

## CLOVERDALE COURIER

Published Every Thursday

Frank Taylor, Editor and Publisher.

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### JOB DEPARTMENT

My Job Department is complete in every respect and I am able to do all kinds of Commercial Job Printing on short notice at reasonable prices.

THURSDAY, APRIL 12, 1917.

The way for Tillamook county to help boost the state highway bonding act is to give the county bonding act an overwhelmingly large majority.

The trust buster is again on the war-path says the San Francisco Chronicle. The government has hired Henry E. Colton to go after the scalp of the armor-plated steel combination. He is well armed with rhetoric, as witness the description of his intended prey as "an abnormal, illegal and grossly over-capitalized colossal supercombination of combinations." Men who talk like that seldom accomplish anything, and the steel men are not likely to lose much sleep in fear of such a frothy adversary.

When we hear of Grand Master of the State Grange, Spence, of Oregon City, or Tax Liberator Smith, of Eugene, working against the proposed road bonding law, all that is necessary in our mind to excuse them for the act is to look at the motive. Both of these men are alleged to be drawing a good big salary from the timber interests of the state to fight each and every movement that proposes the expenditure of state money, and from what is seen and heard of them there is little doubt of their effort to earn those salaries.—Lebanon Criterion.

### NEWSPAPERS ARE BOOSTERS.

Of 209 weekly newspapers in Oregon outside of Portland, 191 are publishing columns of information on the road

bonding issue. No pamphlets on this momentous question have been issued except those printed by newspapers entirely at their own expense.

If it wasn't for the newspapers of Oregon, what chance would a public issue have before the people? It is the newspapers which are the real boosters for state developments. Not only does it cost them money to print these columns and columns of information, but it costs considerable to get the live, up-to-date and accurate information to publish. It is the newspapers which have defrayed the whole cost of compiling and disseminating all the information which to date has appeared before the public on the road bonding act.

### MILITARY PREPAREDNESS.

Moving of heavy gun carriages, and heavy loads of munitions and army supplies, necessitate better roads than are at present available in Oregon.

Our state is exposed to attack; the railroad facilities are not as well adapted to carry heavy guns as are improved highways; and it is up to Oregon to get its through trunk roads in shape to facilitate the movement of supplies.

Should the railroad centers become too congested, owing to war burdens; or should they fall into the hands of an enemy; the through roads would be the only means of communication left to get supplies from place to place in the interior. Farmers would of necessity depend upon the through roads for marketing their crops. Every resident of Oregon will see the necessities of the situation, and will see the bearing this has on the road question to be voted upon June 4.

### THE SLAB CREEK SAGE SAYS

No man ever lost his self-respect by acting on the square.

It takes a lot of fortitude to follow the dictates of a perfectly good conscience.

Brave is the man who will stand within forty feet of anything a woman throws at.

"Glad to meet you," is what one man usually says when introduced to another—but is he?

If a man tells a woman she has a musical laugh she will fall for any old joke he will get off.

You cannot make a crow white by washing it.

Every woman's plain duty is to be as handsome as she can.

## OPEN COMPETITION POSITIVELY ASSURED

All Contractors to Have Chance to Bid on Proposed Highways.

In reply to an inquiry from the Legislative Good Roads Committee as to what its policy would be in the matter of awarding contracts for road construction if the pending road bond bill should be approved by the voters in the June election, the State Highway Commission issued the following statement:

"We recognize the propriety of your inquiry and therefore hereby authorize you on our behalf to say that this Commission, at a public meeting held at Portland on this date, adopted the following resolution:

"Whereas there exists in the public mind an impression that undue profits have heretofore been made by paving contractors in Oregon,

"Be it resolved that it will be the policy of the Highway Commission to call for bids on all standard types of pavement in open and fair competition and to award contracts to the lowest responsible bidder who will be required to give a good and sufficient guarantee for the permanency of his work.

"Be it further resolved that in the event no satisfactory bid can be obtained the Highway Commission will proceed to do the work itself by force account after the purchase and installation of its own paving plant."

