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TAX-PAYERS' MEETING

The First Step Taken for Hard Surface Roads.

A Large Turnout and an Enthusiastic Meeting.

At one o'clock last Monday afternoon the court room at the court house, Tillamook, was packed and as soon as the meeting opened all seemed anxious to be heard first.

A motion was made and seconded to consider the budget as published item by item. Before the question was put several other motions were made and seconded until the meeting became so burdened with motions and resolutions that it was necessary to clean the slate and start anew.

The first motion, after the new start, was made by L. M. Kraner, who moved that the state highway commission be engaged under their state system of road construction to survey a line from the Clatsop

county line to the south boundary line of Tillamook county, the amount for such survey to be put on the budget, also that the sum of \$100,000 of the road fund be held in abeyance until such survey be completed. This motion was amended by Carl Haberlach by adding that the remaining portion of the budget remain as submitted without change. This amended motion carried and the meeting after some interesting remarks adjourned.

The south-end tax-payers of Tillamook county were represented by Messrs. Chas. Ray, John Hellenbrand, L. M. Kraner, D. T. Werschkul, Frank Owens, H. A. Miles, Frank Worthington and Frank Wilehart, accompanied by the Courier editor. These gentlemen are all interested in having hard-surfaced roads, realizing that it is the only road that will stand the present day travel and prove economical. As they are among the heavy tax payers of the county it is important to them that a road be constructed that will not have to be rebuilt every season.

The roads we now have would have proved ample for the travel of five years ago, but today we have two large automobile trucks


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making daily trips Cloverdale to Tillamook and with the numerous trucks and automobiles that are passing and repassing on this road besides these two auto stages to have anything but a cement-bound road is like pouring dollars in the rut holes to have them thrown in the ditches by the autos. We have built our roads and built them well but without the cement binding what we have done will soon be destroyed.

The state commission plan of road building is first to make continuous roads, roads that lead to and through a county. Such a road has been surveyed from Seaside through Clatsop county to the north boundary line of Tillamook county and 200 men are now at work grading and making this road. Now, by the plan as carried at the tax-payers' meeting, the state engineers will survey a road through Tillamook county to the south boundary line. This survey is to be paid for by the county, the amount estimated is \$12,000 to \$15,000, but as soon as the survey is accepted and the county begins improvement on this road the amount is returned to the county for improvement on such road. This survey is to be made at once and estimates of cost of construction of the road submitted to the county court.

As explained by the state's assistant field worker the survey is made to secure a near a level grade as possible, to accommodate the greatest number, and with a view of making the development of the country more rapid. In fact the location of this trunk line will be the result of the investiga-

tion of the engineering corps of the state. Where they decide, after the matter has been reviewed by the county court, it will go, and by adopting the plan as decided upon by both engineers and the county court, the survey will cost the county nothing in the end. This county through a state tax levy contributes to a fund used for such work and as long as it does not avail itself of the privilege granted by the state it is assisting other counties but not benefiting itself.

The plan as above outlined will eliminate the contention over road matters in the north end of the county and where it is necessary to make changes anywhere along the line the state commission will take the responsibility and not the county commissioner.

As to raising the money for completing the road and hard surfacing the same it will be necessary to wait for the completion of the survey and estimates of cost of construction in order to know just the amount necessary to be raised.

The first step seems to have been taken for the building of a practical road from one end of the county to the other.

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