

## 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 Spottsylvania, 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 Spottsylvania 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 \$6,000,000 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.

## ANOTHER ANTI-BOND ISSUE EXPLODED

Opponents Maliciously Allege That Only a Few Counties Will Benefit.

In an attempt to array different counties against the \$6,000,000 road bond bill, opponents of the measure are maliciously alleging that few counties will be able to avail themselves of the bond measure for the reason that the cost of preparing roads for hard-surfacing under the terms of the bond bill will exceed the actual cost of hard-surfacing and, therefore, be greater than those counties can afford.

Meeting this misrepresentation, the State Highway Commission at its recent meeting in Salem reiterated its previously announced policy on this subject. All that will be required of the counties under this policy will be the preparation of grade of the roads to be hard-surfaced. This means that a county will merely need to bring a road to grade and drain it before the state applies the hard-surfacing. The rock base is considered a part of the hard-surfacing and will be built by the state, assures the Highway Commission.

### 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.

Farmers not residing on any of the roads to be improved under the road bond bill should not for that reason oppose the bond measure. With the approval by the voters of the bond issue, every such farmer will derive a two-fold benefit. In the first place, he will be brought that much closer to a hard-surfaced road. Secondly, the money now expended on the main roads will be available for the improvement of the connecting roads. Surely, the farmer, regardless of his residence with respect to the main trunk roads, cannot help but recognize that he will be benefited by the expenditure of funds raised by the proposed bond issue.

Young men are being continually urged to "Get back to the Farm," but they are expected to wade in mud up to their knees to get there. Vote for the \$6,000,000 bond measure and help make the farm more accessible to labor as well as to the markets.

Oregon has talked good roads for 60 years. Millions of dollars have been expended in that time filling mud-holes. The state is in third place in commerce and population among the Coast states. The road bonding proposition, on which the people will vote June 4th, is the first comprehensive road programme ever submitted to the people.

With the main trunk lines, provided for in the road bond bill, taken care of, road district money will be expended on local laterals connecting with state-improved highways, bringing the farmer, no matter where situated, in direct contact with the city markets.

## The KITCHEN CUPBOARD

IRONING DAY MENU.

TUESDAY—BREAKFAST.  
Damsion Plums.  
Broiled Ham.  
Fried Cornmeal Mush, Maple Syrup.  
Coffee.  
LUNCHEON.  
Cheese Toast With Dropped Eggs.  
Finger Rolls.  
Preserved Ginger. Jumbles.  
DINNER.  
Jellied Bouillon.  
Boiled Salmon, Egg and Parsley Sauce.  
Potato Balls. String Beans.  
Sliced Tomatoes.  
Turkish Melon. Iced Tea.

Luncheon Dishes.

**JAM OMELET.**—Beat yolks of five eggs light with a tablespoonful of powdered sugar. Into this stir a teaspoonful of cornstarch dissolved in three tablespoonfuls of milk, then the stiffly beaten whites. Cook in a frying pan until set. Spread with strawberry jam, fold and serve as dessert.

**Cream Mushroom Soup.**—Peel and trim a pint of mushrooms and boil them gently until very tender in a pint of water. Then rub through a sieve. Mix a pint of boiling water with a pint of hot milk. Rub together a tablespoonful each of butter and flour and with this thicken the milk and water. Season with salt and pepper and a grating of nutmeg and add the mushroom paste just before serving.

**Curry Leftovers.**—Chop fine any leftovers in the shape of veal, lamb, mutton or fowl. Add an equal quantity of boiled rice or any other cereal that you have on hand and season with salt, pepper, minced parsley, a little onion and the curry powder. Make into croquettes, using a raw egg to bind them together, dip in beaten egg, then in crumbs and fry in deep fat.

**Old Fashioned Chicken Sandwiches.**—Use white homemade bread, butter it with sweet butter when thinly sliced, then cover each slice with cold chicken shredded in strips with the fingers. Add a dust of salt and black pepper and a light sprinkle of dry mustard. Cover the slices and then cut them through with a sharp knife into two narrow strips. Pickled gherkins or olives are often served at simple wedding feasts with meat sandwiches of any sort.

**Shrimp Stew.**—To each can of shrimp, carefully picked over, use a pint of milk, speck pepper, rounding teaspoonful of butter, salt to taste. Heat milk in a double boiler, thicken slightly with a level teaspoonful of flour, add shrimp, allow them to heat through, add pepper, butter and either some of the shrimp liquor or salt to taste and serve with oyster crackers.

*Anna Thompson*

In the selection of a Highway Engineer at an annual salary of \$3600, the State Highway Commission threw another bombshell into the camp of those opposing the road bond bill. Opponents of this measure had been predicting that a \$5000 or \$6000 man would be given this job. The action of the Commissioners in this important matter only corroborates the assurance previously given that they will safely and economically expend all funds entrusted to them. It is entirely in keeping with the announced policy of the Commission that it will give a dollar's worth of value for every dollar expended in all matters connected with road construction. Mr. Nunn, the Highway Engineer, was selected because of his efficiency. He has had years of experience in road building and the records of his work show the most satisfactory results at a low cost to those footing the bills.

"A good road is a thing that will last forever, when properly kept in repair," remarks an exchange. "The next generation has no right to be enjoying an improvement that their fathers sweat to pay cash for. The children of today can use the improved roads in going to school so why shouldn't they help pay for them. Under a bonding system the cost is distributed over a long period of years and is more just than a pay-as-you-go system which means a heavy tax upon the farmers of today if roads are really made good, or it means a continual tinkering with the roads and eventually getting no real improvement."

In an editorial indorsing the good roads bond bill, the Portland Journal said in part:

Shall we go on wasting tax money in the filling of mud holes or shall we concentrate our expenditures on the most important roads and when they are made efficient pass on to the next in importance and so on?

Shall we continue to spend forty or fifty million dollars during the next ten years without system, as at present, or shall we spend that amount in a business-like way on some definite plan?

We can not get away from the fact that we must spend for good roads whether we have them or not.

The state bonding act (good roads) does not mean that an indebtedness will be incurred. It means that the state will use its credit to build a hard surface road in different parts of the state which the revenue from automobile licenses will pay for in years to come. It does not mean increased taxation. It ought to mean a reduction of taxes for has not the old system of filling up mud holes been an extravagant and useless expenditure of the taxpayers' money.—Silverton Tribune.

A vote for the good roads bonds June 4th will be a vote to pull Oregon out of the mud.

## GIFTS



### For the Graduates

Nothing could more surely make the girl graduate supremely happy than any one of the delightful gifts in jewelry such as a beautiful La Valliere, a dainty brooch or pin, a bracelet, a wrist watch, a diamond ring or any article of her favorite pattern in the toilet-ware.

The boy graduate, taking a new step forward, faces the big world of real life. Give him the right start; plant the seed of punctuality by presenting him with a dependable watch or give him military brushes, ring, cuff links, scarf-pin, studs, belt buckle, Waldermair chain, gold or silver knife or an Ever-sharp pencil.

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