

INCREASED LICENSE LAW NOW IN EFFECT

To Insure Road Construction Automobileists Should Vote For Road Bonds.

Many automobile owners are of the opinion that the law increasing the license on motor vehicles is included and made a part of the \$5,000,000 road bond bill. In this they are wrong. The automobile license was doubled in the motor vehicle law which was enacted by the last Legislature. It is now a law. The increased automobile license will be in effect and will be collected regardless of whether or not the road bond bill is approved by the voters at the June election.

Furthermore, the motor vehicle law contains a provision that the money raised from automobile licenses shall be available for road construction under the plan outlined in the \$6,000,000 road bond bill if the bond bill carries. In other words, if the road bond bill is defeated, the automobile license money may be used for other purposes. If the road bonds are approved, the automobile owner has the positive assurance that the money derived from the increased automobile licenses will be expended in building good roads.

Remember this: The automobile owner will have to pay the increased license any way, regardless of the fate of the \$6,000,000 road bond bill.

A vote for the road bond bill by the automobile owner is a vote for the expenditure of the automobile license money, which has to be paid anyway, in building a system of state-wide permanent highways as outlined in the road bond bill.

In voting for the road bond bill, the automobile owner will simply pave the way for the expenditure of license money that he will be required to pay, in building serviceable hard-surfaced roads in all sections of the state.

Every automobile owner is directly and personally interested in the road bond bill. In voting for that measure he will merely be asking that the money he will be required to pay anyway shall be spent in building roads. The automobile owner has everything to gain and nothing to lose by voting for the road bonds.

Within the last few days it has developed that some of the largest interests of Oregon are opposing the road bonding act.

Their fear is that construction of highways will withdraw from the labor market men who will be needed for other occupations incident to war-time operations.

Without questioning either the patriotism or the wisdom of their attitude, there is no doubt but that it will have a big influence in reducing the vote of the road bonds.

It is therefore squarely up to the progressive citizens of Oregon who want roads improved to use every atom of their energy to bring out the vote at the special election June 4.—La Grande Observer.

This happened right in Portland. A householder telephoned a fuel company to send him a load of oak wood. The prospective customer was informed that the dealer did not have any such wood on hand and would not be able to fill the order until the roads had "dried up" so that the farmer could haul it to town. Is it not about time, Mr. Farmer, Oregon was getting into the road building business on a practical and result-producing basis? Such a plan of road building is proposed in the \$6,000,000 road bond bill on which the people will vote at the special election June 4th.

- +++++
- SOME REASONS FOR FAVORING ROAD BONDS**
- + Vote "Yes" on the \$6,000,000 road bond bill at the special election June 4th.
 - + Because Oregon needs good roads.
 - + Because a dollar's worth of road is assured from every dollar expended.
 - + Because every favorable vote is a vote to help pull Oregon out of the mud.
 - + Because the state is now spending \$4,000,000 annually without getting adequate results.
 - + Because all sections of the state will benefit directly from the roads to be constructed.
 - + Because good roads increase real estate values both in the city and throughout the state.
 - + Because proposed bond issue will provide good roads at no greater cost than state is now paying for poor ones.
 - + BECAUSE GENERAL TAXES WILL NOT BE INCREASED.
- +++++

MANY ADVANTAGES FROM GOOD ROADS

Investigation By Government Shows Such Expenditures Are Justified.

Investigations conducted by the United States Department of Agriculture prove conclusively that good roads increase school attendance, improve social conditions and enlarge business transactions, while the selling price of tillable farm land increases more than the total cost of the improvements. Discussing these subjects, the Weekly News Letter, published by the Department of Agriculture, had the following:

"A 15 per cent increase in the proportion of the available children attending schools took place following the construction of good roads in eight counties studied by the Office of Public Roads and Rural Engineering of the Department. The improvement in roads was followed also in several of the counties, the report shows, by consolidation of a number of the little one-room schools into graded schools, which give the pupils better educational advantages; by a development of various industries, and by social improvements due to easier intercourse. These improvements are related closely to increases in land values and decreases in hauling costs, effects also traced to the construction of improved roads. The studies were made in Spotsylvania, Dinwiddie, Lee and Wise Counties, Virginia; Franklin County, New York; Dallas County, Alabama; Lauderdale County, Mississippi; and Manatee County, Florida.

