

# ARGUMENT IN FAVOR OF BONDING COUNTY.

## Benefits Derived from Hard Surfaced Roads.

To the Editor.

Most of the people in the county are aware that a petition was circulated a few months addressed to the County Court asking that Honorable Body to call an election for the purpose of submitting to the voters for their decision the question of bonding the county to create funds with which to hard surface our main county roads. The petition was signed by the requisite number of qualified petitioners but has not been filed with the Court. It has been withheld with the hope that those opposed to the movement could see their way clear to withdraw their opposition or offer a solution in lieu of bonding that would relieve the taxpayers of the excessive charges they have had to meet in maintaining gravel and crushed roads that are no longer practical or adequate to meet the demands of present day traffic. The opponents to bonding have failed to present any practical plan that will afford relief, and in the meantime certain interests have been instrumental in securing the enactment of the 6 per cent tax restriction amendment which precludes any possibility of making any appreciable headway in hard surfacing for many years to come, and at the same time take care of maintenance and worthy projects.

Therefore, as I view it, the bonding plan is the only alternative and the most effective and expeditious method of bringing about a reduction in taxes and at the same time affording those who have born the hardships of pioneer life in this county the great advantages that will accrue to them by hard surfacing, as I will attempt hereinafter to point out. Bonding the county for two per cent of its assessed valuation, the maximum provided by law, will create a fund of approximately \$420,000, which fund is sufficient to hard surface our main county roads subject to heaviest traffic and from the tax money that will be available after bonding the hard surface can be extended to all roads practicable to hard surface.

The taxpayers' interests may be thoroughly safe guarded and that the Court may have the advantage of the counsel and advice of men of ability and integrity it is provided that seven of our heaviest taxpayers, whose names are designated in the petition, act in conjunction with the Court in all matters pertaining to the expenditure of the funds, a precautionary measure that has never before, so far as the writer's knowledge goes, been adopted by any county in the State. In addition to this, the Court and advisory committee inform me, delegations representing the Granges, timber interests, Commercial Clubs, etc., will be invited and their counsel and advice sought.

Some of the farmers with whom I have discussed this subject contend that to bond the county would in effect be to mortgage every farm in the county. I quite agree with this contention, but let us make an analysis of this mortgage indebtedness as applied to the individual liability of the average farmer in the county. I think an examination of the tax rolls will disclose that the average assessed valuation of the farms of this county is approximately \$3,000.00; at any rate I have taken the pains to look up ten farms picked at random on main county road south of Tillamook City covering a distance of twenty miles with the following results. (will withhold the names of the owners and for convenience refer to them alphabetically.) viz.

- "A", 5 miles south, valuation \$3,100
- "B", 6 miles south, valuation 4,500
- "C", 8 miles south, valuation 1,400
- "D", 9 miles south, valuation 1,700
- "E", 10 miles south, valuation 2,100
- "F", 12 miles south, valuation 2,300
- "G", 13 miles south, valuation 2,100
- "H", 16 miles south, valuation 3,000
- "I", 18 miles south, valuation 6,500
- "J", 20 miles south, valuation 3,600

An average of the sum total of the above figures is approximately \$3,000. 2 per cent of this valuation is \$60; this \$60, payable in 20 equal annual payments, the probable term of the bonds, would reach the magnificent sum of \$3 per annum plus interest at 5 per cent or less. If any reader is desirous of knowing what his or her part of the bonded indebtedness would be refer to your last tax receipt and multiply the sum you are assessed with by 2 per cent and you have it.

In addition of getting away from a heavy and constantly increasing maintenance charge, let us see what other benefits would be derived. Pas-

senger fare from Tillamook to Cloverdale, now \$1.50, would be reduced to not over 50c. and probably to 30 cents, with a corresponding reduction to intermediate points. Freight rates would likewise drop from the existing rate of \$5 per ton to \$1; the wear and tear on equipment would decrease 75 per cent. According to reliable authorities the same horsepower now employed by team or auto would transport seven times the load in one half the time and do it with more ease.

I am inclined to think that a plan could be worked out whereby teams and equipment now employed in the transportation of milk at an estimated expense of \$100,000 to the district in question could be superseded by community or co-operative owned and operated auto trucks at a saving of \$80,000 per annum to the district; these trucks, when not engaged in the transportation of dairy products, could be employed in transporting merchandise from the various trading points direct to the farmer's residence granary or barn, a better service than any steam or electric railway service, equal to any city delivery service and at a less cost than any railroad would or could handle it. Bearing on this subject and to show the alarm that is felt by the railroads as to hard surface road competition will quote from a recent editorial appearing in the Journal:

"President Samuel M. Felton, of the Chicago Great Western, before a recent meeting of the Nebraska's Association, revealed some of the railroad fears. He opened the address with a sweeping statement: 'Any one with the price of a Henry Ford and a few gallons of gasoline can enter the lists with the most costly 12-Pullman train in the land.'"

