

MR. BARRETT OPPOSES BONDS

Senator C. A. Barrett, who is opposed to the million dollar bonding proposition, has submitted the following statement for publication in the county papers:

To the taxpayers and voters of Umatilla county:

There is an effort being made to place a \$1,000,000 road bond issue upon the primary ballot, and you will be called upon to approve or reject this at the coming primary election. This bond issue is being put forward and advertised as the act of the Executive Committee of the Umatilla County Good Roads Association. This is not true and is a libel upon the Executive Committee of that association, which committee was selected at an open meeting represented by regular delegates from each road district in Umatilla county. The Executive Committee, as it now exists and as it always has existed, the majority are opposed to this bond issue as being placed before the people, and I now challenge Mr. Robinson, Chairman of the Good Roads Association, or any one else, to show that any notice or request for this Committee to act on any such matter as now presented or represented by petitions now in circulation. The true facts are these; and I challenge Mr. Robinson to refute them:

On February 17, 1916, the following notice was sent out, not only to the members of the Executive Committee and members of the Good Roads Association, but to others; this is the notice I received:

"Dear Sir: There will be a meeting of the Umatilla County Good Roads Association at Pendleton Commercial Association rooms, Monday evening, at 7:30, February 21st. All good roads boosters are welcome. Commissioner Holman of Multnomah County will be the chief speaker.

Signed Roy W. Ritter, Secretary."

See anything said in this about a \$1,000,000 bond issue. I did not attend this meeting owing to illness.

Now, what are the facts as to the first act in placing this \$1,000,000 bond issue on the ballot? After Mr. Holman and others had finished their talk, Mr. Robinson and others, including the select committee from the Pendleton Commercial Association, got together and Mr. W. L. Thompson moved that a bond issue of \$980,000 (the limit) be placed upon the ballot, which motion was adopted, not by the Executive Committee of the Umatilla County Good Roads Association, but by the select committee from the Pendleton Commercial Association. Then to clinch this and make it sure, he moved that the county judge select by appointment, seven delegates (afterward changed to twelve on Col. Raley's amendment) from different sections of the county, to meet at Pendleton on February 29th, to agree on tentative plans of distributing the funds of the \$980,000 bond issue.

On February 23 this notice was sent out to the Committee of the Good Roads Association, of which received one:

"Dear Sir: There will be a joint meeting of the County Court and the Executive Committee of the Umatilla County Good Roads Association held at the County Court house Tuesday, February 29, at 2 o'clock p. m. to arrange the details of submitting the proposition of bonding the County for road construction. You are urged to be present.

Signed, Roy W. Ritter, Secretary."

I attended this meeting and the Executive Committee found the twelve hand picked delegates on hand led by Col. Raley, not a member of the Executive Committee or even a member of the Good Roads Association, to my knowledge.

At this meeting the chairman, Mr. Robinson, paid but little attention to the Executive Committee, calling upon Col. Raley and the hand picked delegates to do most of the talking. After a member of the County Court and Mr. Raley had retired to a side room and evidently fixed the schedule, Col. Raley presented his plan for the distribution of the funds to be secured from the bond issue as now being placed before you.

At that time I moved an amendment to Col. Raley's plan of voting \$980,000 bond issue and distribution as outlined. My amendment substituted the two-mill special millage tax for the next five years and stated where the money should be expended. My plan included the improvement of the principal roads in all sections of the county. The two-mill tax would raise \$100,000 each year, for five years \$500,000. On the suggestion of a hand picked delegate, the Chairman ruled my motion out of order. Asked for reasons for such ruling, the chairman, Mr. Robinson, stated that the meeting would not consider anything else other than the allotment of the \$980,000 bond issue, as this amount had been determined. This ruling from the chair, nevertheless, the notice sent out that the meeting was to consider the proposition of bonding the county for road construction.

This motion ruled out of order carried with it the allotment of the total funds, \$500,000, raised by the millage tax on the following roads:

- Pendleton to Umatilla, \$100,000.
- Pendleton to Pilot Rock \$45,000.
- Pilot Rock to Ukiah, \$35,000.
- Pilot Rock to Morrow county line, \$15,000.
- Pendleton to German Hill \$15,000.
- Athens to Columbia River, via Helix, German Hill, Holdman and ending at Cold Spring Landing, distance about forty (40) miles, \$120,000.
- Adams, north up Sand Hollow to Hilldale Station on N. P. R. R., \$30,000.
- Athens north via Waterman Station ending at Grandview on the N. P. R. R. \$50,000.
- Athens south on the Telephone or Thorn Hollow road, five (5) miles \$15,000.
- Weston, two (2) mountain roads, \$15,000 for each road, \$30,000.
- Weston north into the wheat belt four (4) miles \$12,000.
- Milton-Cause Creek road, \$15,000.
- Milton Power House road, \$30,000.
- Fremwater to Umatine (Vinecent) via Pleasant View School House, 6 miles \$15,000.

Vansycle Canyon road, for drainage and culverts, \$5,000.

Total mileage improved under this plan about 230 miles of road leading to all parts of the farming community giving the farmer an outlet over improved roads to the market centers and the wheat stations.

