

# PRESENT OREGON PROBLEMS ARE DISCUSSED AT EUGENE

## IMPORTANCE OF ELECTRICITY ON FARMS IS SHOWN

EUGENE, Ore., May 25.—Worthy standards of living upon farm units as viewed from the standpoint of electrical development was the theme of W. T. Buchanan, publicity director of the Portland Railway, Light & Power company, before the fourth annual Commonwealth conference here this morning.

Mr. Buchanan's paper contained many important facts pertaining to the development of electricity in the state of Oregon, claiming that the chief hope of the country rests in a back-to-the-farm movement through the use of electrical appliances upon the farm. In analyzing his subject the speaker said:

"The depletion of the rural fire-sides of the young men and young women is having a deteriorating effect upon our national life. In 1870 50 per cent of the national population was upon the farms. In 1890 it was 35 per cent; in 1900, 30 per cent, and in 1911, while the official figures are not yet published, it is estimated at 27 per cent. The effect of this movement is to change our sociological condition. The cure lies in two things—primary transportation and improved labor saving devices.

**Saves Much Labor.**  
"In labor saving devices there is one field which presents marvelous possibilities and that is electricity. The minimum estimated potential water power development in the United States is 26,000,000 horse power. Forty-three per cent of this amount is to be found in the states of Oregon, Washington and California. With that of Wyoming, Idaho and Montana, the percentage is increased to 60.

"It may not be known to everybody, but the possible water power of the United States is located in four distinct sections—the Pacific slope, the New England states, the Great Lake region, and the states entered by the Southern Appalachian range of mountains. This is really a small portion of the area of the entire country. Thus, the water power sections are to be found around New York, around St. Paul, and Minneapolis; down in the region of the Carolinas and, of course, our own coast country. If the far-seeing statesmen of the nation and captains of industry are to be believed, these water power sections are destined to be the manufacturing centers of the United States for all time; and long after the coal and oil fields are exhausted.

**Unique Picture.**  
"Thus the development of electrical power for manufacturing and lighting, as well as heating, presents a very unique picture of the future. With 60 per cent of the water power upon the Pacific slope—and that means light, power and heat—it necessarily follows that this coast will be the greatest manufacturing country of the world. Where manufactures are to be found the densest population exists. Therefore we may assume that the future of this country is beyond the dreams of those living today.

"With a large part of this immense power within the grasp of the citizens of Oregon, it follows that the farmer can here secure not only power, but light and heat at a very minimum price, sufficiently low to admit of producing modern comforts, and most of the pleasures of city life within the walls of his farm home. To this must be added the nearness of market, produced by a manufacturing center. Thus an ideal economic condition is produced. With the best market in the world, and comforts produced through the use of electrical appliances, Oregon has a future that is assured.

"Here the farm unit will in reality be a standard for other states to aspire to.

**Gains Rapidly.**  
"Some idea of the rapidity of the water power development in the United States for railway, lighting and power service may be gained from the fact that in 1902 there were 487,000 horse power developed and in 1907 1,441,000, or nearly a 200 per cent increase. For 1911 the amount of water power development was estimated at over two and one-half million horse power. The use of this development has not reached far into the rural districts, but that it is spreading gradually is manifest in many portions of the country. In the very near future the farmer will have his lighting, his heating and power demands fulfilled by electricity from a central station. Then he may have within his house the electric flatiron, the washer, the

wringer, the ice cream freezer, the fan, the vacuum cleaner, the threshing motor, the grinding sets, and the multitude of electrical appliances which are in common use in the city, as well as those applicable to agricultural pursuits.

"Already in Oregon there are 148 farmers using electricity on their farms. In the state of Washington there are 500 and in California there are 550, according to statistics. In New York there are 170 and in Tennessee 200.

"With the railroads near by, the telephone to respond to immediate wants, the electric power to supply human needs, there is every reason to believe that the farm itself can be made an inviting place, and thus become the breeding spot of statesmen and rulers, as well as a citizenship through whose conservative thought and action the heritages of the Anglo-Saxon race may be maintained and perpetuated."