He pointed out the patent fact that the motorcar provided a better suburban service than the steam roads can maintain.

"There seems to be no limit, Mr. Felton thinks, to the touring range of the motor car. Last summer more than fifty thousand visiting cars were registered in the state of Massachusetts. No one can tell to what extent they cut down the revenues of the New England railroads.

"But loss of passenger traffic is not all. Regular freight service by trucks has been established wherever good roads are available. The average radius exceeds thirty miles and every mile of new road increases the radius. It is not pleasant for the railroads to reflect on these facts."

Mr. Editor, I could fill your paper with arguments, but suffice it to say that country life with hard surface roads would be revolutionized at a trifling cost to the farmer.

I will now quote from letters in answer to those I have written which I think bear out my contentions as to the effect of hard surfaced roads on traffic.

Portland, Ore., Oct. 18, 1916. Mr. F. R. Beals, Tillamook, Ore.

Dear Sir.—In reply to your letter of October 7th, 1916, to the Board of County Commissioners which has been referred to the road department, will answer the following questions:

Distance from Portland to Gresham 14 miles, auto passenger fare 25c.  
Distance from Portland to Vancouver 8.5 miles, auto passenger fare 15c.

There is considerable freight transportation by motor truck between these points, especially on the Vancouver run, but on account of the variable condition between merchandise and heavy freights I cannot give you a per ton rate. However, this rate is approximately the same as that charged by railway and boat transportation.

Very respectfully,  
J. B. Yeon, Road Master,  
By Herbert Nunn, Co. Highway Eng.  
Tacoma, Wash., Oct 9th, 1916  
F. R. Beals, Tillamook, Oregon.

Dear Sir.—In reply to yours of the 7th inst., we have paved roads connecting the county seat with towns from ten to twenty miles away. The bus fare for twenty miles is sixty cents round trip. There is some freight transportation but I am not advised of the price per ton.

Yours truly,  
David H. White,  
Co. Engineer, Pierce Co., Wash.  
Chehalis, Wash., Oct. 10, 1916  
F. R. Beals, Tillamook Oregon.

Dear Sir.—In answer to your letter of October 7th, 1916, it is hard to express the effect of hard surface roads on passenger and freight traffic. The electric line between Chehalis and Centralia reduced fare from 15 cents to 10 cents and installed the pay-as-you-enter system to eliminate one conductor and still have a hard time to make their line pay since the road has been hard surfaced between the two towns. There are a large number of stages, both passenger and freight, running out of Chehalis and keep increasing. The distance between Centralia and Chehalis is about four

miles and the fare by auto, train and electric line is 10 cents.

Hoping that this is the information desired.

Yours very truly,  
J. D. Neville, Co. Engineer.

Knowing the road between Ashland and Medford to be hard surfaced I wrote the following letter to the County Court of Jackson County. The answers were inserted by the County Judge and the letter returned.

Tillamook, Oregon, Oct., 7th, 1916  
To the Honorable County Court of Jackson County.

Gentlemen:—I am seeking information in regard to the effect of hard surface roads on passenger and freight—traffic in your county and will ask that you kindly answer the following questions:

What is the distance from Ashland to Medford?

Answer: Twelve miles.

What is the passenger fare from Ashland to Medford?

Answer: Forty cents by rail, Twenty-five cents by auto.

Is there much freight transportation between these two points by motor truck?

Answer: Yes.

What is the price per ton.

Answer: One dollar sixty cents by truck. Railroad charges three dollars twenty cents besides drayage at both ends.

I would also like to be advised as to what type of pavement you have laid in your county, the number of years it has been laid and the satisfaction it has given?

Answer: Concrete and asphalt with concrete base. Two years. First class. Thanking you for trouble in this matter, I am,

Yours very truly,  
F. R. Beals.

Yours, Etc., F. L. Toulte,  
Co. Judge Jackson County.

