

SHALL WE BOND FOR HARD SURFACE ROADS?

(Continued from first page)

In addition to getting away from a heavy and constantly increasing maintenance charge let us see what other benefits would be derived. Passenger fare from Tillamook to Cloverdale, now \$1.50, would be reduced to not over 50 cents and probably to 30 cents, with a corresponding reduction to intermediate points. Freight rates would likewise drop from the existing rate of \$5 per ton to \$1. The wear and tear on equipment would decrease 75 per cent; according to reliable authorities the same horse power now employed by team or auto would transport six times the load in one-half the time and do it with more ease.

I am inclined to think that a plan could be worked whereby teams and equipment now employed in the transportation of milk at an estimated expense of \$100,000 to the district in question could be superseded by community or co-operatively owned and operated auto trucks at a saving of \$80,000 per annum to the district. These trucks, when not engaged in the transportation of dairy products, could be employed in transporting merchandise from the various trading points direct to the farmer's residence, granary or barn, a better service than any steam or electric railway service, equal to any city delivery service, and at a less cost than any railroad would or could handle it. Bearing on this subject and to show the alarm that is felt by the railroads as to hard surface road competition will quote from a recent editorial appearing in the Journal:

President Samuel M. Felton, of the Chicago Great Western, before a recent meeting of the Nebraska Bankers' Association revealed some of the railroad fears. He opened the address with this sweeping statement: "Anyone with the price of a Henry Ford and a few gallons of gasoline can enter the lists with the most costly 12 Pullman train in the land."

He pointed out the patent fact that the motor car provided a better suburban service than the steam roads can maintain.

There seems to be no limit, Mr. Felton thinks, to the touring range of the motor car. Last summer more than fifty thousand visiting cars were registered in the state of Massachusetts. No one can tell to what extent they cut down the revenues of New England railroads.

But loss of passenger traffic is not all. Regular freight service by trucks has been established wherever good roads are available. The average radius exceeds thirty miles and every mile of new road increases the radius. It is not pleasant for the railroads to reflect on these facts.

Mr. Editor, I could fill your paper with arguments but suffice it to say that country life with hard surface roads would be revolutionized at a trifling cost to the farmer.

I will now quote from letters in answer to those I have written which I think bear out my contentions as to the effect of hard surfaced roads on traffic.

Portland, Ore., Oct. 18th, 1916.

Mr. F. R. Beals,
Tillamook, Ore.

Dear Sir:—In reply to your letter of October 7th, 1916, to the Board of County Commissioners which has been referred to the road department, will

answer the following questions:

Distance from Portland to Gresham 14 miles; auto passenger fare 25c.

Distance from Portland to Vancouver 8.5 miles; auto passenger fare 15c.

There is considerable freight transportation by motor truck between these points, especially on the Vancouver run, but on account of the variable condition between merchandise and heavy freights I cannot give you a per ton rate. However, this rate is approximately the same as that charged by railroad and boat transportation.

Very respectfully,

J. B. Yeon, Roadmaster.

By Herbert Nunn, County Highway Engineer.

Tacoma, Wash., Oct. 9, 1916.

F. R. Beals, Tillamook, Oregon:

Dear Sir—In reply to yours of the 7th inst.: We have paved roads connecting the county seat with towns from ten to twenty miles away. The bus fare for twenty miles is sixty cents round trip. There is some freight transportation but I am not advised of the prices per ton.

Yours truly,

David H. White.

County Engineer, Pierre Co., Wash.

Chehalis, Wash., Oct. 10, 1916.

F. R. Beals, Tillamook, Oregon:

Dear Sir—In answer to your letter of Oct. 7, 1916, it is hard to express the effect of hard surface roads on passenger and freight traffic. The electric line between Chehalis and Centralia reduced the fare from 15 to 10 cents and installed the pay-as-you-enter system to eliminate one conductor, and still have a hard time to make their line pay since the road has been hard surfaced between the two towns. There are a large number of stages both passenger and freight running out of Chehalis and keep increasing. The distance between Chehalis and Centralia is about four miles and the fare by auto, train and electric line is 10c.

Hoping that this is the information desired.

Yours very truly,

J. D. Neville, County Engineer.

Knowing the road between Ashland and Medford to be hard surfaced I wrote the following letter to the County Court of Jackson County. The answers were inserted by the County Judge and the letter returned:

Tillamook, Oregon, Oct. 7, 1916.

To the Honorable County Court of Jackson County, Oregon:

Gentlemen—I am seeking information in regard to the effect of hard surface roads on passenger and freight traffic in your county, and will ask that you kindly answer the following questions: What is the distance from Ashland to Medford?

Answer—12 miles.

What is the passenger fare from Ashland to Medford?

Answer—40 cents by rail; 25 cents by auto.

Is there much freight transportation between these points by motor truck?

Answer—Yes.

What is the price per ton?

