in the winter as in the summer. The development of the traction engine and the automobile is being accomplished so rapidly that by the time Josephine county has suitable roads for their use, this means of handling freight and passenger traffic would then be largely employed and would still further lessen transportation charges.

REVIVAL MEETINGS CLOSE

Nearly 300 Conversions—Evangelists Go to Portland.

The series of evangelistic meetings which had been conducted for three weeks by Dr. D. S. Toy and Frank Dickson came to a close on Monday evening in a grand rally and praise service at the Presbyterian church which was crowded to the doors. On Tuesday evening the evangelists took their departure for Portland where they are assisting in the great evangelistic crusade led by Dr. J. Wilber Chapman, which was begun on Wednesday evening in Portland. Dr. Chapman and his staff of speakers and singers were on Tuesday evening's train and notwithstanding the fact that the evening was stormy and disagreeable, a large crowd gathered at the depot to greet the noted evangelists and to bid farewell to Dr. Toy and Mr. Dickson.

Entertainment at Christian Church.

Miss Myrtle Katharine Trevitte, reader and intersonator, will give an entertainment at the Christian church on next Tuesday evening, March 28. Miss Trevitte is said to be an entertainer of exceptional ability, free from studied mannerism or affectation and never fails to please her audience thoroughly. Her program embraces an enjoyable variety of selections, both humorous and pathetic. Miss Winifred Flanagan of this place will assist in the entertainment with piano music. Entertainment begins at 8 o'clock. Admission, 25 cents; children, 15.

W. O. W. Convention at Los Angeles.

The Southern Pacific Company will sell, on April 19th, 19th, and 14th round trip tickets to Los Angeles, at greatly reduced rates, account Convention of Woodmen of the World and Women of Woodcraft, to be held at Los Angeles, April 18th, 1905. Call on nearest Southern Pacific agent for rates and full particulars. W. E. Conan, G. P. A.

For heavily timbered timber claims, see W. B. Sherman Masonic Temple.

Watch this space in next week's issue announcing the opening of The Golden Rule Store, at 803 South Sixth street, next door to the Grants Pass Banking & Trust Co.

of the old and new methods of road building and predicted that within less than three years every county in Oregon would be carrying on road work under the plan that is giving highways that will be as enduring as those of the Romans, which are yet, after 2000 years of use, among the best roads of Europe. The remainder of the evening was taken up in general discussion of the road question. In this discussion G. F. Billings, one of the prominent business men of Astoria and one of the pioneer leaders in the good roads movement in Jackson county make a convincing argument in favor of good roads, citing Jackson county's rapid increase in wealth and population to the condition of its roads which now compare well with the best in the state.

Tuesday forenoon was devoted to a general discussion of the road question in its various phases as a public utility. Those taking part were Dr. Withcombe, Prof. Hyde, Judge Ryan, John D. Olwell, County Commissioner J. Patterson, Judge Trenchard, Chas. Moore, Judge Scott, W. J. Wimer, M. A. Wert, A. H. Carson, Governor Geer, C. L. Mangum, P. H. Harth, J. S. Beall, Judge Booth. Many excellent points were made by the speakers. The ten minute talk of Prof. Hyde on "The Commercial Value of the Man Who Knows How," as applied to road construction was a most convincing argument in favor of putting road building into the hands of men who know how to build roads.