We will now pass from the utility and economy of the hard surface road to its effect upon farm values. In this connection I will submit the records of Public Roads and Rural Engineering of the Department of Agriculture made in each of the years from 1910 to 1915 inclusive. These records show an increase in value of from 68 to 194 per cent in Dinwiddie Co., Virginia, 9 to 114 per cent in Franklin Co., New York, 50 to 100 per cent in Dallas Co., Alabama, 25 to 50 per cent in Lauderdale Co., Miss., and from 50 to 100 per cent in Manatee Co., Florida. It will be noted that the average increase in farm values in these four states as a result of hard surfacing was 95 per cent. The estimates of increase were based for the most part on the territory within a distance of one mile on each side of the roads improved.

The above figures were secured by Federal experts of the offices of Public Roads and Rural Engineering of the Department of Agriculture and can be had direct from the government by any person desiring the data.

Now some one will say that this is all very fine for the fellow owning a farm abutting or laying close to the hard surface road, but how about the Blaine, Sandlake or Pacific City communities? As to this will say that every mile added to the hard surface road south of this city, with Tillamook the county seat, terminal of the railroad and head of ocean navigation, with which these communities must have communication, has a very marked and beneficial effect upon their interests and when the project as outlined is completed they will be on the same footing in many respects as the owner of property abutting the improvement; in addition to these advantages money from taxation, no longer required for maintaining main roads, can be used for improvement of their roads.

What will apply to the communities south of Tillamook will largely apply to the communities north and east of Tillamook, will therefore pass these interests without further comment.

Unfortunately the interests that will derive the least benefits are the timber interests. The timber is said to constitute 75 per cent of the assessed valuation of the county; it came into existence as a taxable asset of the county less than 20 years ago; if we are to rely upon present indications its removal will begin on a big scale in the near future; with the removal of every thousand feet of timber the burden of taxation shifts from the timber to the farm, the only other big resource of our county. This shifting process will continue until the farmer bears nearly the full 100 per cent of the tax burden as he did prior to 20 years ago. It is not time then that we were waking up when we come to consider that we are but a little shoe-string country, surrounded by a vast forest, the removal of which will leave us with our harbors and hundreds of miles of expensive roads to maintain?

Now, these statements are not made to incite the farmer against the timberman but to arouse him to a realiza-

tion of the fact that our timber is a transitory asset and should, while it exists be made to bear its just portion of the development of the county. Its owners and their representatives, for the most part, are men whom I hold in highest esteem and far be it from me to do them an injustice but they have made fabulous profits out of the resources of this county and should and I hope will cheerfully put their shoulder to the wheel and help us by assisting and co-operating in the only feasible plan to get hard surface roads, viz: by bonding the county.

Any reader who shares my views as to the advisability of bonding the county and desires that the petition referred to be filed with the County Court and the voters have a chance to decide the matter at an election called for that purpose will confer a favor by kindly dropping me a card or letter to that effect. Cards or letters from those entertaining contrary views will be kindly received.

Respectfully,  
F. R. Beals.

### OBITUARY NOTICES.

#### Mrs. Axel Nelson.

Mrs. Axel Nelson, who has been a long, patient sufferer from paralysis died Monday about midnight at her home between Cloverdale and Hebo, at the age of 62 years and 23 days. She leaves besides her husband and children, four sisters and two brothers and many friends to mourn their loss.

The funeral services were held at the home Wednesday at 11 o'clock and the body laid to rest in the Cloverdale I. O. O. F. cemetery at Hebo to await the resurrection. Elder R. J. Blalock preached the funeral sermon.

Hanna Mathilda Anderson was born in Jefferson County, Iowa, December 15, 1855. She united with the Lutheran church and was confirmed at the age of 14 years. At the age of 22 she was married to Axel Nelson. To this union eight children were born, two died in infancy and Clarence, a son 27 years old, was drowned August 15, 1915. Besides the husband the children living are Mrs. Chas. Lunquist, Cloverdale; Mrs. Barker, Portland; Mrs. Kodad, Tillamook; Frank and Frances who are at the family home.

#### Isaac B. Wheeler.

The funeral of Isaac B. Wheeler, who died Monday, Jan. 8, at his home 509 East Elizabeth, street North, Portland was held last week at the Finley residential chapel. The services were given by Dr. William Wallace Youngson and Mrs. Ralph Robinson sang.

Miss Mary Wheeler left for Kingston, Ont., Canada, with the body of her father, and it will be interred in the family plot beside the body of his wife, who died a number of years ago. Services will be held in the Methodist Episcopal church of that city, of which Mr. Wheeler was a member for many years, and an effort will be made to have one of his old pastors officiate.