"To determine as far as possible the exact dollars and cents effect on a county of the improvement of bad roads, specialists of the office of Public Roads and Rural Engineering of the Department made economic surveys in eight counties in each of the years from 1910 to 1915, inclusive.

"This study of the increase in the values of farm lands in the eight counties reveals the rather interesting fact that following the improvement of the main market roads the increase in the selling price of tillable farm lands served by the roads has amounted to from one to three times the total cost of the improvements. The increase in values in those instances which were recorded ranged from 63 per cent to 80 per cent in Spotsylvania Co., Va.; from 68 to 194 per cent in Dinwiddie Co., Va.; from 70 to 80 per cent in Lee Co., Va.; 25 to 100 in Wise Co., Va.; 9 to 114 in Franklin Co., N. Y.; 50 to 100 in Dallas Co., Ala.; 25 to 50 in Lauderdale Co., Miss., and from 50 to 100 in Manatee Co., Fla. The estimates of increase were based for the most part upon the territory within a distance of one mile on each side of the roads improved."

These same investigations by the Department of Agriculture disclosed that in the last 12 years there has been an increase of more than 250 per cent in the total outlay for roads and bridges in the United States.

WHY EVERY COUNTY SHOULD VOTE BONDS

There is an excellent reason why every voter in every county in the State outside of Multnomah County should vote for the \$6,000,000 road bond bill. Here it is:

Multnomah County has paved her roads. The \$6,000,000 paving fund will all be expended outside of Multnomah County. Multnomah County pays 40 per cent of the automobile license and the quarter-mill state road tax, which means she will pay 40 per cent of the \$5,000,000 bonds. Her contribution to the other counties for roads will be \$2,400,000.

Your county will get more back from these bonds than it will contribute.

WILL BE NO CHANCE TO JUGGLE THE BIDS

The State Highway Commission has formulated a general policy in the matter of letting contracts for road work in co-operation with the counties as contemplated in the \$6,000,000 road bond bill. It has been decided that the Commission sitting with the county court will let the contracts in the county in which the work is to be done. All bids are to be received on the day of award from the bidders or agents directly on the day of opening and read in the presence of the bidders. The object aimed at is to preclude any charge of the bids having been tampered with.

Owners of automobiles will be required to pay the increased license fee whether the road bond bill passes or not. On the other hand, if the road bonds are voted at the June election, a real start will be assured in giving to the state a system of permanent highways constructed from automobile license fees and without increasing the general tax.

OPPONENTS OF ROAD BONDS JUGGLE FACTS

Counties Outside of Multnomah Will Receive More Than They Contribute.

In an effort to turn the voters of Benton, Lane, Linn and Marion Counties against the road bond bill, C. E. Spence, Master of the Grange, is making the unfounded assertion that none of the money raised from the bonds will be expended on roads in the Willamette Valley south of Multnomah County; that all of the money contributed by Willamette Valley counties in automobile licenses and in taxes from the quarter mill state road tax will be required and will be expended in completing the Columbia River Highway.

The plain facts are:

1st.—Reliable engineering estimates secured by the Highway Commission agree that \$1,750,000 will complete the Columbia River Highway from Astoria to The Dalles.

2nd.—Multnomah County pays 37½ per cent of the state tax and 40 per cent of the automobile license fees but under the highway plan embraced in the road bond bill not one cent of the money so paid will be expended in Multnomah County.

3rd.—Multnomah County will pay in automobile fees and state road tax approximately \$2,400,000 which is more than sufficient to complete the Columbia River Highway and leave a balance of \$650,000 to be applied on other roads. These figures do not take into account the amounts that will be paid by Clatsop, Columbia, Hood River and Wasco counties which will also be available for completing the Columbia River Highway. The amounts paid into the fund by these counties will further reduce the amount of Multnomah County's contribution to the Columbia River Highway and leave a considerably larger sum than \$650,000 to be applied on the Pacific Highway and other roads contemplated in the road bond bill.

4th.—Not one cent of the money paid by counties of the state, other than that contributed by Multnomah, Clatsop, Columbia, Wasco and Hood River counties, will be required to complete the Columbia River Highway and the other roads outside of the counties enumerated.

5th.—In other words, under the \$6,000,000 road bond plan, Multnomah County automobile owners and taxpayers will not only pay sufficient funds to complete the Columbia River Highway but will also contribute to the fund that will be expended on the Pacific Highway and other roads in the Willamette Valley and in other sections of the state.