The afternoon session of Tuesday opened with a song by the Grants Pass Mens Quartette and again was that favorite musical organization of Grants Pass given an encore with a will to which they responded with a selection. After a short business session of the Oregon Good Roads Association, during which resolutions were passed, thanking the citizens of Grants Pass for their part in making the convention a success, and the Southern Pacific Company for granting a reduction in fare to those attending the convention, the regular program was taken up. The first address was by Judge Ryan of Oregon City. Clackamas county was the first county in Oregon to take up the good road work and now has 245 miles of improved roads, of which the mileage is about equal in macadam, plank and gravel and the Judge said they were building from seven to 18 miles more each year. Last year \$96,000 was expended upon the roads, of which \$18,000 was contributions. The Judge stated that over \$7,000 had been contributed so far this year and that they expected the amount to reach \$20,000 for the year. The gravel roads cost an average of \$1600 per mile, the plank roads \$1400 and the macadam \$1800 per mile. The plank roads were built of 3x10 inch planks, eight feet long laid on 3x12 stringers placed 4 1/2 feet apart. The road bed is first brought to an even surface and then the stringers are embedded level with the surface of the ground and then the planks are laid on, they resting quite as much on the earth as on the stringers. They are not spiked down, but are held in place by earth scraped over their ends, which also enables teams to go off and on readily and the earth prevents the planks being ruined by sun checking at the ends. For farm traffic these plank roads last from 12 to 14 years, but last but six to eight years under heavy traffic. The plank lasted an average of four years longer by being laid flat on the ground. Judge Ryan was much in favor of gravel for road building, if all earth and sand is removed and it is screened so that the coarse rock may be put on the bottom and fine on the surface. Judge Ryan stated that his county had found steam far cheaper than horse power for grading and was even doing much of their plowing by steam power. Traction threshing engines were used. No road grade was permitted to be above 7 1/2 per cent and roads having heavy grades were relocated and put on easy grades, but if the adjoining property holders would not permit the county to make the change then no money was spent on the road thus forcing the objectors to consent to the betterment of the grade. Judge Ryan strongly favored the state granting counties the right of eminent domain so that roads could be enforced on practicable routes as are railroads. Judge Ryan's address dealt with the practical side of the road question

Shall Josephine County Awake.

A mass meeting of business men, citizens, miners and all who are interested in an exhibit from Josephine county at the Lewis and Clark fair is called to meet at the opera house next Monday to meet at the evening at 8 o'clock. The time has come when this matter must be definitely decided and the details promptly arranged. Jackson county will have an \$8000 exhibit at the fair and its county court will foot the bill. Josephine county has the resources and the material for an exhibit as attractive and creditable as that of any county in the state but it must make up and hustle in order to get it collected and arranged speedily. Otherwise we can have nothing but a poor showing at the great exposition. All citizens who are interested in this matter in any degree whatever are urged to be present and give their aid in putting the exhibit project into vigorous motion.

immense. In our own state the wasted energy in the transportation of the products of our farms, gardens, orchards and factories to market represents millions of dollars annually. This financial loss is by no means the only one to be taken into account. Bad roads exert a depressing influence towards the building up of a strong, intellectual rural population. Environment has a potent influence for good or bad in the moral and mental status of our country folk. Good roads and good scenery are inflexibly interwoven. Good roads in a poor section of country bring a better general environment than do bad roads in an especially good road section. Thus a movement for good roads is both utilitarian and humanitarian in its tendency.

"Everyone is fully cognizant of the many disagreeable features of a bad road, but unfortunately few can agree upon the best means of obviating the difficulty. It is a distant day when we shall enjoy the privilege of a general system of metal roads, but to this end our energies should be directed. Temporarily with roads may be an indispensable expedient for the present. We should begin, however, to lay the foundation for permanently improved roads. This will require the adoption of an intelligent system of road construction. If counties can only afford to build a mile each year, let this be first-class. We shall never reach the limit of our possibilities in road construction until our highways are placed under the supervision of competent road engineers. Good roads made Rome, but it took the best trained minds of the nation to construct them. The same inflexible rule applies with equal force to our present day and generation.

"Paramount to the economy of good roads is the question of economy of constructing good roads. It is very evident we shall not enjoy the benefits of good roads until better systems are evolved for their construction and maintenance.

"To grade and drain a road properly requires the direction of one who is trained in the art and science of road building. Not only will such a person perform the task correctly, but it will be done economically. It is not with the intention of reflecting discredit, or casting an imputation upon the honesty of our present road supervisors when we say that perhaps fully 50 per cent of the present road tax is wasted. This is not due to lack of integrity on the part of those in charge, but simply to wrongly directed energy.

