

BEAVERTON TIMES

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THURSDAY, DEC. 2, 1915

NATIONAL EFFICIENCY

It will be interesting to watch the development of the Congressional action on the President's message. Just how a larger navy and increased army with all the equipment necessary for them can be had under the present state of our National Treasury will be a problem worthy the best efforts of our statesmen. It is apparent to most of us that our present peaceable internal war tax must be kept up indefinitely and more than likely increased. The demands for more revenue must surely follow a program for a better and stronger national efficiency.

Scarcely twelve months ago our President waived aside this idea of better preparedness, but public opinion has been growing apace, and our party leaders, being caught on the crest, are now advocating greater efficiency. A large standing army has heretofore been opposed by the people, but the awful havoc of war has demonstrated to us that nations take advantage of unpreparedness in another to make and enforce unjust demands. We have learned that if we are to advocate our own rights we must be prepared to put some weight into our international policy.

In the county budget to be discussed on the 17th, we notice that the County Court calls for a levy of one mill for road purposes to be applied on the road between Beaverton and Hillsboro, and between Hillsboro and Forest Grove. It is far from our intentions to in any way discourage any legitimate expenditure of funds on county roads, but we do protest against the expenditure of funds where not needed. The bare statement that the money shall be spent at two different places is very indefinite. How much will be expended between Beaverton and Hillsboro, or between Hillsboro and Forest Grove? Those are questions some people would like answered before they may advise intelligently on the budget. It looks as though there was a good layer of molasses spread out on that road proposition for the purpose of catching flies. After the flies have been caught, then what?

China has again shifted her form of government. This time from a republic to a monarchy. To show how quickly things are done over there, representatives were chosen in the different provinces, no doubt, by pre-arranged plans of the promoters. These representatives met and voted nearly unanimously to make the shift, then President Yuan was requested to become emperor, which he accepted, and the change was consummated. There may be a revolution, but the chances are that all this was foreseen and provision made to enforce the change upon the people of China. The people of the Far East are hardly ready for a successful republican form of government, neither is Mexico or any other government, where arbitrary prevails to such an extent as it does.

If that wholesale house, just over the line in California, keeps up its correspondence with its catalogued 380,000 tipplers, we can soon say that prosperity has overtaken the postal department.

We are glad for Oregon's sake that the Washington prohibition law was upheld by the supreme court of that state. We know now that the will of the majority cannot so easily be run over by technicalities at least in the state of Washington.

It has always been our belief that if we have prohibition it should be made as near universal as possible, thus doing away with the claim that one locality may suffer at the expense of another.

ARE YOU EDUCATED?

A professor of the University of Chicago has evolved a series of test questions for the educated, which, he avows, are the best evidences of a real education. If you can answer "yes" to all the questions you are truly educated, the professor says. Here are the questions:

Has education given you sympathy with all the good causes and made you espouse them?

Has it made you public spirited?

Has it made you a brother to the weak?

Have you learned how to make friends and keep them?

Do you know what it is to be a friend yourself?

Can you look an honest man or pure woman in the eye?

Do you see anything to love in a little child?

Will a lonely dog follow you in the street?

Can you be high-minded and happy in the meanest drudgeries of life?

Do you think that washing dishes and hoeing corn is just as compatible with high thinking as piano playing or golf?

Are you good for anything yourself?

Can you be happy alone?

Can you look out on the world and see anything but dollars and cents?

Can you look into a mud puddle by the wayside and see a clear sky?

Can you see anything in the puddle but mud?

CONVICT ROAD WORK.

Has Passed into a Period of Successful Accomplishment.

"The use of convicts on the public roads has passed through the period of hysterical wrangle into a period of actually successful accomplishment and almost universal acceptance," said E. Stager White, professor of a new course in practical penal problems at Columbia university.

Dr. White holds that the underlying motive in convict road building must be to secure the greatest efficiency for the state out of its possessions. Both the convicts and the roads are property of the state, and the working of convicts upon the roads should eliminate many elements of waste in the administration of road and prison departments.

"The efficiency of the convict on the road gang," he continued, "differs greatly in different gangs. There is no doubt in my mind that the application of the efficiency records in use at the present time in the Wisconsin road camps for free labor will tend even more perceptibly to raise the efficiency of convict labor."

"Incentive must be created before good work can be produced. Coop any of us up in a stuffy, insanitary jail for several months, strangle us for trial amid the excitement of what we mistake as justice and, then take a few months of breaking our spirit in prison surroundings and there is little likelihood that the thing we call ginger will be very apparent. The great need is for the foreman of a convict road gang to throw his shoulder to the task and inspire his gang with the desire to be like him. The problem lies in securing such men as foremen of the road gang."

Interest in Good Roads. The great interest that is now manifest throughout the country in the good roads movement is clearly shown in the increasing activity of the state governments in the work. At the present time all of the states, with the exception of Indiana, Mississippi, South Carolina and Texas, have enacted laws providing for state aid in road work.

Cordial. Mrs. Jenkins—Mrs. Smith, we shall be neighbors now. I have bought a house next you with a water frontage. Mrs. Smith—So glad, I hope you will drop in some time.—Everybody's.

STATE AID FOR PUBLIC ROADS

They Are Improved Only to a Slight Extent.

HAULING COST TOO HIGH.