## UNIVERSITY AND ITS WORK FOR THE GOOD OF THE STATE

EUGENE, Ore., May 25.—The importance of the University of Oregon to the state was the principal theme of the talk of Hon. F. E. Beach of Portland this evening at the fourth annual commonwealth conference, held under the auspices of the University of Oregon. "The Problem of Transforming Oregon from a Merely Geographic to an Organic and Spiritual Entity," was the formal title of Mr. Beach's discussion.

"All questions of state building," said Mr. Beach, "—taxation, social justice, development of the natural resources, good roads, standards of living, justice between employer and employe, corporation law, corporation supervision—in fact the solution of all state problems, are merged in one organic entity, and each becomes a part of the problem of state building.

**Is Logical Factor.**  
"The state university is the logical factor in leading public thought and stimulating activity in developing all conditions to a higher standard of efficiency. The university should exist to serve the people, not only along the lines of imparting education to the students enrolled, but also to serve as a leader in thought and in crystallizing public sentiment on all questions before the people.

"In order to do this, the state should provide ample funds to enable the university to accomplish the object for which it is intended and to take its place at the head of our educational system. Salaries should be adequate to enable the regents to procure the ablest instructors in every department that can be obtained. The president of the university should be given first rank as an official of the state. His opportunity for service to the state will be greater than that of any other citizen, and more important than that of governor or of our representative in congress.

**Millage Basis Needed.**  
"The question of providing funds for the university should be placed on a millage basis, for if the amount is limited and the university hampered in its work, the results will be unsatisfactory to justify even a small expenditure, but if the appropriations are sufficient to meet all requirements to put the university among the first rank of educational institutions in the United States, then the expenditure will have been amply justified. There is no investment the taxpayers of Oregon can make on which they will receive such large returns for their money; and it will come back to them many fold, not only in the education of the students enrolled, but to the entire citizenship of the state, and the advancement of every activity calculated to promote the welfare of the commonwealth.

"Eugene is the geographical and logical location for such an institution, especially so with the completion of the lines of railroads that will cross each other here, and make it possible for students to reach the university in a few hours from any part of the state.

**Must Be Done by State.**  
"The denominational colleges and the private institutions, while highly valuable to the state, cannot do this work. It must be done, if done at all, by a state institution. A century ago the American people had the question of free district schools to contend with. The opposition which it met with was greater and more general than the one which we now have to the university, but it was based on a principle of right, and won, and the opposition entirely disappeared.

"The next step was the high schools, and the same objection was raised and the same fight was made

and won in the same way as was that of the district schools, and through the same process of elimination we have come down to the question of maintaining a state university of the highest efficiency and usefulness to the state. The same objections are advanced, and are founded on the same principles, and will be won in the same way, and the opposition to the university will entirely disappear."

## WATER POWER IS SOURCE OF AID TO NORTHWEST

EUGENE, Ore., May 25.—"Thousands of acres of public and private lands in the arid portions of Oregon and Washington could be irrigated by pumping if only cheap power were available," was the statement by John H. Lewis, state engineer, in his paper on cooperation presented to the joint meeting of the Oregon Conservation commission, and the Commonwealth conference at University of Oregon this afternoon. Only small tracts in the most favored localities can be irrigated profitably at present power rates, and the United States reclamation service cannot furnish power at a less rate without a market for such power when not used for irrigation. The power demand for pumping would increase gradually so that under an economical development there would be a large quantity of surplus power for disposal for perhaps ten or more years after completion of the plant."

**Policy Should Be Adopted.**  
Mr. Lewis pointed out that some federal water power policy should soon be adopted, and that most of the three million horse power in our streams would be subject to such policy. While the state controls the water, yet no use could be made of it without access to the stream, and this cannot be secured by condemnation proceedings the same as across private lands. The state should therefore take an active interest in arriving at a proper state policy and in the shaping of the federal policy.

