

GOOD ROADS BOND ISSUE.

(Continued from Page 1.)

timber, this means slowness in bringing about improvements. There have been some wrongs, some matters have lagged, some improvements not accomplished, but tonight it is the matter of good roads.

"I have confidence in the county court officials and in the future of our county. I favor the bond issue and posterity will prosper as a result. The principle is correct. Needed improvements have failed in the past because we have scattered too much. The Commercial Club and all others of the city and county should get together on this question of good roads and on all other questions which mean betterment for us all. When we have accomplished this, then we can turn to something else. Too many projects have been launched in the past; too few things accomplished. Now let us launch a campaign for good roads. If it means bonds, I favor a million. A million would not be too much. We need not use all of them at once but in issuing that amount we will have them ready when we need them. I thank you."

Judge Stephen Jewell.

Judge Jewell said: "We have about 400 miles of roadway in Josephine county. In no county is it more expensive to build a road than in this one. To be a success our roads must be permanent and not constantly changing. The curse of a country is the constant changing of its roads.

"By the bonding method we will have the roads now. By the other way it will take 20 years to get the roads. Under the present system, we will wait twenty years; under the bonding system we will have the roads twenty years in advance.

"A road system in this county will require a large sum of money. Our last tax levy in this county was on \$8,000,000 of taxable wealth. It is estimated now to have reached about \$9,000,000. This year we levied a tax of 3 mills, which brought us in \$19,000. We can't do much permanent work on that. I estimate that we will have an average of about \$15,000,000 of taxable wealth annually, for the next 20 years. Now, a 2-mill levy on this would produce \$30,000 annually, for the next 20 years, or a total of \$600,000. A bond issue of \$300,000 at 5 per cent would create interest of \$15,000 annually for 20 years, or a total of \$300,000. The principal of \$300,000 and interest of \$300,000 would create a total of \$600,000, or the same amount as the taxable method, with this difference in our favor, that by the bonding method we get the roads now.

"And then the system of good roads will benefit every person in the county. It will be a stimulus to all our farmers and ranchers. Better livestock and better products will result. Grants Pass, I believe, will be a city, but not without industries. I refer you to Dallas, Texas and Fort Worth, which are now cities only 30 miles apart and connected with rapid transit electric roads. I was in Fort Worth in an early day when it was a mere village, when you could hear persons talking at times on the question as to whether there would ever be a railroad into Fort Worth. But Fort Worth is now a city, a splendid city. The people in those counties have built fine roads, splendid rock highway through those rich black lands. The result is prosperity and a high state of civilization. Those people work together. We must do the same. There is no west to us. It is east both ways. People will come from both directions. They will come to Oregon, California and Washington, three states which I consider to be in their infancy. We do not comprehend the possibilities of the future. These three states will be congested and we must deal honestly with those who come among us and allow them to live in peace and happiness."

John T. Flynn.

After speaking of his first appearance in Grants Pass 21 years ago, when he brought 250 people down from Portland on a special train, John T. Flynn, the harbor engineer of the California River and Harbor league of San Francisco, said:

"The voting of \$500,000 in bonds for the purpose of building an auto truck road to the California state line, with a view to its use as a freight outlet to and from Crescent City, will do more toward the settlement and development of Josephine county than any step ever taken. With this road constructed you will not only be able to escape the ex-

cessive rail rate now prevailing between Grants Pass and Portland and San Francisco, but actually avail yourself of the low water rates to and from the Atlantic upon completion of the Panama canal.

"Freight could be shipped by automobile to Crescent City for \$10 per ton and from there to San Francisco or Portland by steam schooner for \$2.50 per ton, making a total of \$12.50 as against the present average rate of \$25 per ton.

"Freight was handled over this route by mule teams over 40 years ago for less money and in less time than is now demanded by the railroad from San Francisco. And this too, in the face of the fact that the mule teams returned to the coast empty, thus doubling the cost from the coast to the interior.

"By reason of the two way cargoes of today, freight could be handled by automobile, with good roads, at a cost not to exceed \$10 per ton to Crescent City.

