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## GOOD ROADS POINTERS

A vote for the road bond bill will be a vote for a state-wide system of good roads without increasing direct taxes. Don't forget this when you vote June 4th.

Whether the road bonds are voted or not the auto license and the millage tax will have to be paid just the same. Where would there be any economy in voting them down?—McMinnville Register.

Those who argue against obtaining outside money through the six million bond issue are working against the improvement of the by-roads or laterals which they claim to champion.—Pendleton East Oregonian.

"This is the greatest measure ever contemplated by the state of Oregon," said Governor Withycombe, discussing the \$6,000,000 road bond bill at the state-wide good roads rally in Portland. "It means more to the state than any measure in its history, because the one thing we need is highways in Oregon."

Industrial preparedness, military preparedness, economic insurance and common horse sense rise up to slap the contrary Mr. Spence's statements in the face. The bond issue is practical, is necessary, is without tax obligation, DOES make the auto owner bear ALL the burden and SHOULD carry.—Astoria Astorian.

Eighty per cent of the automobiles in Oregon are owned by persons living in the cities, and not one cent of the proposed \$6,000,000 bond issue is to be used on roads in cities. All the money goes on county roads, and as only 20 per cent of the auto license will be paid by those living in the country, that means that the auto owners living in incorporated cities will pay \$4,800,000 of the \$6,000,000 bond issue.—Tillamook Headlight.

It is time for us to get out of the mud. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our state. This measure (\$6,000,000 road bond bill) does not add one farthing to our taxes; it simply capitalizes waste. No sane man or woman should offer a single word of opposition to this movement.—Governor Withycombe at state-wide good roads rally in Portland.

Six years ago the people of California voted \$18,000,000 bonds for good roads. The measure received only a small majority. Last November they voted an additional \$15,000,000 of bonds for further road work. The vote at the second election was 4 to 1 for the bonds. There's a reason. Californians were satisfied with their first investment. Road construction in California has yielded satisfactory dividends to the people of that state.

The State Highway Commission has adopted the following policy with regard to road surveys:

Whenever any County shall make application to the Commission setting forth a desire to do construction work on post roads, forest roads or any other state highway within its limits, the Commission will authorize a definite location survey establishing grades and alignments. The expense of such surveys will be paid for from the state funds of the Commission.

We cannot conceive how a farmer can oppose the present good roads movement when it means so much to him to have good roads to take his products to the market. The State of Oregon is endeavoring to bring about a comprehensive system of road building, which it should have done years ago, but, strange to relate, objection is raised by farmers, who will be the most benefited by a system of hard surfaced trunk roads. Take Tillamook County for an illustration with a hard-surfaced highway through the county. The farmers would use it 12 months of the year and the summer auto travel three months of the year.—Tillamook Headlight.

I don't believe in going in debt for something that we don't need, and I don't think bonding is the best way. But, there you are, under the system that this government is run it is the only way to get what we need, and we all agree that we need good roads and we know that macadam will not stand the traffic. Will we wait until we have the money, or go in debt, for what we all say we need? I have come to the parting of the ways, and say, I believe those men who figured on the license paying for the bonds know what they are talking about.—C. A. Schuebel, Clackamas County farmer, in a communication to the Oregon City Enterprise.

In arriving at a sensible conclusion as regards the road bond issue it is not unwise nor untimely to reckon along the line of a twentieth century resident. Do not harken back to the days when our grandfathers crossed the plains in a prairie schooner drawn by a yoke of oxen, but just remember

that this is an age of rubber tires. Permit a few present day arguments to confront you, then look them squarely in the face. That is the only way to settle the matter honestly. That being the case we are certain that every voter who has not already become convinced that Oregon should be pulled out of the mud will resolve to do his bit by casting his vote for the first real sensible measure ever placed before the people which was intended to do a real good for the state and not make a few grafters rich.—Coos Bay Harbor

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