"Let us begin at the root of the present evil by endeavoring to build up an sentiment in favor of putting all road construction in the hands of practical road engineers. By so doing we shall soon have a uniform system of grading and drainage that will fully demonstrate the value of the change. In this way we may hope to have a greater mileage of good earth roads and witness the beginning of a crusade of permanently improved metal roads.

"The economy of good roads is not only manifested in the much lower cost of transportation, but also to the pleasure of farm life, increases the value of farm land, obviates a material wear and tear of vehicles and lessens the hardships and tortures of draught animals.

"Our people are a unit on the advantages of good roads and the disadvantages of bad roads but are helplessly divided as to remedies. National and state aid has its advocates, but with our present system there is grave danger of state funds

and was one of the ablest delivered before to the convention. Judge Scott spoke of the experience of Marion county with gravel as a road material and said its economy depended on the quality of the gravel and the distance to haul. Their gravel screen, engine and bins cost \$1100 and all were on wheels so as to be readily moved. Judge Scott rather favored rock roads as these were not affected by water so much as the gravel.

Dr. Jas. Withcombe of the State Agricultural college, then addressed the convention on the economy of good roads. Dr. Withcombe is a forceful, easy speaker and he made his statements clear and to the point and his address was well received. The following are the main points in the Doctor's address:

"Good roads are an important factor in a higher civilization. Without reasonably good roads, no section of our country can reach its possibilities in production. "It is true beyond question that in many sections of our state the ultimate means of transportation will be the electric tramway and may the day expediently arrive for this. Despite the possible net work of electric lines of the future, the common, every day road will be a popular means of travel for our rural population. The public highway will perhaps forever remain the principal avenue through which the products of the farm will be transported to local markets or to the trunk lines for shipment to distant markets. Thus good roads are destined to remain an important factor in our agricultural prosperity.

"The direct and indirect losses resulting from bad roads are simply being largely squandered even if appropriated. "It is the continuous attraction that wears the metal and unflagging agitation will ultimately bring good roads. Then and not until then will the great natural wealth of this state be made manifest."

W. E. Conan, of Portland, general passenger and freight agent for the Southern Pacific Company's Oregon lines, in an address presented the interest that the railroad companies have in wagon roads and he showed that public highways, that were passable to loaded teams in all months of the year, would by equalizing the freight traffic of the year by rendering unnecessary the shipping crush of each fall and the idleness of the freight service during the winter months, together with the increase of products that the farmers would ship, would tend to make certain a reduction in freight rates. Mr. Conan's address is given here in full:

I am glad to be here with you and to see such an interest taken in this important question, one which to my mind is amongst the most vital to the welfare of Western and Southwestern Oregon today. I have not presumed to come to enlighten you, who are here making this a special study, but I am pleased to have the opportunity to show by my presence with you at this meeting that the interests which I represent are in close sympathy with you in your campaign for the betterment of your highways. This feeling of co-operation does not come from philanthropic motives, but rather from selfish motives, which most necessarily be the foundation of all substantial business interests.

Good roads is one of the greatest aids to all interests in any section of country, and whatever works to the general good of the country, as a whole, benefits the railroad together with all other important interests. If permanent roadways were considered necessary in the older days of the Roman Empire, why are they not now? The fact that we have the modern methods of transportation as the result of the great ingenuity of man, while they had to depend wholly upon the animal, is ample evidence. Think of the great productivity of the land today with the ability of the producer to reach markets, even with perishable products, thousands of miles away, as compared to the conditions in those dark days. And in this the railroad is only one factor—the wagon roads which make the country tributary to it must be adequate for the highest possible productive ability of the land, or the people and all interests connected with the particular part of the country which lacks this condition, are not fully benefited. This is confirmed by the following remarks of an authority on the subject: "It costs less to transport commodities across the continent by rail, or from continent to continent by water, than it does over a single mile of some of our common roads in parts of the United States during nearly half the year." From this it can be readily appreciated how such parts of the country are handicapped in productivity, and what a handicap such a condition is to the railroad that most rely upon the prosperity of the territory which it serves for its business.

