

Farming by Radio

An all winter educational agricultural program will be given from the Oregonian radio station each Tuesday night at eight o'clock by members of the college extension service staff. Four lectures on "An Agricultural program for Oregon" by Paul V. Maris, director of extension, from the opening series. The first was broadcast from the Oregonian station October 2. It was originally announced that these lectures would be given on Thursday evenings. Each of the several specialists of the extension service will give at least two talks in the course of the winter months.

Running along with the agricultural program the extension specialists in home economics will put on a program for women each Friday afternoon at three o'clock. The first of these lectures will be a series of four given by Miss Margery M. Smith, beginning October 12 and dealing with the nutrition of the school child.

The American Red Cross is entitled to the hearty support of

every resident of the United States, regardless of nationality. Its service to the world has been an immense one. The great demand for the service during the war has not ceased. It is urgent now. There are thousands of ex-soldiers who are disabled and need attention. They are receiving it freely at the hands of the Red Cross. It has broadened and is reaching out to all cases of misfortune and disaster not covered by the national, state and local governments. It also has departments of health, nursing, home hygiene, nutrition, first aid, life-saving, besides the Junior Red Cross and foreign relief. Last year nearly \$7,000,000 was expended for home service relief and by the National organization for disabled ex-service men and women.

The Linn county chapter looks after the work here, maintaining headquarters in Albany, in charge of Miss Edith Forrest, who has done splendid work as executive secretary, with a Red Cross automobile covering the entire county in her work. The demand is daily and continual.

To keep up this work a budget of

only \$3,000 is required. On Nov. 13, two days after Armistice day, there will be a roll call for members at \$1.00 and solicitation for larger sums, which will be needed to complete the amount asked. Whether the sum given is small or large, 50c goes to the National Organization. If the amount was \$10.00 \$9.50 would be kept here for local work. Local chairman have been appointed in every city, town and prominent county district in the county, and on the date named they will see that house to house visits are made. All are asked to respond as generously as their circumstances will permit.

Fred P. Nutting,

County chairman Roll Call.

GILKEY STATION

Oct. 23

Mr. and Mrs. Oscar Goar, three sons, and a daughter, of Greenville New Mexico, arrived Sunday at the home of S. P. Crenshaw, Mrs. Goar and Mrs. Crenshaw are sisters and they had not met for thirteen years. The Goar family expect to

make Oregon their home. They came by auto and were 19 days on the road. They had traveled five days when found the state highway across the mountains via Idaho was closed because of snow and they turned back and came via. of California, they traveled over 1000 miles through California, and are much pleased with Oregon. Two of the children entered River View school Monday and one entered Crabtree high school.

Mr. and Mrs. A. C. Beauchamp of Stayton spent Sunday at W. A. Gilkey's.

Lawrence Bartnik has returned home from Portland and Newberg, where he has been working several months.

Mr. and Mrs. W. J. Kelly drove to Silverton Friday evening to visit relatives, then on to Pacific City Saturday, where they got a good supply of salmon.

Mrs. Orville Gilkey is spending this week visiting relatives in Portland and vicinity.

A. L. Tiedemann has bought a sorghum mill and set it up at the Lenord Gilkey place where he is grinding and cooking "lasses" for

himself and Charles Weinberg S. P. Crenshaw, and Leonard Gilkey. J. T. Funk contributed one load of sorghum, he said it was the first he had seen made since 1872.

Mrs. Ernest Kelly and Mrs. Fred Mesphelt was in Portland on business Monday.

Sorry but we did not have time to set all of Gilkey station news this week.

America.

America's a better land
Than any land I know
America's a land worth while
God grant we keep it so!

—Detroit Free Press.

America's a grand old land—
I love the U. S. A.—
It is the grandest place to live
In all the world, I'll say.

—Hastings, Neb. Tribune.

I, too, am glad I'm safe within
Our Uncle Sammy's gates;
Because this is the greatest land
In the United States!

Progress.

Mother sits at home, persuing
Books of poetry—high-brow;
Maxie's seventeen, and using
Father's night—key now.

WHY YOU SHOULD VOTE FOR THE BRIDGE BONDS

The eyes of the entire State of Oregon, and of the Pacific Coast, for that matter will be upon Linn County on NOVEMBER 6. At that time this part of the commonwealth will be called upon to say whether Linn County will keep up with the rest of the state and provide adequate connections with branches of the Pacific Highway at Harrisburg and Albany, or stand as a barrier for months or years to come.

Where the Pacific Highway enters Linn County on the south the public is forced to cross the Willamette River by means of a slow ferry, causing delay to travellers and our own people. At Albany there is a rickety old bridge that has served its time and is no longer adequate to handle the heavy automobile and motor truck traffic, many times greater than the stress provided for by its designers. This bridge is no longer safe for the full force of traffic which seeks it and a limit has been placed upon the weight that may cross. Three more years have been allotted to it by experts from the state highway commission. It is upon these two projects that you have been called to pass at the polls.

WHAT IS PROPOSED

The situation has been carefully and scientifically studied by the Oregon Highway Commission, and the staff of competent engineers under Roy A. Klein, State highway engineer, has prepared plans and specifications for the two bridges which it deems necessary and adequate for the next 50 years. For Harrisburg the engineers propose a bridge 24 feet wide to cost \$203,592.20, the cost of which is to be equally divided between Linn and Lane Counties and the State of Oregon. Linn County's share will be \$67,846.50. The commission recommends for Albany a 27 foot roadway at an estimated cost of \$294,976.50. This cost is to be divided between Linn County and the State, with the city of Albany paying one third of the county's share, leaving about \$115,000 for the county at large to pay and \$35,000 for the city of Albany. Reduced to its lowest terms, Linn County will be getting two bridges costing a total of \$498,978.70, for only \$180,000, the amount of the bond issue that you are asked to approve.

