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OUR ROAD PROBLEM.

Editor Courier:

As one who came from a country where they build all their improved roads by bonding, and are so satisfied with results that they never think of doing it any other way, I am naturally in hearty accord with the plan as outlined by Mr. F. R. Beals in a recent communication to the Courier and other county papers.

Some six or seven years ago I not only advocated the bonding plan in a letter published in the Courier at that time, but also denounced the toll-gate graft at Dolph, a parasitic institution that had outgrown its usefulness and caused the corpuscels to boil in every red-blooded individual that ever entered the county through it.

Today the tollgate is gone and, believe me, the bonding plan is coming. The fates have decreed its coming as inevitable. Intelligent men are fast coming to know that if the present generation are to ever enjoy roads adapted to withstand the traffic of modern conveyances, because of the immense capital involved in their structure, they must of necessity resort to the bonding plan if built on anything like a scale that would meet the demands of the people.

They begin to realize as never before that after building hard surfaced roads, though they are extremely expensive, that they have not only the privilege of enjoying their benefits while they are

being paid for, but in their building they have added a valuable asset to the civic property possessions of the community at large and an enhanced value to their individual property possessions more than equal the money expended therefor, and have also added munificently to the heritage of future generations whether the bonds be all or partly redeemed before their demise. And add to all that, the money used on road construction remains largely at home where it has been spent by the contractors and workmen with our business men and farmers or deposited in our banks, thus constituting practically a loan to them without interest during the life of the bonds.

Is it any wonder, then, that with this fact in mind the federal government, the states and smaller municipalities are awakening to the situation, spurred on by a colossal army of automobile owners (one to every mile of road in the United States) and appropriating millions for good roads?

The United States has increased road appropriations in the last decade from 80 to 282 millions, the states in the same time from 2½ millions to 53 millions. The state of California has recently voted a 15-million bond issue, and so it goes.

If such a course is a good thing for other states and other communities why should it not be a good thing for Tillamook county? Inasmuch as these states have and are attaining such a high state

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of development under such government why, in the name of progress, would it not be a good thing for us when we have everything to gain and nothing to lose? Why not?

If our present program of hard surfacing is to go on, and we refuse to bond, I pity our old pioneers who have invested their all in outlying communities our main thoroughfares do not touch. I fear they will be in their graves and their children gray headed before they get their just deserts in the way of road improvement, especially if our timber is moved rapidly.

Referring to the proposed state highway, about which there is no little controversy, I am candidly led to wonder how many of our citizens are given it sufficient consideration to fully appreciate its importance, its true relation to all the people and its bearing upon the future development and prosperity of our county.

Inasmuch as it would surely become in a brief time an integral part of the Pacific highway and possibly a government military highway, if they do so consider it, they certainly cannot view

(Concluded on last page.)

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