

Trifling With Human Life

OREGON STATE BOARD OF HEALTH
In co-operation with
U. S. PUBLIC HEALTH SERVICE
Frederick D. Stricker, M. D.

When a half-baked astrologer plans wholesale murder we are all concerned in his detention and incarceration.

But there are a number of insidious ways of doing away with human life that fail to waken most of us to the seriousness of neglect. Deaths from typhoid fever, diphtheria, and smallpox are no longer excusable, and demand the same consideration that we would accord to this half-witted murderer.

Modern science is an open book and affords definite procedure an intelligent citizen cannot ignore. This applies more particularly to those who are treating disease.

Resolution

The Oregon State Board of Health at its meeting held at La Grande, Oregon, October 2, 1923 passed the following resolution:

Whereas, it has come to the atten-

tion of the Oregon State Board of Health that certain people who are practicing medicine in this state are not availing themselves of the opportunity to prevent and cure disease by means of modern methods, such as diphtheria antitoxin, vaccination against smallpox, inoculation against typhoid fever and the various modern methods for the treatment of disease which are thoroughly approved, and,

Whereas, knowledge has come to this board through various written communications that, on account of such neglect, a number of deaths in the State of Oregon have been caused by the failure of the attending practitioners to use such methods and particularly that death from diphtheria was due largely to the failure to use diphtheria antitoxin, and,

Whereas, with the progress made in medicine it has been firmly established that such neglect is not only inhuman but criminal, and,

Whereas, we believe the remedy lies in refusing to license such so-called practitioners of medicine, who practice the healing art, and,

Whereas, we know as the law stands at the present time it is a difficult matter on the part of the State Medical Examining Board to succeed in the revocation of licences, therefore be it,

Resolved, That the State Board of Health, now in session, call the attention of the State Examining Board to this abuse, and be it further,

Resolved, That the said State Board of medical Examiners be requested, where possible, to revoke the licences of such practitioners or to bring forward some remedy to stop this increasing evil.

Contagious diseases reported for week ending October 20, 1923:

Scarlet fever-21, Diphtheria-12, Smallpox-9.

The Alabama man who drove fast with a wagon load of dynamite is a former Alabama man now.

Hello folks, The funniest thing about us is that we always cheer loudly when the orator tells us we are a great people.

"The latest thing I have noticed in Men's clothing," said Ed "is women."

Beef cattle are coming back.

After several years of hard sledding, it would seem that they are on the way to prosperity again. The Pacific International Live Stock Exposition, to be held at Portland, Nov. 3-10, has 104 more beef cattle entries in the breeding classes than it had in 1922. The increase would make a big show alone. There are 607 Shorthorn, Hereford, Angus, Milking Short horn, Red Polled and Devon entries this year.

Efficiency in Use of Food Makes Good Cows

It is the cow that gives the milk that makes the money, and naturally the more milk she gives, the more money she makes. Efficiency in the use of her food is what makes a cow a good one; lack of efficiency is characteristic of a scrub. Feeding corn or other feed to scrubs is just as wasteful as burning fuel in a poor stove, because it could be used to a far better purpose by good cows.

BARGAIN

1921 Ford Touring self starter and dem. wheels, 5 tires and rims. A real bargain, \$240.00. Look it over FORD GARAGE.

Chauncey Depew is right about it when he says the world is getting better and better. Time was when men took a bath on Saturday night and went to church on Sunday. Now they drink moonshine whiskey and dance 67 hours.

"That's No Sinch," said the jockey as he and the horse left the saddle.

The main consideration in the modern marriage ceremony is the money.

NOTICE OF DISTRICT ROAD MEETING

Pursuant to a petition signed by a legal number of resident freeholders, taxpayers and legal voters of Road District No. 25 of Linn County, Oregon, Notice is Hereby Given that a meeting of the legal voters of Road District No. 25 of Linn County, Oregon, will be held at the hour of 1 o'clock P. M., on the 17th day of November, 1923, at the Jordan Store in said Road District, to determine whether or not said Road District shall vote a special tax of \$2,500 upon all the taxable property within said Road District for the improvement of the roads therein as follows, to-wit, grading, graveling, draining and repairing said roads.

By order of the County Court of Linn County, Oregon.

Dated this 29th day of October, 1923

Attest: R. M. Russell, County Clerk.

B. M. Payne, County Judge.

D. C. Thoms, County Commissioner.

J. D. Isom, County Commissioner.

Posted this 29th day of October, 1923

By John Bender, Appointed by the Court.

Open Roads or Barriers?

Will your verdict be for open roads, or, after the polls close next Tuesday evening will your vote count for the continuance of the present ferry at Harrisburg and the worn-out bridge at Albany? You have it in your power to provide for a safe, quick and convenient crossing of the Willamette River at Harrisburg and an adequate solid bridge at Albany that will eliminate the danger to eoman life that now exists. Your answer is important to the entire county, not alone to the two cities where these two structures happen to terminate. The entire county will benefit financially, morally and from the standpoint of convenience. Let us again state

THE ISSUE:

A bond issue of \$180,000, to run for ten years bearing interest at 5 per cent. Retirement to begin after four years following date of issue and to be paid off at the rate of \$30,000 a year for six years.