WHAT WE ARE NOW PAYING

At the present time Linn County is paying one-half of the annual operation and up-keep of an old-fashioned ferry at Harrisburg. The operation alone costs \$3,300 a year, not including depreciation and repairs, and this cost will grow as the traffic increases. A new ferry costs about \$5,500 and will last five years. Cables, gas engines and decking must be replaced from time to time. The cost of operating the ferry will more than pay the interest on the bonds on the Harrisburg bridge, and after the bridge is built there will be no further expense to the county for the state highway commission assumes all upkeep costs.

But the ferry is not the only item. The congestion and loss of time is a source of expense to our own people and an annoyance to tourists, many of whom are held up for an hour in crossing during the summer. The constant danger of accidents with a ferry is another item. One accident with a ferry loaded with eight or ten cars might cost the county more than \$200,000 in damages alone.

The Albany bridge is a constant expense, like an old automobile, and the county is continually having to re-deck or repair the waning, old structure. Statistics show that the Albany-Corvallis road is the most traveled stretch of highway in the State. Adequate bridge facilities must be provided. Engineers declare that this bridge, built 32 years ago for wagon traffic, has passed its usefulness and allow three more years of restricted traffic as the point of safety. It will take two years to build a new bridge and nearly a year will elapse before actual construction can begin. Linn County is paying indirectly at present. Many eastern Benton County families living tributary to Linn County are taking their business to Corvallis. The bridge is safe for the load limit, but there has been much public discussion of its durability that the people are uneasy. Let's bring business back to its proper channels. The cost is small to the county as a whole and the whole county will benefit. Vote your business judgment and the answer will be "YES."

WHAT IT WILL COST YOU AND ME

The measure on the ballot November 6 calls for an issue of \$180,000 five per cent bonds, payment of which is to begin in four years from date of issue and be retired in six years at the rate of \$30,000 a year. The interest on \$180,000 at five per cent is \$9,000 a year. The sinking fund to retire one-tenth of the bonds a year will require \$18,000, or a total of \$27,000 per annum for the first four years, after which the interest charge will diminish at the rate of one-sixth a year. In ten years time the two bridges will be completely paid for and there will be no ferry to operate at a cost exceeding \$5,000 a year, no upkeep on an old, obsolete bridge.

DOWN TO BRASS TACKS

The assessed valuation of Linn County is about \$30,000. A one-mill tax levy would raise \$30,000 a year for 10 years, more than enough to take care of the principal and interest. This would add but one dollar a year to each thousand dollars of assessed valuation. A man owning a farm of 160 acres assessed at \$35 per acre would be paying on a valuation of \$5,600. Say that his stock and improvements bring it up to \$7,000, or even \$10,000. This man's taxes would only be increased \$7.00 to \$10.00 a year, as the case may be. The city man owning a home valued at \$5,000 and paying on an assessed valuation of \$3,000 would pay but \$3.00 per year for 10 years for the two bridges. It must not be overlooked that the interest charges would decrease after the fourth year and the absence of ferry operation and other present expenses would cease, taking that much off of the regular budget and making the estimate much lower than the examples quoted here.

Can any man in Albany, Harrisburg, Lebanon, Brownsville, Crabtree Sweet Home, Cascadia, Scio, Lacombe, Foster or Berlin afford to allow the county to go without these two bridges when such an insignificant individual cost will build them?

THE WHOLE COUNTY IS INTERESTED

This is not a sectional matter. Eastern Linn County is just as vitally interested as the portion along the highway. No part of the county can prosper without the rest of us feeling it. An instance of what the tourists travel means may be gained from the knowledge that more than 11,000 visitors were registered in the Albany auto camp grounds alone this year. If these people come here in a pleasant state of mind, not vexed by delays and annoying inconveniences, viewing the broad expanse of valley flanked by the beautiful Cascades and Coast Ranges, they are more apt to be tempted to venture into the interior of the county in quest of future homes. Land values are bound to increase as a result of increased population and demand for good farm homes, and everybody profits.

A DUTY OF THE STATE

Oregon is spending millions in highway construction. The Willamette River at Harrisburg is the only gap between the Canadian border and Mexico that is not properly bridged. This evokes unfavorable comment from visitors and provides the worst kind of advertising. When the state is willing to provide its pro rata, Linn County should not hesitate and deprive the rest of the state of the privilege of making the Pacific Highway a complete unit.

There has been some talk in different sections of the county regarding the manner in which the bridge petition were circulated. It is true that those asking for the signatures stated that both bridges would go on separate ballots. This was the understanding and the intention of those devoting their time in helping to bring about this great improvement for Linn County. But it fell upon District Atty., L. G. Levelling to discover in the law the provision that each measure on the ballot shall have a separate petition, and this was verified by Atty., General I. H. VanWinkle, of Oregon. Two petitions should have been circulated in place of one, a fact which the committee regrets.

However, the bridge at Albany is as badly needed as is the one at Harrisburg. It should not be neglected until Linn County is brought face to face with a disaster similar to the tragedy at Kelso, Wash., last winter. The time to act is now. The state of Oregon and the county of Lane are offering us a bargain in bridges! Let's Go!

MAKE LINN COUNTY A MORE PROSPEROUS COMMUNITY
VOTE "YES" ON THE BRIDGE BOND ISSUE NOV. 6

Paid advertisement by the Albany Chamber of Commerce and Harrisburg Chamber of Commerce.