SUPPORT ROAD BONDS AND GET CONSTRUCTION

If the bond issue fails to carry (\$6,000,000 road bond bill), let us ask ourselves what is going to become of the quarter-mill tax that we are going to pay anyway? What is going to become of the auto license tax that the autoists are going to pay anyway? We talk about fearing the funds derived from the bonds will be inequitably distributed, what better off will we be regarding equitable distribution of the road money if we vote down the bonds? Where will it go? Under the bonding bill we are assured that if the county prepares its grade that that designated road will be hard-surfaced. If the bonds lose, we aren't assured of anything but continued bad roads, continued mud and continued financial loss in consequence.—Corvallis Gazette.

Milwaukie Grange at its last meeting revoked its action of a month ago, when resolutions were adopted opposing the \$6,000,000 road bond bill, and adopted another set of resolutions approving the bonds as "a step in the line of progress." Opposition to the proposed bond issue is being rapidly dispelled as the voters study the measure and acquaint themselves with its provisions.

Californians have found bonds for road building a profitable investment. Six years ago, by a bare majority, they voted bonds to the amount of \$18,000,000 for road construction. Last Fall by a 4 to 1 vote they authorized a further issue of \$15,000,000 for the construction of more roads. Evidently they were entirely satisfied with their initial investment. Pretty good argument for supporting the \$6,000,000 road bond bill in Oregon at the June election.

The people of Oregon have reason to congratulate themselves upon the selection of Herbert Nunn as State Highway Engineer by the new Highway Commission. No better appointment could have been made. His selection happily eliminated the possibility that an unfit appointment might be made through political favoritism.—Coquille Sentinel.

He Was Grateful.
Butterman—While my daughter was playing the piano last night a strange man stopped at the door and asked to be allowed to give her half a sovereign. Silversides—Was he such an ardent music lover? Butterman—No; he said it was merely a thank offering because he didn't live next door to us.—London Tit-Bits.

CLOUGH'S LYSEPTIC

The Best Antiseptic
Healing Germicide

Lyseptic is completely soluble in water. A teaspoon full to one quart of water is the average strength to be used for antiseptic, germicide, deodorants, wounds, cuts, nail punctures, mange, hoof rot, mud fever, lice, fleas, dandruff, shampoo, being of a soapy nature proves very effective for washing the animals' and stable utensils, and if used in general, improves stable conditions, infection, among cattle, abortion, foul discharge and externally to prevent the spread of diseases.

CHAS. I. CLOUGH,

Reliable Druggist, Tillamook, Ore.

An advertisement this size in the Cloverdale Courier at only 35c the issue. Don't let the door hinges of your business place get rusty for the want of a little advertising.

The Todd Hotel

Tillamook, Ore.

L. S. HUSHBECK, Proprietor.

Dining Room run on Family Style
Meals 25c.

Rooms 50 and 75 Cents, Special Rates by the Week.

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 ¼ of the se ¼ and the n ½ of the sw ¼ of section 3, and the e ½ of the se ¼ 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 100 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 Neskonwin 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.

PROFESSIONAL CARDS

Tillamook Abstracting Co.
THOS. COATES, PRESIDENT.
COMPLETE SET OF ABSTRACT BOOKS OF TILLAMOOK COUNTY, OREGON.
TILLAMOOK CITY, OREGON.

T. H. GOYNE,
ATTORNEY AT LAW
Conveyancing, Etc.
Opp. Court House, Tillamook, Ore.

F. R. BEALS
REAL ESTATE
Write for Literature.
TILLAMOOK, OREGON

FRANK TAYLOR,
Notary Public
Cloverdale, Ore.

A. C. EVERSON
TILLAMOOK, ORE.
Money to Loan
Real Estate Agency
See me for realty deals.

Tillamook Undertaking Co.
R. N. HENKEL, Proprietor.
Night and Day calls promptly attended.
Next Door to Jones-Knudson Furniture Store.
TILLAMOOK, OREGON

Office Ground Floor Bell Phone 53-J
National Bld., P. O. Box 147
With Rollie Watson

Abstracts on Short Notice by the

PACIFIC ABSTRACT CO.
L. V. EBERHARD, Manager.
Complete Set of Abstracts of the Records of Tillamook County, Oregon.
TILLAMOOK, OREGON