Of the amount asked, \$67,846.30 is to be used as Linn County's share of building the bridge at Harrisburg, the state and Lane County paying a like sum as their portion, of the \$203,592.20 structure. And \$115,000 is to be used as Linn County's share of the bridge at Albany, to which amount the city of Albany will provide about \$35,000 more and the state of Oregon the balance for a steel structure that will cost \$294,976.50. In all, Linn County will get two new bridges that will cost \$498,678.70 to build, for a total payment of \$180,000 from the county at large. The people of Albany will pay their part of the general county's amount, plus \$35,000 more towards the bridge at that place.

Interest on these bonds will amount to \$9,000 a year for five years, and from then until the tenth year interest will decrease at the rate of 1,500 a year. For the first five years the tax will amount to less than one mill, or less than \$1.00 on each thousand dollars that you are assessed. From the fifth to the tenth year only about one-half a mill or 50 cents on each \$1,000 of assessed valuation will be required.

Linn and Lane counties are now operating a ferry jointly at Harrisburg at a cost of \$3,300 a year, in addition to the cost of new cables, re-decking, gas engines, depreciation, etc. It costs \$6,500 to build a ferry that is good for five years service. Linn County's portion of the cost of operating this ferry will more than pay interest on the bonds for this bridge, and at the end of 10 years there will be nothing more to pay. Upkeep of the ferry will cease upon completion of the bridge, for the state will maintain the bridge after it is once open. Likewise with the Albany bridge. No more expense to the county will follow the building of this bridge.

These are purely financial considerations. From a business standpoint the county cannot afford to turn down the opportunity to get two splendid new crossings for less than what either one of the proposed bridges would cost, and then in addition eliminate all expense forever in connection with maintaining them, or the present old ferry.

MORE THAN MONEY INVOLVED

But however desirable are the economical aspects

of the proposition, Linn county faces a higher duty in the matter. Of what use was it to the state to build the Pacific Highway up this way, with the aid of the county, when there is no connection between the shores of Linn and Lane counties. Why cause people to run over this stretch of paving and then have to suffer delays of from 15 to more than an hour in getting across on an old-fashioned ferry? It would have been better to have completed a through route down the west side rather than put travellers to this inconvenience. But the highway commission confidently expected that the bridge would be built and Linn County must not fail them. Every day the county receives unfavorable mention on the ferry's account. There is always an element of danger with a ferry, especially in the winter, and there are times when the danger makes it impossible to operate at all and then traffic is forced to take the west side highway.

The old bridge at Albany is past its prime, obsolete and entirely unable to take care of the traffic that would come its way. Built 32 years ago to carry a maximum of five tons, it is now but 25 per cent efficient in handling the traffic. Where from 20 to 25 ton loads seek this crossing, the county court, a ting upon the advice of experts who have examined the old structure, has placed a five ton limit upon the weight that may cross.

And the bridge is actually unsafe for larger loads. State engineers place the life of this bridge at three more years under regular traffic. It will take three years before a new bridge can be opened if the bonds are voted now. C. B. McCullough, in charge of bridge construction for the state highway commission says: "People who deliberately vote this bridge down are potential murderers. The old bridge may last for years to come, and then it might go down at any time. The people put off building a new bridge at Keno and their old structure went down with the loss of many lives a month before the new bridge was completed. Several people were drowned at Selwood last summer when a car ran off of the ferry. At Harrisburg two years ago a doctor was drowned at the ferry crossing and a near accident occurred there last year. Linn County and the whole state needs these bridges and there should be no hesitation in voting for them now.

NOT A SECTIONAL MATTER

This is no time to bring sectional differences into play. There should be a united county back of this bond issue, for every part of the county will gain thru the construction of these bridges. There is the obligation to the state to connect the ends of the Pacific

Highway at both banks of the Willamette at Harrisburg, and to provide an ample crossing to meet the paving between Albany and Corvallis that the state will lay next spring. There is the moral obligation.

Certain elements in the eastern part of the county are apparently trying to force an issue with the county court or with the western part of the county, playing politics to gain some desired end. But whatever the motive, it is not necessary to play politics or defeat the bridge issue in order to gain it. That attitude would only serve to antagonize the other section and result making it difficult for any part of the county to accomplish anything.

ALBANY READY TO HELP

Albany is and always has been ready to help any other part of the county to secure what it desires. When the \$600,000 road bond issue was voted Albany, like Lebanon, Seio and Brownsville had the idea that part of this money would be spent for a paving plant and stretches of road paved each year towards the east. But Albany, along with these sections was disappointed by the action of the county court and only the Pacific Highway was graded for state paving and other parts of the county were given gravel roads, which are a constant expense and of comparatively short life. It will be of material benefit to Albany to have paved arteries extending from the main Pacific Highway, and when such a project can be accomplished Albany will stand back of it. In fact, the policies of the present county court appear to indicate that these things will be brought about. There are many things that could be named in which Albany has worked for, for other parts of the county.

But dissatisfaction over matters of the past, with which Albany had nothing to do, is a poor excuse for anyone opposing the present issue, which is an entirely different matter. The two bridges asked for do not concern Albany and Harrisburg alone, but the entire county, and should stand upon the merits of the present case.

STATE GOOD TO LINN

When Corvallis wanted a bridge across the Willamette River Benton county paid the entire cost of construction. Now the state comes to the aid of Linn County and offers about one-half of the cost of constructing the Albany bridge and one-third of the Harrisburg bridge.

Vote to Take Advantage of This Bargain in Bridge Bonds

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