In Western Oregon I believe good roads generally throughout the rural districts would add more to the value of the land and have more to do with the prosperity of all interests therein than all the other questions of public progressiveness put together. While there are only about 17,300 farms in Western Oregon today, a small saving in the wear and tear on horses, harness and vehicles, and also the time to the farmer through his ability to haul a heavier load than at present, would reach an amount sufficient to build many miles of good roads. This can be partially illustrated by using only a few of the principal commodities produced which the farmer must haul to market or to the railroad and determining approximately the expense of such haul as follows:

Table with 2 columns: Commodity and Amount Produced. Hops, 12,000,000 pounds, equal to 8000 wagonloads, of 2000 pounds. Wool, 2,500,000 pounds, equal to 1250 wagonloads, 2,000 pounds. Dried Fruit, 15,000,000, pounds, equal to 7500 wagonloads, 2000 pounds. Potatoes, 25,000,000 pounds, equal to 12,500 wagonloads, 2,000 pounds. Wheat and oats, 300,000,000 pounds, equal to 150,000 wagonloads, 2000 pounds. Green Fruit, 10,500,000, pounds, equal to 5250 wagonloads, 2000 pounds. Or a total of 132,250 wagon loads of less than 2000 pounds each. Then taking as an average a haul of three miles per load and placing the cost approximately \$1.50 per load, this means an expense of \$200,000 for the hauling of only the above few commodities. I think it fair to say that the year round our farmers could haul twice as much per load on the average with properly built and maintained roads, as they are hauling at present. On this basis it can be readily seen that a vast amount of money can be expended in building public highways in Western Oregon as a profitable investment to our people, and the saving of expense to the

farmer, which from the above can be partially realized represents just so much value in money to him, or to put it in another way, any expense saved in transportation is just so much added to net production and profit. When we consider that there are only 17,300 farms in this vast expanse of country, which could have 173,000 farms and still not be crowded, we can realize to some extent what the situation will be in the near future, as our prospects for immigration from the less favored sections of the United States in the way of climate, assurance of crops, etc., are of the brightest. I might add that in this respect these same less favored sections comprise pretty much the balance of this country. We must prepare for this coming condition, and in my mind in no way can we commence to better advantage than by this Good Roads movement of yours.

Again our climate, especially in the valleys farther north of here, is such that the farmer has to work against time, as it were, on account of his road conditions. The long season of harmful moisture compels him in many instances to have his products to market before the roads become practically impassable for the winter, and he is therefore often prevented from securing the best prices, which he could do were it possible for him to hold and haul to market at any time. The result is that he ordinarily must haul as soon as his crop is harvested, thereby frequently congesting the market, and always congesting the traffic of the railroad, often times to such an extent that to have sufficient cars available to handle the rush freight during such crop movement, means the lying idle on its sidetracks for the greater part of the remainder of the year of hundreds of cars. This condition is made more expensive on the railroad from the lack of warehouse facilities of the farmer individually. And this condition is in evidence last fall with the farmers and shippers particularly in the Willamette Valley, and if it had not been that such facilities were furnished by the railroad may a grower and dealer of hops would have had to sell at fully 5 cents per pound less than he was able to obtain. This item alone meant an added profit of \$60 per acre to each grower, based on an average yield of 1200 pounds per acre.