So important is this subject to the future prosperity of the state that he urges a most thorough study and investigation of the whole matter with a view of adopting some definite state policy. If we are to have public ownership and development, or complete private monopoly in a given field, then the sooner these questions are decided, the better for all. The state could well afford to expend several thousand dollars in the detailed study of the technical features relating to the cost of developing, transmitting and distributing electrical power, and in ascertaining the extent of present and possible future markets. No comprehensive policy or plan can be mapped out without definite information.

**Explains System.**  
The state engineer explained the system of cooperation which has been in operation for 24 years, between the estates and the United States Geological survey, whereby the states through direct appropriations are enabled to direct the benefits of topographic surveys more speedily, and at less cost than by doing the work itself. He suggested that similar cooperation between the state and the United States Reclamation service might prove acceptable to the people of the state, especially when it is pointed out that by issuing state bonds, irrigation and water power development could proceed immediately without any cost to the general taxpayer. The cost of construction would be made a lien upon the land, or charged against the people benefited, to insure the return of the money with interest. No project would be undertaken until thoroughly studied, and contracts secured to insure complete success both from the financial as well as the practical side. Perhaps congress in view of such offer would vote bonds to an equal amount for work within Oregon. The state would designate some cooperating officer who would not only represent the state in the expenditure of its money, but have an equal voice in the expenditure of government funds. Just as new projects are studied out and undertaken by the secretary of the interior with reclamation funds, so the cooperative funds would be available for expenditure, by the state's representative, acting in cooperation with the secretary, and no project could be undertaken which was not approved by both. Even if the state had to furnish all the funds, for the first few projects before reclamation funds were available, the state could lose nothing, nor would it increase the burden of taxation unless some total failure occurred which is not very likely in view of the extensive experience of the government in this work.

## SHOULD PROTECT CAPITAL WHICH SEEKS THIS FIELD

EUGENE, Ore., May 25.—C. D. Babcock, head of the corporation department of the secretary of state's office, this afternoon at the fourth annual Commonwealth conference discussed "Corporation Law and Corporation Supervision for Oregon to Insure Safety to Investors and Efficiency for Development." The speaker referred to the early history of corporation legislation in Oregon, and showed that the energies of the legislature along this line were devoted to enacting laws that would encourage capital to enter the state, and that up to the present time practically no safeguards for the investor have been provided.

The time has arrived, he said, to enact a law that will protect the buyer as well as the seller of stock. That this can be best accomplished by a law similar to the Kansas Blue Sky law is the opinion of Mr. Babcock, Secretary of State Olcott and some of the leading lawyers of the state. Work on a measure of this character has been under way for several months, and it probably will be submitted to the people under the initiative at the November election.

**Must Show the Goods.**  
The law will provide that every corporation organized in this state, except state and national banks and corporations not organized for profit, shall submit to the corporation commissioner with its articles of incorporation copies of all bonds, contracts, and other papers relating to its organization, also a complete statement of its financial condition. If the commissioner finds that the papers so submitted provide for a fair, just and equitable plan of business and promise a fair return on the stocks and bonds offered for sale, he shall issue a charter to the corporation; if he thinks it desirable he may make an investigation of the company's affairs, at the expense of the corporation, before granting the charter, or he may refuse to issue a charter.

The commissioner will also be authorized to require the publication of financial statements at any time. The making of any false statement or writing in any book or newspaper will incur a penalty of fine and imprisonment in the state penitentiary.

**Public to Be Informed.**  
Another safeguard proposed is to require every corporation to publish in the county in which its principal place of business is located, notice of its intention to apply for a charter. The speaker maintained that many corporations of a questionable character will be unable to stand this preliminary publicity.

