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L. O. THORNTON,
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Prize-Winning Essays on Good Roads

JUDGES in the good roads essay contest which closed in Portland the week before the recent road bond election, which carried by a big majority, were sorry for only one circumstance—that they had not a thousand prizes to give.

So many boys and girls responded to the invitation of S. Benson, the veteran road enthusiast, to submit their arguments for the proposed road improvement bonds that the judges had a hard time, in deed, to pick the winners.

After much careful study first prize was awarded to Charles Berst, a 14-year-old boy, a member of the 9-B class of the Ladd School. His argument was based on efficiency. The subject of his essay was "Efficiency—First, Last and at All Times." He complied with all the other rules of the contest and presented a lot of original points. The lad is a son of Mr. and Mrs. J. H. Berst, of 208 Sixteenth street, Portland.

By a strange coincidence the second prize of \$25 was awarded to a girl who is a member of the same class in the same school as the winner of the first prize. Her name is Amy Turner. She is only 13 years old and is the daughter of Mr. and Mrs. W. H. Turner, of 228 Tenth street. Her father is a machinist. This little girl was born in Springfield, Ohio, September 1, 1901, and moved to Portland with her parents in 1910. The subject of her essay was "What Oregon Needs."

A Vote for Prosperity.

The third prize of \$10 went to Margaret Scott, 14 years old, a pupil at Fernwood School. Her theme was "The Value of Hard-Surfaced Roads."

The first prize essay, by Charles Berst, on "Efficiency, First, Last and at All Times," follows:

"A vote for the road bonds is a vote for prosperity. Why? Because efficient equipment is the secret of prosperity; and hard-surfaced roads in this climate are the only efficient ones for modern transportation.

"Dirt roads are useless seven or eight months in the year and macadam is not practical. It requires an expensive foundation and will not stand the wear. Might as well build an expensive house and cover it with a thatched roof.

"The bond issue will benefit labor because the greater part of the cost will be paid to labor.

"It will benefit the farmer by giving him easy and quick access to the markets, by increasing the value of his farm, by giving his children a better chance for education and making them contented with farm life.

"It will benefit everyone in the city because an improved surrounding country is necessary for the development of any city.

"Tourist Gold" Wanted.

"It will give all a chance at tourist gold, at a cost of 'good eats,' good Bull Run water, a fine climate and the only thing we now lack, the good roads to the finest natural scenery in the world."

"What Oregon Needs," is the subject of Amy Turner's essay, which follows:

"How much will good roads mean to Oregon? They will benefit the rich and the poor alike the merchant, the farmer and the laborer.

"The farmer will be able to market his produce much quicker, he will be able to haul heavier loads, and his land will become more valuable. People will pass by his place the year around when good roads are established. If we do not have them, they will content themselves riding around over our beautiful streets. City people will become better acquainted with the country, and there will be a larger demand for land.

"Almost \$1,000,000 will be spent for labor, which will certainly be a blessing to the men who are out of employment. The money they earn will create a greater demand for the necessities of life, therefore benefitting the merchant and the farmer.

"Another thing to be considered is the character of the men who are promoting good roads. They are men who have made a success in life, from a business standpoint. They pay large taxes and are willing to assume the burden of taxes, that we, the coming generation, may profit by their good judgment towards progress and prosperity."

The third prize essay by Margaret Scott on "Value of Hard-Surfaced Roads," follows:

"To many people 'roads' mean merely public highways, while really they are the arteries through which the blood of nations flows.

"Roads are used chiefly for commerce. The farmer's ability to market his goods depends upon the condition of the roads. If good, he can sell when the prices are highest; otherwise he can market his goods only when the road are passable. They also enable him to use modern vehicles, as the automobile and motorcycle.

"Good roads spread civilization and neighborliness among people by bringing them in contact with one another. There is a need of them in Oregon especially, because of the climate. Only through good roads can the different parts of our

state and county know and help one another.