"The above resolution is intended as a frank statement to the public of what our policy will be. If there is anything which is not fully covered it is due to an oversight on our part and not due to any desire to evade any issue or question.

"We may summarize our plans as follows: We shall demand and endeavor to acquire for the state full value for every dollar of public money expended. If the bond issue is adopted we shall so far as possible, commence work in every county in which work is to be done at the earliest possible moment. We shall not favor one county or locality over another, but will, to the best of our ability, be fair to the various sections of the state."

### OREGON FARMERS HAVE EVERYTHING TO GAIN

Under the plan submitted in the road bonding bill, the farmer has everything to gain and nothing to lose. According to a compilation by the State Tax Commission, agriculture in Oregon pays on approximately 25 per cent of the total taxable property, timber and lumbering on 19 per cent, city and towns on 41 per cent and public utilities on 14 per cent. Designated as they are to meet the requirements of the state as a whole, these main through arteries will be built from city limits to city limits, the cities alone having authority over city streets. The Highway Commission has announced that, where any of the main roads to be improved pass through the smaller towns and villages and the street is not already improved, the Commission will hard surface that portion of the road included within the limits of such towns and villages without additional cost to such communities. When improved these main lines will serve not only the agricultural districts through which they pass, but will also serve centers of population—the principal market places. They will be market roads as well as through state roads—not luxuries.

The State Highway Commissioners, who will have charge of the disbursement of the proposed \$5,000,000 road bonds, have given the assurance that all roads built under their supervision will be constructed honestly. Contracts for the work will be subject to free and open competition. There will be no gouging of the public.

No, Mr. Taxpayer, your taxes will not be increased one ten cent piece on account of the proposed \$5,000,000 good roads bonds. Both the interest and the principal of the entire bond issue are provided by the increased automobile license and the standing quarter mill state road tax.

An advertisement this size in the Cloverdale Courier at only 25c the issue. Don't let the door hinges of your business place get rusty for the want of a little advertising.

## ROAD BOND ISSUE IN A NUTSHELL

Proposed Issue of \$5,000,000 for Good Roads Will Not Increase Taxes.

Authorizes State Highway Commission during next five years to issue bonds to the amount of \$5,000,000.

The issue is limited to \$1,000,000 in 1917 and \$2,000,000 in 1918.

Bonds are to be of serial form and beginning sixth year to be retired one-twentieth each year.

Of the bond issue at least \$500,000 must be in denominations of \$500 each or less.

Bonds shall bear 4 per cent interest payable semi-annually.

Funds derived from bond issue to be expended in paving main highways after counties have made roads ready to receive pavement.

Bill designates roads to be paved, but Highway Commission is authorized to make local changes and may also add other post and forest roads to system.

Highway Commission is to let all contracts in open and public session according to law to lowest bid.

If lowest bids deemed excessive Highway Commission is authorized to reject all bids and do work itself, being empowered to purchase necessary equipment.

Proposed bonds will not increase taxes. Increased automobile license and existing one-fourth mill state road tax will pay interest and retire bonds at maturity.

Legislative Good Roads Committee.  
W. D. Wood, Hillsboro.  
Julien A. Hurley, Vale.  
Wm. E. Schimpff, Astoria.  
E. D. Cusick, Albany.  
Roy W. Ritner, Pendleton.  
W. H. Gore, Medford.  
C. C. Clark, Arlington.  
O. Laurgaard, Portland.  
Bruce Dennis, Executive Secretary.

### GOOD ROAD SIDELIGHTS

A dollar's worth of road for a dollar's worth of expenditure is assured at the hands of the State Highway Commission which is charged with disbursing the funds raised from the proposed \$5,000,000 good roads bonds.

The question involved in the proposed issue of \$5,000,000 road bonds is simply this: Do the people of Oregon desire to approve and inaugurate a comprehensive system of state-wide highway development. If the bond issue is approved, taxes will not be increased one cent on that account. Both the principal and the interest on the bonds will be paid from the fund created by doubling the automobile license and adding thereto the quarter of a mill state road tax already provided.

