

# CLOVERDALE COURIER.

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## Anent Hard Surfaced Roads

### TO SCHOOL PUPILS.

#### Cash Prizes Awarded for Essays and Arguments.

Following are the rules governing the contest:

Contest A—Subject: The benefits accruing to the county in which the writer is a resident from the improvement of the roads described in the \$6,000,000 bonding act. For the best argument a first prize of \$5. For the second best argument, a prize of \$2. There are 36 first prizes and 36 second prizes in this contest.

Contest B—Subject: The benefit which will accrue to the state described in the bonding act. For the best argument, a first prize of \$25. For the second best argument a prize of \$15.

Contest C—Subject: The same as contest B. This contest is open only to bona fide students of Oregon high schools. For the best argument, written by a high school student a prize of \$10.

Contest D—Subject: The same as contest B, and is open only to bona fide students of Oregon grammar schools. For the best argument, written by a grammar school student, a prize of \$10.

#### RULES.

One person may enter but one contest.

In contest A the author must be a resident of the county whose benefits from the proposed roads are discussed.

Contest B is open to any resident of Oregon who does not participate in either of the other contests.

In contests C and D the argument must discuss the road proposal from the statewide standpoint.

No argument in any contest may exceed 200 words.

Writing must appear on but one side of the paper used.

Manuscripts must be written preferably with typewriter or pen and ink.

The name and address of the author must appear in the upper right hand corner of the first page.

Arguments must be submitted without accompanying letters, explanations or other enclosures.

The envelope enclosing the manuscript must be addressed to Senator W. D. Wood, Hillsboro, Oregon, and on the envelope must also be written the contest entered, thus: "Contest A," "Contest B," Contest C," Contest D," as the case may be.

Manuscripts must be received by Senator Woods on or before 6 p. m. March 15.

## Ready Cash Talks.



ARE you ready for a business opportunity? Suppose that tomorrow you see a chance whereby the investment of \$1,000 would start you on the road to an independent fortune. Have you the thousand? Place your surplus cash in bank. Then when a choice investment offers you are ready for it. There is an old saying that money makes money. It is particularly true today. Security, service and courtesy are our watchwords.

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## TILLAMOOK COUNTY BANK

Manuscripts that do not comply with the foregoing rules will not be considered.

Manuscripts will not be returned to the authors.

Neither Senator Wood nor the contest judges can undertake to answer letters or inquiries concerning the contest or awards.

Awards will be announced on or before March 25, 1917, by three judges to be named later.

The right to publish any manuscript is reserved by the committee.

#### A Message From Representative Rowe.

Courier, Cloverdale, Ore.

Gentleman:—The road legislation adopted by the legislature just closed provides the means whereby Oregon can enter upon and carry out a comprehensive better roads program. By referring house bill 550 to the people for their ratification the proposition of better roads is put squarely before the people of the state of Oregon for their decision.

It is up to those of us who are interested in this proposition to see that this act is ratified at the special election to be held June 4th. To do so, will require a united effort on the part of all who are interested in this great movement for better roads.

In my humble way I wish to suggest that in each county an organization be perfected, to be known as a "Better Roads Club." These clubs to be composed of all those in the county who are interested in this work. These clubs would have for their principal function the dissemination of information relative to the bond measure, dealing with its importance and the great practical benefits accruing to the state by its adoption.

Then each county organization should select one or several delegates to what might be termed a "State Better Roads Committee." This committee would thus be a state-wide organization and its function would be to gather the necessary information, arrange for the publication of the literature needed, plan publicity campaigns to be carried out by the newspapers of the state and generally to act as the central binding-

together body for the various county organizations.

Funds will be required for this work and I suggest that each county organization adopt a rule that each member pay a nominal sum, perhaps one dollar, for membership in the club. The sums thus raised to be used in carrying forward the campaign, as suggested above.

A fact which impresses me very strongly is that this road bond measure is a statewide proposition, and to secure the adoption of the measure and the resulting benefits we who live outside of Portland should take upon ourselves the duty of conducting a vigorous and energetic campaign for the success of the measure at the special election to be held June 4.

Kindly consider this matter with those in your county who are interested in this Better Roads movement and arrange for the organization of your County Better Roads Club.

I shall be more than pleased to hear that such an organization is perfected in every county of the state, for only by united effort can we secure success for the measure at the coming election.

Kindly write me, letting me know what you think of the prospects for the organization of such a club in your county and giving me any ideas which you may feel disposed to give as to how such a campaign as I suggest could be strengthened and made more effective.

Sincerely yours,  
Frank A. Rowe.

#### Road Rally at Eugene.

Delegates from all counties of Oregon are invited to a western Oregon road rally to be held in Eugene next Saturday, March 10th.

"What is Uncle Sam's Proposition?" is a question that will be asked of government representatives and separate replies will be made as to forest roads and post roads.

Competent engineers will tell the costs of different widths and types of paving, and cost of getting grade ready for paving under the varying conditions existing in different sections.

The state highway commissioner will discuss their policies.

That the bonding act will insure improvement of all the designated highways within the five year limit at low cost to the counties in preparing grades is asserted, and facts and figures will be presented to throw light on every financial question involved in the highway program.