Next to good roads one of the things Oregon needs most is more people—not people for the towns and cities, but for our rural districts, for ours is largely an agricultural state, and our towns must necessarily depend principally upon the country. Very few persons realize what an important factor good roads would be to augment the efforts of the railroads in the immigration work for Oregon. It has been a frequent occurrence to have the otherwise attractive and satisfactory conditions for locating the would-be settler, offset by the impossible condition of our roads, and the chance of holding him lost by his inability to show him the land, together with the unfavorable impression he gains as a result. This condition we hope to overcome to some extent this spring, as the Harriman line will extend the period of the present coldest rates of \$25 from Missoula River and \$35 from Chicago to all points on the Southern Pacific much later than heretofore. In conclusion I would ask your indulgence for the privilege of saying something on the question of action necessary to accomplish in some degree the desired results. This meeting and similar gatherings which have been held throughout the State during the last two or three years, are surely serving to prepare the way for large expenditures on our highways, and the State Association, which has been so ably guided by its worthy President, is and has, been doing untold good in the right direction, but as I understand the conditions in those sections are entirely different from those in another part of the land, it would appear of hand to the casual observer, that local interests must necessarily be considered separately to some extent, and that we should therefore first endeavor to determine to what part State aid must be relied upon wherever convict labor can be advantageously employed, whether we should consider first the question of a common highway through the state, either from East to West or North to South, which I am informed is favored by some, and other such general questions—then get to work as nearly as practicable on some general lines and organize each locality individually to its resources and requirements.

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"How Should a Road Fund be Acquired?" was the theme handled by Hon. R. G. Smith, of Grants Pass. Mr. Smith's answer was by bonds. As the state constitution prohibits the issuing of bonds Mr. Smith would invoke the initiative and amend the constitution so that counties could issue bonds with which to raise a road fund. He considered it unjust on the present generation to bear the entire cost of building roads while having to carry the other burdens of developing a new country. To open up farms, establish businesses, build school houses and churches and provide the other public utilities, was quite enough of a task for the people of today and the generation to come and who would profit by these expenditures, should bear a part and in no way could they do it more equitably than to assume the payment of road bonds. Mr. Smith's address was a clear statement of the financial phase of road building and at its close he was given hearty applause.

farmer, which from the above can be partially realized represents just so much value in money to him, or to put it in another way, any expense saved in transportation is just so much added to net production and profit. When we consider that there are only 17,300 farms in this vast expanse of country, which could have 173,000 farms and still not be crowded, we can realize to some extent what the situation will be in the near future, as our prospects for immigration from the less favored sections of the United States in the way of climate, assurance of crops, etc., are of the brightest. I might add that in this respect these same less favored sections comprise pretty much the balance of this country. We must prepare for this coming condition, and in my mind in no way can we commence to better advantage than by this Good Roads movement of yours.

Again our climate, especially in the valleys farther north of here, is such that the farmer has to work against time, as it were, on account of his road conditions. The long season of harmful moisture compels him in many instances to have his products to market before the roads become practically impassable for the winter, and he is therefore often prevented from securing the best prices, which he could do were it possible for him to hold and haul to market at any time. The result is that he ordinarily must haul as soon as his crop is harvested, thereby frequently congesting the market, and always congesting the traffic of the railroad, often times to such an extent that to have sufficient cars available to handle the rush freight during such crop movement, means the lying idle on its sidetracks for the greater part of the remainder of the year of hundreds of cars. This condition is made more expensive on the railroad from the lack of warehouse facilities of the farmer individually. And this condition is in evidence last fall with the farmers and shippers particularly in the Willamette Valley, and if it had not been that such facilities were furnished by the railroad may a grower and dealer of hops would have had to sell at fully 5 cents per pound less than he was able to obtain. This item alone meant an added profit of \$60 per acre to each grower, based on an average yield of 1200 pounds per acre.