Under the plans advocated by the friends of the bonding scheme, and the type of roads advocated, these roads have cost Multnomah county and Hood River county \$17,000 per mile. The average cost of the Jackson county, Columbia and Clatsop counties constructed under state supervision is \$16,000 per mile. Take the lowest amount of cost in these counties, \$16,000 per mile, and the \$980,000 bond issue will construct about 61 miles of this type of road, at a cost of nearly \$1,500,000 to the taxpayer in principal and interest. This places the limit of indebtedness on the county, and in future years, no matter what develops and what conditions might arise demanding some other piece of road, nothing could be done as the limit is reached.

After constructing these 61 miles of joy-riding roads, the balance of the 4000 miles of our county roads would necessarily be neglected. This is the condition Jackson, Columbia and Clatsop counties find themselves in and they are now tagging the state with tears in their eyes to come to their relief.

This is what was done two years ago at the session of the legislature: this is what they are preparing to do at the next session. The same crowd and the same element being brought in our county by the boosters for the bond issue were taken into these counties, and prevailed upon them to place themselves in these conditions.

What Multnomah county has done, is being held up to us as an example. Yet these people do not tell us that the cost has been the greatest of any road work in the West.

The Multnomah bond issue can be financed and the bonds retired at an annual tax of five-tenths of one mill on each \$1.00 of taxable property. While the Umatilla county proposed bond issue will cost the taxpayer about three mills each year, or one mill for interest and two mills for retiring the bonds; this means an annual tax on the wheat lands from Helix to the State Line from \$20 to \$25 per quarter section each year during the life of the bonds, yet the wheat belt is not given any recognition in the distribution of the funds, or their roads considered.

In the plans I am advocating I propose to reach every city or town in the county; give relief to the Cold Springs section, open up that bottled-up territory to the open river giving a good improved road and a down-hill pull for all the grain between the head of

Cold Springs and the Columbia River, to reach the open river.

These are my reasons for favoring the millage tax instead of the bond issue. The money expended can be handled by the county court so as to give our home labor the preference, placing the money in circulation at home and getting three or four times as many miles of improved roads for one fourth the ultimate cost.

Other reasons for favoring the millage tax as against the proposed bond issue, are that it is almost certain that the bond issue will not carry and that unless we adopt some other method, no improved roads will be constructed. I very much doubt if the bond issue carries in any one precinct of the county.

Mr. Robinson criticizes and makes a great noise and claims the opponents of the bond issue have no place and offer nothing. I have offered herein my proposition that I outlined and presented, and that he would not allow to be considered.

Here is another. The resolution offered at the meeting of the 19th, which he would not allow to be considered—very plain to any one who can read. Here it is in full:

"Whereas, there does not seem to be any considerable amount of public sentiment favoring a bond issue for permanent road purpose, and

"Whereas, the submission to the people of such a measure at this time would probably result in defeat of the good roads movement in Umatilla county, and

"Whereas, there is a desire that there shall be something accomplished each year toward improved road conditions, and

"Whereas, sentiment seems to be crystallizing in favor of the annual road tax, special in character sufficient to raise about \$100,000 per year for permanent roads:

"Therefore, be it Resolved, that this organization do now abandon its bonding project, and do proceed to such action by the people at the approaching primary election, in the form of an initiative measure, as will advise the county court of the public sentiment upon the subject, and

"Be it further Resolved, that we favor the annual tax levy by the county court of a special road tax of 2 mills on the dollar for the next five years the proceeds to be utilized in the construction of permanent roads in the county as public needs may require and

"Be it further Resolved that before any location of road improvement be made by the county court at any time we recommend the calling of public meetings over the county for the ascertainment of public sentiment and public used upon the question."

C. A. BARRETT.

SUMMONS.

In the Circuit Court of the State of Oregon for Umatilla County.
C. A. Fenn, Plaintiff,
vs.
Pearl Fenn, Defendant.

To Pearl Fenn, defendant herein: In the name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled suit within six weeks of the date of the first publication of this summons, to-wit: on or before the 29th of April, 1916; and you will take notice that if you fail to appear and answer said complaint, or otherwise plead thereto within said time, the plaintiff for want thereof, will apply to the Court for the relief prayed for and demanded in his said complaint, namely: For a decree of the Court forever dissolving the bonds of matrimony now and heretofore existing between the plaintiff and defendant, and for such other and further relief as to the Court may seem equitable.

This summons is published pursuant to an order of Hon. Gilbert W. Phelps, Judge of the Sixth Judicial District of the State of Oregon, duly made and filed herein on the 13th day of March, 1916, and the first publication will be on Friday, the 17th day of March, 1916, and the last publication will be on Friday, April 29, 1916, in the Athena Press, a newspaper published at Athena, Umatilla county Oregon. Dated this 17th day of March, 1916.

Homer I. Wattle, Atty. for Plaintiff.

Call for Warrants.

Notice of call for City of Athena warrants. To whom it may concern: Notice is hereby given that parties holding any City of Athena warrants bearing date previous to January 1, 1916, are notified to present them to me for payment at the office of Preston-Shaffer Milling Co. Interest ceases on and after this date of publication March 31, 1916.

Ernest A. Zerba, Treasurer City of Athena.

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