"Cargoes over this route could, upon completion of the Panama canal, be laid down at New York, Philadelphia, Baltimore and other Atlantic ports for a sum not to exceed \$15 per ton. The construction of an automobile road to the coast, with the consequent loss of 10,000 tons of rail freight per year, will force the railroad to build to the coast and thus give the producers the benefit of the short haul to tidewater instead of the long burdensome haul over the mountains.

"The state of California has just voted bonds to the amount of \$18,000,000 for the construction of good roads from San Diego county to Del Norte county, a distance of 800 miles. If the people of Josephine county will vote bonds to build an auto freight road to the Oregon state line, near Waldo, I will guarantee that the California state highway commission will build from Crescent City to the Oregon line, thus giving you relief in freight rates as well as placing you on the great ocean highway extending from Mexico to British Columbia.

"Josephine county must act, however, before California completes its highway plans. Otherwise the golden opportunity may be lost. Don't let the railroad jolly you into the belief that it will ever do anything for your relief until competition forces it to do so. There is only one law that the Southern Pacific respects and that is the law of competition."

President Sabin then called on Mr. Wilbur of Jerome Prairie. Mr. Wilbur came to this vicinity from Wisconsin. The gentleman spoke briefly and went on record as heartily favoring good roads and a bond issue.

H. L. Gilkey.

Chairman Sabin then called upon H. L. Gilkey. Mr. Gilkey said:

"It seems almost useless for me to dwell upon the value of good roads, as all of you are well posted on that matter, but I can say that permanent highways are the greatest means of building up civilization as they connect remote parts of our country with another. I have given the matter considerable thought, even years ago, and studied the good roads question as pertaining to various parts of the world, made comparisons of efficiency and comparisons of results and I was startled and I was convinced of the great value of permanent highway to any region. I compared the dirt roads of America with the hard surface roads of France and I found something like this: A one-horse load drawn on the highways of France will require five horses to do the same work in America on the average dirt road. In other words, it would take five horses to draw a load from Wilderville to Grants Pass that in France could be hauled much more easily the same distance with one horse. And then again our roads in winter are at times impassable.

"This question of good roads with us is not one of pleasure solely but is a matter of revenue. We want our main trunk line to the coast, a road north and south, then the laterals. Remember we have our roads already laid out. That means much. This pioneer work has been done and it seems to me that no one who has given thought to the matter can be otherwise than favorable to the proposition. Let us, instead of talking hard times, and waiting for others to do for us, let us do for ourselves and we will leave a legacy to our posterity."

W. J. Wimer.

W. J. Wimer made a brief statement regarding the Elk creek route, this by way of explanation. Mr. Wimer stated that this route would go through a fertile little country, also down Smith river. The present road for ten or twelve miles is a rocky

one; that it was alright in the good old days, but not for the present proposition.

R. E. Kroh.

R. E. Kroh then took the floor and after a few remarks of hearty endorsement of the bond issue submitted a resolution, the same as precedes this article in which the county court is asked to call an election "at the earliest practical moment" for the purpose of submitting the bond issue question for good roads.

Mr. Patillo asked for an amendment. M. J. Anderson called attention to the present good roads law and raised a point as to its soundness. Pointing to the fact that Ashland had or threatened to enjoin the Jackson bond issue he called attention to the fact that Attorney General Crawford had ruled the law defective and that Attorney Reames had given it as his opinion that it was perfectly sound, and Mr. Anderson wanted the resolution to so read that the county court would have the power to wait and be sure of the law before calling an election. Mr. Kroh pointed out that the resolution provided for that contingency wherein it had asked for the election "at the earliest practical moment," which would give the court latitude in point of time.

H. C. Kinney.

H. C. Kinney took the stage to say that Ashland and Medford were fighting on some matter all the time and said:

"Let us not get into that condition. We must get busy or we will be where we have always been. I want every corner of the county to have good roads. It was my good fortune to have been over Southern California during the summer and I have traveled over their splendid roads in an automobile. On those roads constantly going into cities were great loads of farm and garden products drawn by only one horse, loads which would require a four horse team here.

