

VOTERS TO DECIDE FATE OF BONDS AT FRIDAY'S ELECTION

MISUNDERSTANDING OF PROVISIONS SEEMS TO BE MORE OR LESS GENERAL IN COUNTY

Contrary To Popular Opinion Taxes Would Not Be Increased--Distribution And Use Of Money Definitely Outlined--Each Road Will Get Its Share

Thursday night the campaign for the proposed road bond issue of \$362,000, to be used in bringing the trunk roads of the county to a permanent line and grade, will close and Friday morning the fate of the issue will be in the hands of the voters. On the results of Friday's election depends the future prosperity of Coos county, to a great extent, and every voter owes it to himself and the community to be thoroughly familiar with the details of the bond issue before he votes "yes" or "no".

The proposal as it will appear on the ballot provides, that should the proposition carry, the county will issue good roads bonds to the extent of \$362,000 bearing five per cent interest and running for a period of 14 years. Beginning at the end of the fifth year, and every year thereafter until the end of the fourteenth year, \$36,000 of the principal will be paid off annually along with the interest. For the first five years the interest will amount to \$18,100 a year and will then decrease each year along with the decreasing principal, until the interest for the fourteenth year will be only \$1,810. Figuring the assessed valuation of Coos county at \$18,100,000, the average tax rate each year necessary to take care of the principal and interest, would be 2.1 mills.

Figuring 2.1 mills as the average yearly tax rate, we are assuming that the assessed valuation of the county will not increase during the coming 14 years and in this assumption we are going beyond the range of probability. During the 14 years between 1901 and 1915 the assessed valuation of the county raised from \$2,766,000 to \$18,100,000. Although it is not probable that the rate of increase will be a great in the coming 14 years as it has been in the past it is safe to say that the tax rate would not be much more than one half of 2.1 mills during the last three or four years that the bonds would run.

The idea that should the total bond issue carry, we would be paying a higher road tax than at present, is not correct. At present we are spending \$75,000 a year on permanent line and grade work, or twice the sum which it is proposed to spend yearly should the bonds carry. In other words, the road tax we are now paying to put the roads on a permanent line and grade is nearly 4.2 mills against the 2.1 mills it would be under the road bonds.

Redemption of the bonds and the payment of the interest on them will be made without increasing the taxes one cent.

In the matter of how the money derived from the sale of the bonds is to be used, there seems to be considerable misunderstanding. The entire sum is to be spent in lining up and grading the trunk roads, the apportionment being as follows:

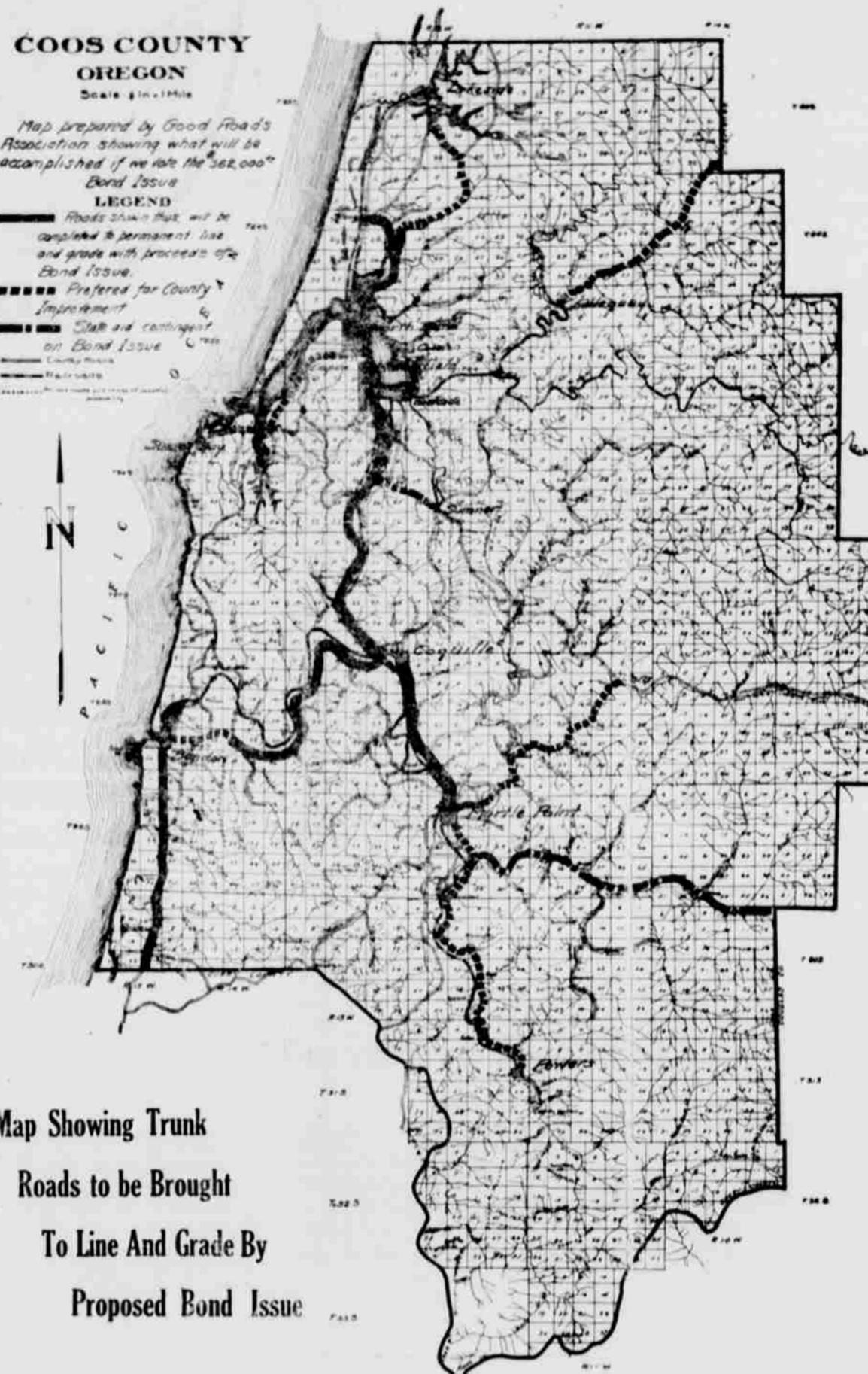
\$14,000	Coquille-Coos Bay
48,000	Coquille-Bandon
46,000	Glasgow, Haynes Inlet
64,000	Bandon-Curry County
46,000	Coquille-Myrtle Point
12,000	Haynes Inlet-North Inlet

