

EVERYBODY WANTS IMPROVED ROADS

Plan That Will Insure State
Better Highways to Be
Voted Upon in June.

Everybody wants good roads. The need for improved highways is admitted. Every citizen is anxious and willing to pay his share towards the cost of building good roads. All the individual ever has insisted upon and is asking today is that the public receive one dollar of value for every dollar expended in road construction. Frequently in the past the public has not received full value from these expenditures. But this has been due invariably to the lack of a systematic plan of road building and an intelligent supervision of the work by public officials charged with disbursing the fund.

The last Legislature, however, provided the necessary legislation for introducing in Oregon a systematic and intelligent campaign for the state-wide construction of permanent hard surface highways. A complete road code was adopted and a Highway Commission created for its administration. Another measure provided for issuance of bonds aggregating \$1,800,000 with which to match an equal amount provided by the Government, under the Shackleford Act, for the construction of post roads and forest roads.

Most important of the Legislative measures was that authorizing the issue of bonds to the amount of \$6,000,000 for the construction of main trunk lines throughout the state. At the same time, another bill was passed doubling the annual license on all automobiles and motor vehicles. The revenue from this source, together with the money derived from the existing one-fourth mill road tax will meet all interest charges of the proposed bond issue and retire the bonds without adding a dollar to the direct taxes of the individual.

Of these various measures, only one—the \$6,000,000 Bond Bill—will be submitted to the voters for their approval at the special election, June 4th. This measure asks nothing of anybody except that which he must pay under laws which go into effect regardless of whether the bond issue be adopted. All manner of safeguards have been provided outside the bonding act. The Highway Commission has been reorganized, methods of road construction have been reformed, competition in contracts has been made compulsory and an anti-conspiracy bill has been passed. Amortization tables show that the income now irrevocably provided will retire the \$6,000,000 bond issue, meet the requirements of the Federal Act, provide maintenance of roads and leave a surplus even if there be no increase in assessed value or number of automobiles.

Approval of the bond measure by the voters is all that is needed to carry out the good roads campaign effectively. Indorsement of the bonds at the June election would mean that actual road construction could begin this year. In passing on this measure, voters are not asked to vote blindly. The pending bond bill describes the roads that are to be constructed and defines the general character of their construction. All roads will be built under the supervision of the State Highway Commission which was created for that specific purpose.

The members of the Commission are men of the strictest integrity. They are among the state's most representative citizens who have achieved enviable success in the business world. As appointees of Governor Withycombe, they may be depended upon to conduct the business of state road building with the same fidelity they have shown in their personal affairs. The personnel of the Commission is a guarantee that all road funds coming into its hands will be disbursed wisely and economically.

EVERY PRODUCER WILL BE AIDED.

Good roads concern and should interest every citizen. They reduce the cost per ton to the producer in marketing his products. This is an important factor in determining the ultimate cost to the consumer. Good roads mean a substantial saving in the operating cost of 36,000 motor vehicles in this state and will effect a further saving of at least 10 per cent in the depreciation of all vehicles. These two items amount into almost incredible sums annually. All money raised for good roads will be expended in this state, contributing to the welfare of all. Good roads increase the value of all land contiguous to the highways that are improved. This stimulates road construction in other communities. Could more material reasons be urged for supporting the good roads bond bill at the special election June 4th?

STRONG ARGUMENT FOR GOOD ROAD BONDS

One of the most forceful appeals for good roads was that offered for the Grange measures, which provided for a bond issue and was printed in the 1912 official state pamphlet. From that argument the following is quoted: "Business Men and Farmer, Producer and Consumer: Vote for the Grange Measures, for you one and all are interested in the development of the state, that can never be accomplished without the construction of good, permanent roads built economically and scientifically. Spence, Shaw, Leedy, Mason, Committee Oregon State Grange"

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WAR IS---well, what Sherman said

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