Answer—\$1.60 by truck. Railroads charges \$3.50 besides drayage at both ends.

I would also like to be advised as to what type of pavement you have laid in your county, the number of years it has been laid and the satisfaction it has given.

Answer—Concrete and asphalt with concrete base; two years; first class.

Thanking you for your trouble in this

matter, I am,

Yours very truly,

F. R. Beals.

Yours, etc., F. L. Toutelle,
County Judge, Jackson County.

We will now pass from the utility and economy of the hard surface road to its effect upon farm values; in this connection I will submit the records of Public Roads and Rural Engineering of the Department of Agriculture made in each of the years from 1910 to 1915 inclusive; these records show an increase in value of from 68 to 194 per cent in Dinwiddie County, Virginia; 9 to 114 per cent in Franklin County, New York; 50 to 100 per cent in Dallas County, Alabama; 25 to 50 per cent in Lauderdale County, Mississippi, and from 50 to 100 per cent in Manatee County, Florida. It will be noted that the average increase in farm values in these four states as a result of hard surfacing was 95 per cent. The estimates of increase were based for the most part on the territory within a distance of one mile on each side of the roads improved.

The above figures were secured by federal experts of the office of Public Roads and Rural Engineering of the Department of Agriculture and can be had direct from the government by any person desiring the data.

Now some one will say that is all very fine for the fellow owning a farm abutting or lying close to the hard surface road but how about the Blaine, Sandlake and Pacific City communities? As to this will say that every mile added to the hard surface road south of this city, with Tillamook the county seat, terminal of the railroad and head of ocean navigation, the point with which these communities must have communication, has a very marked and beneficial effect upon their interests and when the project as outlined is completed they will be on the same footing in many respects as the owner of property abutting the improvement. In addition to these advantages money from taxation, no longer required for maintaining main roads, can be used for improvement of their roads.

What will apply to the communities south of Tillamook will largely apply to the communities north and east of Tillamook, will therefore pass these interests without further comment.

Unfortunately the interests that will derive the least benefits are the timber interests. The timber is said to constitute 75 per cent of the assessed valuation of the county. It came into existence as a taxable asset of the county less than twenty years ago. If we are to rely upon present indications its removal will begin on a big scale in the near future. With the removal of every 1,000 feet of timber the burden of taxation shifts from the timber to the farm, the only other big resource of our county. This shifting process will continue until the farmer bears nearly the full 100 per cent of the tax burden as he did prior to twenty years ago. Is it not time, then, that we were waking up when we come to consider that we are but a little shoe-string country, surrounded by a vast forest, the removal of which will leave us with our harbors and hundreds of miles of expensive roads to maintain.

Now, these statements are not made to incite the farmer against the timberman, but to arouse him to a realization of the fact that our timber is a transitory asset and should while it exists be made to bear its just proportion of the development of the country. Its owners and their representatives, for the most part, are men whom I hold in the high-

est esteem and far be it for me to do them an injustice, but they have made fabulous profits out of the resources of this county and should, and I hope will, cheerfully put shoulder to the wheel and help us by assisting and co-operating in the only feasible plan to get hard surface roads, viz., by bonding the county.

Any reader who shares my views as to the advisability of bonding the county and desires that the petition referred to be filed with the County Court and the voters have a chance to decide the matter at an election called for that purpose will confer a favor by kindly dropping me a card or letter to that effect. Cards or letters from those entertaining contrary views will be as kindly received.

Respectfully,

F. R. Beals.

The Last Chance.

Recently we published in these columns an offer of The Youth's Companion and McCall's Magazine, both for a full year, for only \$2.10, including a McCall Dress Pattern. The high price of paper and ink has obliged McCall's Magazine to raise their subscription price February 1 to 10 cents a copy and 75 cents a year—so that the offer at the above price must be withdrawn.

Until March 31 our readers have the privilege of ordering both publications for a full year, including the choice of any 15-cent McCall Dress Pattern, for only \$2.10.

The amount of reading, information and entertainment contained in the fifty-two issues of The Youth's Companion and the value of twelve monthly fashion numbers of McCall's at \$2.10 offer a real bargain to every reader of this paper.

This two-at-one price offer includes:

1. The Youth's Companion, 52 issues.
2. The Companion Home Calendar for 1917.
3. McCall's Magazine, 12 fashion numbers.
4. One 15-cent McCall Dress Pattern, your choice from your first copy of McCall's, if you send a two-cent stamp with your selection.

The Youth's Companion, St. Paul street, Boston, Mass.

Estrayed from my premises at Meda about Dec. 15, two Jersey heifers marked with split in right ear and upper bit in left. Finder please notify D. J. Dunn.

TO those who wish to get a better KODAK this season, we have made arrangements whereby we can take in a few good old style machines in trade on new ones.

Kodak Cleaning and
Repairing.

C. I. CLOUGH,
RELIABLE DRUGGISTS

Tillamook, Oregon.