These apportionments are made a part of the measure as it will be voted on and should the bonds carry, the money can be spent only where it has been apportioned. The \$64,000 set aside for the Bandon-Curry county road must be spent on that road and no other. All of the work is to be done under the supervision of Road Master Murdock and the County Court, acting along with the State highway department.

Some of the money derived from the sale of the bonds is to be used in hard surfacing any of the roads mentioned. The idea is to put these roads into such condition that they can be surfaced permanently as the money is available. There is one feature of the proposed bonds that should appeal to all of the voters who study the situation; the regular road tax money will be free for use in improving and bringing to line and grade the feeder roads throughout the county. Besides this, the State Highway Commission has pledged funds to be used in the completion of the road from Myrtle Point to the Douglass county line. If the bonds carry at Friday's election, practically all of the roads in the county will be brought to a permanent line and grade within three years.

From all parts of the county reports are coming that the road bonds are going to carry. We have heard that report on previous road improvement propositions and because some of the supporters were overconfident of the result, the proposals have been defeated. Probably they deserved defeat, for they were all more or less indefinite in their proposals. This time we have a definite plan outlined, a plan which can be made the beginning of a sensible and efficient road policy for the future.

By binding Coos county for \$362,000 we are not taking that much away from the assets of the community, but



Map Showing Trunk

Roads to be Brought

To Line And Grade By

Proposed Bond Issue

are simply borrowing that amount of money to invest in a proposition that will increase the assets of the county. Ninety per cent of the money will be spent right here in Coos county for labor, thus increasing the flow in our trade channels.

Over one-third of the valuation of the county is now in the cities who will pay this share of road improvement. This disparity of value is due to the inaccessibility of the outlying districts as land increases in value as the zone is widened by which it can be farmed profitably. The increase in property values alone will liquidate the bonds.

Coos County is an empire by itself. Without rail connection with the outside world; with a system of roads practically impassable during the greater part of the year; with less than 20,000 acres of the entire county actually under cultivation, when one-third of the acreage of the county, with an area of 1628, about one-third larger than the state of Rhode Island, is susceptible of cultivation; with a population of only 21,001, or 12.9 to the square mile; with nearly 21,000,000,000 of merchantable standing timber; this favored land has increased in assessed valuation in 15 years over 663 per cent.

With the entrance of the railroad giving Coos outside communication a new era dawns, and it becomes evident that if the people of the county are to take advantage of a condition presaging advancement, progress and prosperity, it is necessary to turn to the one proposition of vital importance, that of improving the roads and highways. Without the rural road the interior of the County must remain isolated and inaccessible. Improvement will be retarded, progress halted, and advancement remain stationary. Improved roads mean an increase in property value, better facilities for educational opportunities, as children will be enabled to reach the school house, social and religious advancement, as the good road promotes exchange of ideas and intercourse between people of a community.