For Most Farmers Public Highways Are the Only Means of Transportation Leading From Point of Production to Point of Consumption—Progress of State Road Management.

[Prepared by United States department of agriculture.]

The public roads throughout the country, which constitute the primary means of transportation for all agricultural products, for many millions of tons of forest, mine and manufactured products and which for a large percentage of farmers are the only avenues of transportation leading from the point of production to the point of consumption or rail shipment, have been improved to only a slight extent. By reason of this fact the prevailing cost of hauling over these roads is about 25 cents per ton mile.

More than 500,000,000 tons are hauled over our public roads each year, and the average haul is about eight miles, from which it can readily be seen that our annual bill for hauling is nearly \$500,000,000. The cost per ton mile for hauling on hard surfaced roads should not exceed 15 cents. It is therefore evident that if our roads were adequately improved a large annual saving in the cost of hauling would result. Railroad freight rates are about 7 1/2 mills per ton mile.

Under the system of local management which succeeded the toll systems and the road building activities of the federal government tax burdens for road purposes rested almost entirely upon farm property. Since the cities generally escaped these responsibilities and burdens, this condition was inequitable, produced inadequate revenue and resulted in a very widespread stagnation in the building of improved roads. A further inequity resulted from the fact that traffic in its development took no account of county and township boundaries, so that frequently the traffic from one county destroyed the roads of another county, which in turn found itself unable to obtain redress. Modern traffic gave rise to new and difficult problems of construction, which the limited skill of local officials was unable to solve. Road taxes were, to a great extent, worked out by untrained, undisciplined road hands. Most of the road work consisted in patching from year to year, and little tangible progress could be shown for the money and labor expended. These conditions rendered state action ultimately imperative, and New Jersey in 1891 was the first state to take definite action through legislative enactment. Other states rapidly followed the precedent set by New Jersey, and this progress was greatly accelerated by the advent of the automobile.

Of the progress of state road management it may be said that forty-four states have thus far established highway departments for educational or administrative work, and of these thirty have made actual appropriations in aid of road construction or maintenance. In all \$288,000,000 had been appropriated from state funds between 1891 and Jan. 1, 1915, for construction, maintenance, administration and educational road work, and a total of about 31,000 miles of improved roads is the evidence to show that this expenditure was not in vain. These roads were built for the most part as a joint state and local undertaking, so that a large local outlay not included in the state total was involved. At the present time only the states of Indiana, Mississippi, South Carolina and Texas have no provision for any sort of state participation in road work.

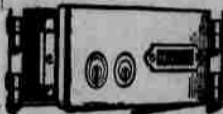
Summarized briefly, the essentials to successful state highway administration, as demonstrated by the experience of the various state highway departments, are as follows: (a) The elimination of politics as a factor in state highway work; (b) the control by the state highway department of all work on which state funds are expended; (c) adequate appropriations for continuous maintenance of highways under efficient supervision from the day the highways are completed; (d) state supervision as to surveys, plans and specifications of roads and bridges constructed under bond issues and supervision of such other road and bridge work as requires considerable cash outlay and the exercise of engineering skill and knowledge.

Object Lesson Roads. The construction of object lesson roads by the federal government, through the office of public roads and rural engineering of the department of agriculture, is reviewed at length in bulletin No. 284 of the department. In carrying out this work engineers from the office of public roads, when requested by the local road authorities, have supervised the building of short stretches of roads of various types, the counties, except in the case of special post roads, paying the entire cost for materials and labor. During the eighteen months covered by the report forty of these object lesson roads have been built.



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GOING WEST

No. 101	7:52 am	Eugene elec
107	9:21 am	McMin elec
141	8:51 am	(via Cutoff (PRN steam
111	11:37 am	elec
113	2:52 pm	elec
103	4:07 pm	Will'na elec
116	6:17 pm	
105	6:49 pm	McMin elec
117	8:37 pm	
109	11:52 pm	

GOING EAST

120	6:30 am	
112	7:12 am	
106	8:05 am	elec
104	10:29 am	elec
114	1:11 pm	
108	2:26 pm	elec
116	4:35 pm	
142	4:56 pm	from Tillamook steam, Cutoff
102	5:17 pm	
110	7:05 pm	
118	10:11 pm	

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S. W. MULVAINE, Agent

OREGON ELECTRIC

EAST ... GOING ... WEST
No. 30 6:53 A.M.—No. 51 7:32 A.M.
32 7-41 33 8-59
34 8-51 35 11-02
36 10-18 37 1-52 P.M.
38 1-03 P.M. 39 4-07
40 4-18 41 6-02
42 6-09 43 8-52
44 8-32 45 8-04 Sat.
46 10-17 Sat. 47 12-02 AM
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G. A. R.

F. J. BABCOCK POST NO. 30.
Meets every 2nd. Friday of each month, at the residence of Comrade W. L. PIKE.
M. S. Barnes, Commander.
A. E. Hendricks, Adjutant.

GRANGE

Beaverton P. of H. meets at Grange Hall the second Saturday of each month.
A. W. Pike Master
Mrs. W. H. Boyd Secretary.

BEAVERTON LODGE NO. 100 A. F. AND A. M.
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Guy Alexander, Sec'y.

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Sabbath school every Sabbath at 10:30 a. m.
ELD. R. D. BENHAM Pastor.

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