Next to good roads one of the things Oregon needs most is more people—not people for the towns and cities, but for our rural districts, for ours is largely an agricultural state, and our towns must necessarily depend principally upon the country. Very few persons realize what an important factor good roads would be to augment the efforts of the railroads in the immigration work for Oregon. It has been a frequent occurrence to have the otherwise attractive and satisfactory conditions for locating the would-be settler, offset by the impossible condition of our roads, and the chance of holding him lost by his inability to show him the land, together with the unfavorable impression he gains as a result. This condition we hope to overcome to some extent this spring, as the Harriman line will extend the period of the present coldest rates of \$25 from Missoula River and \$35 from Chicago to all points on the Southern Pacific much later than heretofore. In conclusion I would ask your indulgence for the privilege of saying something on the question of action necessary to accomplish in some degree the desired results. This meeting and similar gatherings which have been held throughout the State during the last two or three years, are surely serving to prepare the way for large expenditures on our highways, and the State Association, which has been so ably guided by its worthy President, is and has, been doing untold good in the right direction, but as I understand the conditions in those sections are entirely different from those in another part of the land, it would appear of hand to the casual observer, that local interests must necessarily be considered separately to some extent, and that we should therefore first endeavor to determine to what part State aid must be relied upon where ever convict labor can be advantageously employed, whether we should consider first the question of a common highway through the state, either from East to West or North to South, which I am informed is favored by some, and other such general questions—then get to work as nearly as practicable on some general lines and organize each locality individually to its resources and requirements.

"How Should a Road Fund be Acquired?" was the theme handled by Hon. R. G. Smith, of Grants Pass. Mr. Smith's answer was by bonds. As the state constitution prohibits the issuing of bonds Mr. Smith would invoke the initiative and amend the constitution so that counties could issue bonds with which to raise a road fund. He considered it unjust on the present generation to bear the entire cost of building roads while having to carry the other burdens of developing a new country. To open up farms, establish businesses, build school houses and churches and provide the other public utilities, was quite enough of a task for the people of today and the generation to come and who would profit by these expenditures, should bear a part and in no way could they do it more equitably than to assume the payment of road bonds. Mr. Smith's address was a clear statement of the financial phase of road building and at its close he was given hearty applause.

For the half hour previous to opening of the evening session the Grants Pass Cornet Band took station on the sidewalk in front of the opera house and played a rambler of selections in a very creditable manner. To show their interest in the cause of good roads, the band boys gave their services free of charge.

With the opening of the evening session, Judge J. C. Trenchard of Astoria, was made president pro tem, Judge Scott having left on the evening train for his home, official duties requiring his presence in Salem. Judge Ryan being also compelled to return to Or-

gon City, the Grants Pass Women's Club was honored by having one of its members, Mrs. I. R. Wishart, made secretary, pro tem.

Judge Booth read telegrams and letters from Governor Chamberlain, Col. Tom Richardson and several other prominent men of the state, expressing their regrets at not being able to attend the convention, and also expressing their deep interest in the cause of good roads and of their hearty co-operation in the work of the convention. A duet by G. W. and T. P. Cramer was one of the best appreciated musical features of the convention, and the gentlemen were given a hearty encore to which they kindly responded.

Dr. W. H. Flanagan, of Grants Pass, being called on, gave a good roads talk that was to the point. The doctor vividly pictured the present condition of Josephine county roads and of his own trying experience in traveling them, his latest being the wrecking of a new automobile. As a taxpayer, Dr. Flanagan, pledged that he would willingly pay even a 10 mill road tax, if the money was to be expended under modern methods of road building. Hon. W. A. Carter of Gold Hill was called on and in a short but forcible talk for good roads gave logical reasons why the betterment of the highways of Rogue River Valley would do more than anything else to advance the development and prosperity of the valley.

Judge Trenchard stated that the ladies had as much interest in the cause of good roads as the men and that the convention was desirous of hearing their opinions on the subject. On his invitation, Mrs. Arthur Conklin responded with a well worded address in which she gave cogent reasons for the women co-operating in the good roads movement. Mrs. A. E. Voorhies and Mrs. R. L. Cox were each called and briefly responded, expressing their interest in having a betterment of the highways of Josephine county. The next feature on the program was the address by Prof. J. M. Hyde, of the University of Oregon. With a stereotyped Prof. Hyde showed many features connected with bad and good roads, methods of road building, different classes of machinery used, views of good and bad roads, and diagrams showing power required to draw a load on the various kinds of roads and on different degrees of grade. The pictures made it really an object lesson on roads and Prof. Hyde's lecture was one of the best features of the entire program for the convention.

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