In the last ten years approximately \$40,000,000 has been expended on roads in this state. What is there to show for it? Support the \$5,000,000 bond issue on June 4th and let's take up road building on a practical and comprehensive basis.

Friends of good roads who desire

to assist in the campaign for the \$5,000,000 bond issue can do so by forwarding subscriptions to Bruce Dennis, Executive Secretary, at Good Roads Headquarters, 310-311 Selling Building, Portland, Oregon. The members of the campaign committee have refused contributions from paving concerns and are relying entirely on free will offerings from good roads enthusiasts to meet the expenses of the vigorous campaign that has been outlined in behalf of the road bond bill.

If the \$5,000,000 bond issue and the highways designated therein are approved, comprehensive provision for construction of highways will have been provided. Road construction will have been standardized; Federal aid and co-operation secured; the cost of efficient engineering will have been minimized; co-operation between State, Government and counties, together with genuine competitive bidding for construction will have become a reality. The acquirement of funds for road construction at a low rate of interest and a method of paying both interest and principal of state bonds out of current revenues already imposed will also have been secured, and this without additional tax burden and with proper safeguards to the general taxpayer.

The Highway Commission has gone on record on this score. Unless contractors are reasonable in their bids, the Commission has announced that it will install a paving plant and go into the paving business itself.

Upon the construction of the roads named in the road bond bill, the money formerly spent by the counties in repairing and maintaining the main lines of travel can be used for improving the laterals and less traveled roads.

Good roads enable dairymen and gardeners within a radius of 50 miles of Los Angeles to reach the city market daily before 7 A. M. The same sort of highways in Oregon would make markets in Oregon equally accessible to producers.

The "Back to the Farm" movement will receive a great stimulus from the approval of the good roads bond bill at the special election June 4th.

Could Suit Her. "Do you guarantee these colors fast?" asked the customer at the haberdashery counter.

"Certainly not, madam," replied the new clerk in the fullness of his knowledge. "Black is never considered a fast color, you know. But I can show you something pretty swift in stripes."—New York American.

## Gasolene

AND  
Automobile  
Accessories

W. A. WILLIAMS  
TILLAMOOK

## Quality Counts

In ever line of Merchandise, but none more especially than in

## HARDWARE

Our large stock is in every instance the best that can be had and our aim will be to keep the high standard up.

Builders' Hardware,  
Tools

Shelf and Heavy Hardware

Stoves Ranges, Farm and  
Garden Tools

And everything usually kept in a first-class hardware store, and all goods are of the best quality.

Alex McNair & Co., Tillamook, Ore.

## Taylor Real Estate Agency

Fifty acres of up-land, close to Cloverdale, practically all cleared and fenced, no buildings, at \$100 per acre. If you have a small amount of money to pay down I will help you make the first payment.

One hundred and sixty acres near Meda at \$25 an acre. Five cows and some young stock on this place that will be thrown in. A small cash payment down will secure this place. Might consider a trade on part of the principal. This place for sale or rent.

Five hundred dollars down will buy the nw 1/4 of the se 1/4 and the n 1/2 of the sw 1/4 of section 3, and the e 1/2 of the se 1/4 section 4, town 5 south, range 10 west. I can rent you this place, if you want it, at a very reasonable price.

What have you to trade for 160 acres, the old Schaler place. Will consider eastern or Canada property. Tell us what you have and keep the ball rolling.

The John Weiss saw mill, the one that makes money every time the wheel goes round. Let us explain the terms and price on this money-maker.

We have a residence property at Pacific City that can be bought for half cash, balance to suit purchaser. You know that Pacific City will some day be the ideal summer resort and that property will be higher. Why not buy now while there is a chance for an investment.

Buying, selling or trading real estate and business enterprises our big hold. We have realty from Timber to Nesko-win and business enterprises scattered along the way, that can be bought right. Find us if you are in the market and if you are not in the market for some of the snags I have, get in. A tip that's worth taking.

Taylor Real Estate Agency  
Cloverdale, Oregon.