Good times, better living, enlarged educational facilities, promotion of social and religious intercourse are all synonymous with good roads hence a vote for the bonds means progression, advancement and prosperity.

NIELSON EXPAINS ROAD BOND ISSUE

Thinks Proposal a Good One

SHOWS HOW INSTEAD OF INCREASING TAXES, MONEY SPENT FOR GOOD ROADS WILL REDUCE ASSESSMENTS—GOOD HIGHWAYS WILL STIMULATE SETTLEMENT OF UNUSED LAND.

I have been talking to a number of persons who do not seem to understand the present proposed road bond measure correctly. As I understand this matter, the money to be raised by bonding is to be used for the purpose of establishing roads on a grade preparatory to surfacing if such should want to be done at a later date.

Some seem to have the impression that the roads are to be put on a line grade and surfaced and/or those under this impression, I wish to state that such is not the case. The roads are to be put on a line grade only.

It is evident, that in order to build good roads there must first be a foundation established upon which to build and this is the purpose for which the money is to be raised, and I feel that the move is a good one. Upbuilding of any community whether situated a long distance from markets or close in, depends upon its roads. If the community is a prosperous one, it is evident that it has good roads, and if we are going to increase the improving of lands situated outside of our business centers, we must first have good roads, and by having good roads it will stimulate the settling up of the rural districts.

At the present time it is almost im-

possible to use the roads four or five months and some times longer during the year, and owing to this fact, will it induce the settling up of our rural districts? You know and I know that persons with money to invest are going to buy property where it is accessible to markets. People who have no money with which to buy property take up homesteads in our rural districts and many times barely make a living. If we have good roads it will help these people that are settling up the country, to get closer to the markets and will furthermore stimulate the settling up of unused lands and bring more of it under cultivation and subject to taxation. The more land that can be gotten in shape subject to taxation will help relieve those that to day are bearing a heavy burden.

Taxes in Oregon to-day are about the highest of any state, because there is too much unsettled land. The expenses of the state and counties will run on just the same, whether we have an acre of land subject to pay the expenses or whether we have one million acres. Consequently, the more land we can get improved, that will help to carry the expenses, the less the taxes will be proportionately.

One reason that Oregon is so sparsely settled in the lack of good roads and that is one reason also, why taxes are so high. The population will have to be increased and roads will have to be improved before we can figure on getting relief from our present high taxes, and one of the best business strokes that we can do is to let more and better roads. We cannot expect to have them come to us, it is up to us to get busy and work for them.

One often hears the remark being made by a number of people who live in the country, that roads benefit the automobile. They certainly do, but who benefits more by it than the rural residents. They often fight good roads the hardest and when once they see what good roads mean, they then are the hardest workers.

It has often been said that the Columbia Highway has increased property values about thirty million dollars. If it can increase property values elsewhere, it would seem evident that it should help increase property values here as well. This is nothing more than reasonable. If this can be done elsewhere, it can be done to some extent here.

Just stop and think of the land surrounding us within a radius of ten to twenty miles, that could be made to produce many times more than what is now being produced, if the property owners could get all their produce to market at any time in the year. As a rule the majority have cleared enough land so that they can make a living and that is all they can do because they cannot market more, and if they could raise more, they could not get it to market, owing to the poor condition of the roads and the cost of hauling over such roads. But if the roads are gotten to a line grade, it will eliminate hauling up grades and anyone reasonably knows that more can be hauled on a level road than on a grade. One also knows that the time saved in going to and from market on good roads has to be considered, and time is worth money.

It is evident that if the county continues spending money on our present poor roads, that we will never get anywhere, and in order to make a showing the present methods will have to be discontinued. We must have it so that money can be used for permanent roads, and as the road question now stands, we are spending all our money trying to keep the roads passable the best way possible. And where are we getting? Can we expect to get continuing to use our road money for this purpose? In the first place, our roads are not on a line grade or permanently established, and consequently all the money that is being spent on keeping them open is wasted. ABSOLUTELY WASTED. It is about time to make a change, isn't it? I feel that way.

We realize that our road laws will have to be changed to meet present conditions, but that all takes time and we get nowhere, in the meantime spending money on roads that cannot be permanently improved.

We have to make a start and now is just as good a time as any. Let us all work together to make that start. Let us all work together to get the building of good roads started and feel that we will be paid many times in the effective results that will soon be seen by having good roads. We

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