Mr. Babcock took the position that the only way in which the people can be protected in the enactment of a stringent law regulating the supervision of corporations and the sales of stock; that the administration of the law should be entrusted to a competent official who shall serve under bond and be held strictly accountable for results; that the law should be liberally construed as to legitimate corporations so as not to hamper the industrial development of the state.

It is estimated that the proposed law will produce about \$20,000 per year new revenue, in addition to what is now being received, and it is conservatively estimated that it will save to the people of the state at least a million dollars a year now thrown away on worthless stocks.

## OREGON'S GOOD ROAD PROBLEMS ARE DISCUSSED

EUGENE, Ore., May 25.—The "Economic and Social Factors in Oregon's Good Road Problem" was the title of a paper read at the fourth annual Commonwealth conference at University of Oregon by George Putnam of Medford. Mr. Putnam's paper follows:

Every progressive citizen realizes the value of good roads and the part they play in the development of the country and of the people. That Oregon has lagged behind her sister states in development is due as much to the neglect of her highways as to the lack of railroads. The isolation resulting has produced the reactionary provincialism that characterizes so large a proportion of her popula-

tion and makes necessary campaigns of education to induce the people to better their own conditions, increase the value of their property and make life more enjoyable.

Railroads are a creation of yesterday, but highways are as old as civilization itself. Rome controlled half the world through highways and her roads still serve as models to the modern world. Yet for over half a century in the most progressive industrial era the world has known, the sovereign state of Oregon never built a mile of good road.

**Constitution is Balk Line.**  
One would think that the sturdy pioneers who drove their prairie schooners thousands of miles across the plains would have learned the value of good roads; that the early settlers living their lives of isolation and toil in a country where the whistle of the locomotive was never heard, would have realized the necessity of good roads; that in the period of industrial development that preceded and followed the railroad the colonists would have grasped the utility and necessity of adequate highways, but they did not. Instead they framed a constitution that was purposely designed to hinder and prevent the construction of good roads. They bound themselves and their descendants with chains that still bind and years of weary effort have not made us free. The Oregon constitution, a product of another age and primitive conditions, as interpreted by Oregon courts, still makes it impossible to legally build highways, and the construction underway is in open defiance of the law.

The advent of the automobile is primarily responsible for the good roads sentiment of today. It has made possible the traveling of country roads with the comfort, safety and speed of the passenger train. It has awakened public sentiment to the science of highways and good roads have become the all important subject of every state. But the automobile is of minor economic importance compared to the volume of traffic drawn by animals.

**Freight Statistics.**  
The railroads of the United States move two billion tons of freight annually, most of which is first transported by wagons. The cost of moving freight by wagon over our present road system averages 25 cents per ton mile and for the same cost the railroads haul a ton of freight 50 miles. With an adequate system of roads, freight can be hauled with horse power for 12 1/2 cents per ton mile and less.

Good roads are of far more importance to the farmer than to any other class in the community, yet most of the opposition in Oregon comes from the farmer. Good roads make his property easily accessible, hence increase its value. It cuts in two his cost of marketing and stimulates his production, thereby increasing his profits. It enables him to get out more frequently to break away from the monotony of farm life, and makes existence more enjoyable.

Good roads bring the country to the city and the city to the country. They weld a community of interest that will do much to solve the problem of over-developed city and under-developed country. They raise the standard of the farm as the paved street raises the standard of the city home. Pay a city street, and the unkempt appearance gives place to well kept lawns and tidy yards. Build a fine highway, and a farm rapidly loses its look of hopeless disorder, and a new standard of living appears.

**Must Remove Isolation.**  
The typical farmer's narrow, hopeless view of life gives way with good roads to a broader and more optimistic outlook. Progress replaces stagnation. He sees more of the world, and the world sees more of him. The fundamental cause of mossbackism—isolation, is removed.

As a rule, the people want good roads, but they don't want to pay for them. Many a man petitions and votes for a road and when he gets it, wastes \$100 worth of time and energy in howling about a 10 increase in taxes. Many Oregonians, the majority, never saw a really good road, constructed on the right principles and necessity of road building and maintenance should be taught in every public school in the land.