Tax Feature Analyzed.

"By building hard-surfaced roads the value of adjoining lands is increased. This will lessen Portland taxes by increasing the taxable property value of the rest of the county.

"This year not only tourists, but permanent settlers, will be attracted to this country and we shall be judged by the condition of our roads.

"Besides, if this bond issue is passed, 80 per cent of the money will be spent for labor, thereby relieving the unemployed situation of Portland."

An essay that sure would have been among the prize winners had it not exceeded the limit of 200 words was that of Edna Dowling, of 641 Union avenue, a pupil at the Elliot School. She wrote on the general subject of "Good Roads" but in a most original vein. Her essay follows:

"The rain said to the dust on the road, 'I am on to you and your name is mud.'

"The farmer said to his hired man, 'We can't take the produce to market this week because of the condition of the unpaved roads.'

"The storekeeper said to his customer, 'No fresh vegetables this morning, only such as we are able to get from Washington and California.'

"Why can't you get fresh vegetables and the like from the thousands of fertile acres surrounding Portland?" said the customer.

"Oh, the roads are so muddy the farmer can't bring them in."

"But I can't understand why the farmers of Washington and California can get theirs to market."

"Why, my dear madam, they have paved highways and up in King County, Washington, for instance, after a rain the farmer does not have to wait for it to dry up so he can work in the fields. He can take his produce to market."

"But I can't see why the people of Multnomah County would not rather spend a couple of dollars more on taxes a year, have fresher and cheaper vegetables, etc., etc., not to speak of the many other conveniences derived from good roads," she said, as she stepped out again into the progressive City of Portland, surrounded by beautiful roses and poor roads, with her Washington berries, California vegetables and Chinese eggs in her half-filled market basket."

The judges of the contest were: L. R. Alderman, Superintendent of Schools; Mayor Albee, of Portland, and W. L. Lightner, Chairman of the Board of Multnomah County Commissioners.

White Orpingtons Are Fowls That Live Up to Reputation

SHERIDAN, Or., April 15, 1915: Farm Magazine Company, Portland, Or.: Gentlemen: I see in your last week's issue an illustration of the White Orpingtons of the Cook strain. I would state that I bought a pen of Single Comb White Orpingtons from William Cook & Son, of Scotch Plains, N. J., U. S. A., two years ago, the cockerel being a son of Mr. Cook's first prize cockerel of Madison Square. They have proven as represented, breeding uniform and being good egg producers, gentle and not excitable, easy to handle and at the same time good rustlers when raised on a farm where they have plenty of outrange.

Now, as I had so many inquiries last year as to what the Cook strain was, I will copy from William Cook & Son Catalogue, of Scotch Plains, N. J. (and Orpington, England), the originators of all the Orpington fowls.

The history of the White-Orpingtons. (Copy). In 1880 Mr. Cook thought he ought to get to work and produce a White Orpington that he could bring out a few years after the Black Orpington, as all people did not like this color. After several experiments to find out the best way of producing white fowls, he started by mating White Leghorn cocks with black Hamburg pullets, most of the pullets from this cross came very white, these even mated to White Darking cocks.

Many of the offspring now came blue and barred and it took many years to get the perfect white fowl and to get only four toes, as the darking had five toes, but by 1889 they were made as perfect as possible and introduced to the public. Hoping this may relieve any inquiring mind, I remain at your service.

(Signed) W. H. DINSMOORE.

Was a Fine Looking Cow, Too.

NEW ORLEANS, La.—Rosh Hosanah, a butcher of Amite City, killed an especially fine looking cow for his Sunday patrons, and in the stomach of the animal he found the following articles:

- Five pounds of nails.
- One box of fishhooks.
- More than 15 pounds of gravel.
- The remains of two bedspreads.
- A railroad ticket (canceled) to New Orleans.

The cow had a penchant for hanging around the Hosanah backyard on washing day, which is about the only reasonable explanation for the bedspreads.

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