"And from those portions of Southern California which have not already these highways petitions are pouring in to the county authorities asking for good roads, and the country is building up faster with these permanent highways than it is with railroads.

"I want to see the election called."

A. N. Parsons.

A. N. Parsons took a wide view of the question and said:

"Railroads will do more for us if we show that we ourselves are alive. There are some among us who believe that the Southern Pacific intends to build into the Illinois valley and draw revenue from that valley, solely, not going to Crescent City, thereby escaping the necessity of granting a terminal rate. Mr. Hill is going to connect his railroad from eastern Oregon with the Pacific and Eastern, the little road now running between Medford and Butte Falls, and which Mr. Hill owns. Now if Josephine county will vote \$500,000 in bonds for good roads, particularly for a highway to the coast or the California line, that is only another incentive to Mr. Hill to build on to Grants Pass and Mr. Hill is not going to stop in a little valley.

"And the Southern Pacific never has done anything for Oregon to repay the people for what the people have done for the Southern Pacific, including the millions of acres of land grants.

"If we build an auto truck road to the coast, then it will be only a year or two before not only one but both of these railroads will build to the coast.

"The highways that we propose building will be something far superior to anything that we have ever had. Had you noticed that there were ten times more people traveling between Grants Pass and Crescent City this year than ever before? Why? Something doing—something in the air."

Question of Law Again.

Judge Jewell took the floor again to say that in proceeding in this matter "we must act cautiously so far as the legal end is concerned," and Judge Jewell expressed the belief that the Jackson county bond issue will be killed, that the legislature "did not give us an enabling clause and that's why I favored a special session of the legislature."

Mr. Flynn replied to this question by saying:

"If there has been any skulduggery you should exercise your power and join other counties in asking the governor to call a special session. I am not familiar with what has been done in the Oregon legislature, but I am fully posted on what has been done for 40 years in California, and it is up to you to have the faulty law corrected."

Judge Jewell then said: "If you

come before the county court with a petition asking for a special election for a bond issue for good roads we will do our best to see that the matter results in success."

Dr. Flanagan asked what the tax rate would be under the proposed bond issue. H. L. Gilkey, replying to this said that that would be a matter of exact mathematical calculation, that it would not be what this, that or the other man thought, but would be a fixed result and that it would not prove a burden on anyone. Mr. Gilkey also stated that it was not generally understood that bonds are not paid by the sinking fund method, but run on and on and are held usually by persons of modest means who simply want the interest, and that the bonds are mostly paid by issuing others, in other words, by refunding.

The resolution introduced by Mr. Kroh, which asked that the county court call a special election for the purpose of voting on a bond issue proposition, was still before the house, and calls for the question came from numerous persons. Chairman Sabin then put the question and it carried unanimously.

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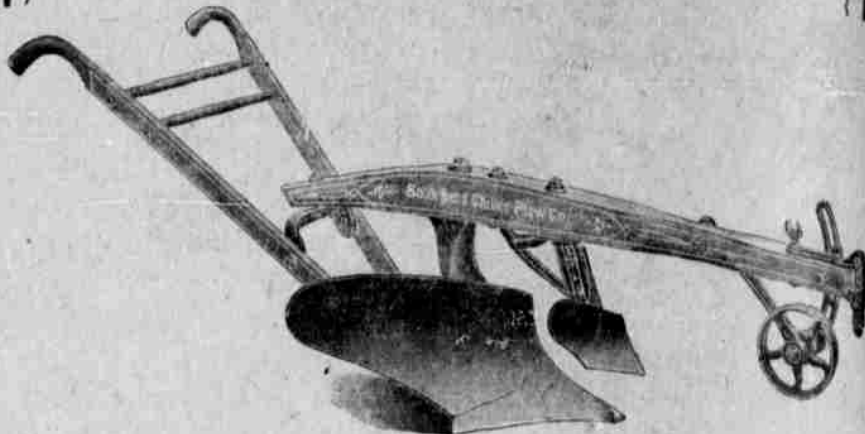
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