Under the Oregon law, county road and bridge construction is under the supervision of the county court, composed of the county judge and county commissioners. At the first meeting of the year, they appoint the supervisors of the various road districts into which the county is divided. Half of the road levy is spent under direction of the county court in general road and bridge work; the other half is returned to the districts and spent by the supervisors individually.

**System Obsolete.**  
This system is obsolete and absurd. The county judge generally draws from \$1000 to \$1800 a year salary, and looks after the probate business of the county. The commissioners are paid \$3 a day and expenses and

meet with the judge once or twice a month. They employ a road master to have supervision over general road work. The probate business should be either turned over to the circuit court or the county court be given jurisdiction over minor cases, and the office segregated from the commissioners. The supervisors should be abolished, for each works according to his own fancy, few of them understand the subject, fewer still have a scientific training, and the result is a hodge-podge of 57 varieties of roads, none of them good. Most of the supervisors' money is spent in makeshift repairs and temporary work that has to be done all over again the next year. The money handled by supervisors is in most instances, wasted—and this is half of the money spent annually on roads in Oregon. It is no exaggeration to say that most of the other half has been wasted also, due to the prevailing ignorance and incompetence of county officials, who are elected usually either on account of their personal popularity or on account of their stingingness—i. e., ability to keep taxes low, capacity being an item seldom considered by the electorate—and the remuneration being too small to tempt trained men.

**Auto Problem.**  
The automobile, which awakened good roads sentiment, has also added a new problem. The road designed by John Macadam has proven inadequate. The steel tire and the cork of the horse shoe in time grind the rock to dust. This dust has cemented and formed a top dressing, which improved the road, but the auto picks up this dust by suction and throws it out into the air, so the problem of a binder that will be dustless and stand the traffic of both wagon and automobile taxes the ingenuity of the world and makes roadbuilding a science by itself. Many binders serve the purpose, but the cost is prohibitive for country roads. Experiments have been made in oil, tar, asphalt and cement, all of which serve the purpose, but what is practical in one place, is prohibitive in another, so that the question is after all a local problem, which each community must work out. Each county should, by soil and rock analysis, ascertain for each contemplated road, the treatment required.

The type of road to be built depends entirely upon the character and volume of traffic and the materials at hand, as well as the money available for construction. Earth and gravel roads, properly graded, drained and maintained are sufficient in sparsely settled districts, but for the main trunk lines of the county, a hard surface road is the only one that will withstand the narrow steel tire and the automobile. Better a narrow hard surface road, than a wide rock macadam.

**Macadam a Failure.**  
Macadam has proved a failure in our city streets. It is expensive of maintenance and unsatisfactory, no matter how excellent the material. It is equally unsatisfactory for the much traveled county road. In summer it is dusty, in winter the auto tears out ruts. Either a bituminous asphalt or a cement concrete is the satisfactory solution, and the cost of a narrow road is not excessive. Materials for the manufacture of cement exist in large quantities in many Oregon counties, and its manufacture will be one of the leading industries of the future. It will eventually be cheapened to a figure that will enable its universal use on our main highways.

Jackson county has a macadam road between Medford and Jacksonville. It is dusty in summer, and rutty in winter. It cost over \$8000 a mile, and was not properly constructed, yet is an excellent road. One interesting result of its construction, was the establishment of an auto stage making half hourly trips. The owner began business with a \$700 second-hand car and in a year was running three cars. He charged 25 cents a round trip as against the railroad's 50 cents. The railroad made six trips a day. At the expiration of the year, the railroad ran hourly trips at 25 cents a round trip, and the auto line had cut into the railroad's receipts \$1000 a month—which shows an unexpected result of a good road enabling cheap competition with railroads, bettering their service and lowering their charges.

**Cost of Roads.**  
The cost of macadam roads of from 16 to 20 feet in width runs from \$6000 to \$10,000 a mile, the average in coast states being \$7200. The cost in Jackson county for quarrying, crushing, hauling and laying crushed rock has run from \$1.28 per cubic yard to \$3, dependent upon length of haul and quarry facilities. The roads 14 inches thick, 16 feet wide, cost from \$4000 to \$5500 a mile, and Jackson county with its convenient quarries and modern equipment, built the cheapest roads in the state.

Oregon with wonderful scenic attractions, climatic resources and picturesque possibilities has entirely neglected one of its greatest assets—the tourist traffic. With its natural

wonders made accessible, from the Oregon Caves and Crater Lake in southern Oregon to the top of Mt. Hood in the north, with adequate highways, will flow a never ceasing stream of money spending tourists, that annually will drop enough money on the coast of all the scenic boulevards possible to construct, that will each year advertise throughout the world the beauty and attractiveness of the state and bring an ever increasing number of desirable home-seekers to occupy our idle tracts and develop our latent resources.

**Legislation.**  
Two legislative problems are before the people of Oregon to solve before any material progress can be made in good roads—state aided highways must be made possible, and state and counties authorized to contract road indebtedness as cities do paying indebtedness. The first requires a constitutional amendment, and the second an enabling act to put into effect the amendment passed in 1910.

Good roads agitation in Oregon has been financed from two sources—disinterested individuals who contributed from a public spirited motive and road machinery houses acting from purely selfish motives. The campaign conducted for good roads has therefore been suspected of being partially in the interest of road equipment concerns and engendered the suspicion that the proposed centralization of all road building in the hands of a state commissioner was in reality the creation of a political organization for the sale of road machinery.

The good roads campaign has been sadly muddled. Two years ago, people thought they had settled the problem when they adopted a constitutional amendment permitting counties to incur indebtedness for permanent roads.

**Intent Was Clear.**  
On the supposition that the amendment meant what it said, and the intent was clear, the people of Jackson county proceeded to vote bonds for permanent highways, but the supreme court decided, in effect, that the county had no right to issue bonds and that the amendment required an enabling act, and that the bonds were invalid. In this connection, attention is called to the fact that the Oregon supreme court has been an effective and consistent enemy of good roads, and whenever possible has taken the narrow interpretation of the constitution to prevent highway building. In the Crater Lake National park was a local affair and the appropriation for the state highway to make accessible Oregon's greatest natural wonder was therefore declared void. This is but one of many decisions in which the court has throttled attempts to develop the state by adequate highways.

Legislation proposed during the legislative session was made a political football, held up until the closing hours of the session, faultily amended and rushed through. As the bills conflicted with each other, they were vetoed by the governor at the request of the good roads associations. Two years more of valuable time was lost.

**Committee Named.**  
The governor appointed a special committee consisting of representatives from all counties, who acting with the various associations, formed the Oregon Association for Highway Improvement, drafted a series of bills for submission to the people by initiative petition. These were fairly good measures, but met with opposition from the opponents of progress because they provided for liberal state aid in road construction. To conciliate this opposition, the association withdrew the bills, and framed others which are now being circulated.

One of the bills creates a state board and highway commissioner and provides for state road bonds issued at the rate of a million dollars annually for state roads. It ought to be two or more millions. As the constitution now stands, this act would be unconstitutional. An attempt is made to make it constitutional by submitting at the same time a proposed amendment to section 7, article 11 of the constitution, raising the limit of state indebtedness for permanent roads to 2 per cent of the assessed valuation; but this constitutional amendment will not be operative until the polls close on election day. This raises a question of the validity of this and the other measures if enacted. There is no other objection.

**Two Per Cent Limit.**  
Instead of presenting an enabling act to carry into effect the constitutional amendment adopted in 1910, the association offers a new constitutional amendment limiting the amount of a county's permanent road indebtedness to two per cent of the assessed valuation, and an enabling act carrying it into effect, which provides in section 13 that the proceeds

(Continued on Page 5.)