Mr. Wheeler was born in Kingston, Ont., in September, 1835, and was 81 years old at the time of his death. He was married in 1861. For many years he was engaged in the milling business in Ontario and prominent in Kingston and other cities of the province.

For eight years he had lived in Portland with four of his children. His children are: C. H. Wheeler, of the Wheeler Lumber Co.; Mrs. E. L. Rector, Miss Mary Wheeler and Miss Cora Wheeler, all of Portland, and Mrs. E. P. Rorvik, of Alameda, Cal. His sisters Mrs. L. H. Rutman and Mrs. N. Drader, and a brother, Geo. Wheeler, live in Ontario, Canada.

#### Thomas-Dill Wedding.

Miss Flora Bernice Dill, former student in the Washington High School at Portland, who was graduated from the Eugene High School, class of 1916, was married at noon, Wednesday, January 10, to Frank Thomas.

Mrs. Thomas is the youngest daughter of Mr. and Mrs. S. H. Dill, of the Dolph toll station near Tillamook, where the wedding took place.

Mr. Thomas is a graduate of the Tillamook high school, and has been engaged in the manufacture of cheese in both Idaho and Oregon.

Mr. and Mrs. Thomas, after a brief honeymoon in Portland and Gresham, where Mr. Thomas's parents reside, will make their home at Crabtree.

The romance began while Miss Dill was passing her summer vacation at the home of her parents at Dolph. When attending the Washington High School in Portland the bride was prominent in athletics.

### Profit in Trapping Moles.

The common large mole of western Oregon, long considered a pest in our meadows, gardens and lawns, is just now attracting considerable attention as a fur bearing animal. Mole-skin garments, fur sets, are strongly in fashion this season, especially in the larger cities of the East. For the first time in the history of the mole fur industry, however, the pelts of our American moles are in demand, the trade having always been supplied hitherto by importations from the London fur markets. This demand has arisen through the activities of the Bureau of Biological Survey, U. S. Department of Agriculture, which has conducted extensive experiments in methods of trapping the moles and preparing their skins for market.

At the request of the Extension Service of the Oregon Agricultural College, Theo. H. Scheffer, of the federal bureau, has been detailed to conduct a publicity and demonstration campaign in this and a few other counties, in cooperation with the agricultural agents of these counties. Methods of dealing with both the mole and the gopher pest will be demonstrated, but particular attention will be given to the mole, as the present market for the pelts of this animal should very greatly stimulate trapping.

Since the mole may be caught about as easily as any other small mammal by those who will take the trouble to investigate the simple methods, there is no reason why farmer boys and trappers in this vicinity should not make considerable pocket money at the business.

The dates set for holding meetings are as follows:

- Maple Leaf school, Jan. 17, 10:45 a.m.
- Fairview Grange Hall, Jan. 17, 2:00 p.m.
- Tillamook School, Jan. 17 8 p.m.
- South Prairie Farmers' Union, Jan. 18, 10:30 a.m.
- Hunt school, Jan. 18, 2:45 p.m.
- Fawcett Creek school, Jan. 19, 10:45 a.m.
- Beaver school, Jan. 19, 2:45 p.m.
- Oretown school, Jan. 22, 10:45 p.m.
- Meda school, Jan. 22, 2:45 p.m.
- Hebo school, Jan. 23, 10:45 a.m.
- Cloverdale school, Jan. 23, 2:45 p.m.
- Riverdale school, Jan. 24, 10:45 a.m.
- Bay City school, Jan. 24, 2:45 p.m.
- Onion Peak school, Jan. 25, 10:45 p.m.
- Mohler school, Jan. 25, 2:45 p.m.
- Balm school, Jan. 26, 10:45 a.m.
- Crane school, Jan. 26, 2:45 p.m.
- Pleasant Valley Grange, Jan. 27, 10:00 a.m.
- Nestucca Grange, Jan. 27, 2:30 p.m.

### What is the Scholarship Loan Fund?

This fund was founded nine years ago by an endowment of \$6000.00 which receives annual contributions from clubs and individuals.

The purpose of this fund is to help worthy ambitious young women who are desirous of obtaining an education.

In the nine years of its existence 111 young women have been aided. One of whom is now County School Superintendent in Southern Oregon. Another is doing noble work along the lines of art in New York and many others are filling responsible positions in our schools. No worthy young women is refused aid. Money is loaned her without interest and she is expected to return it after she has secured a footing and is financially able to do so. The fact that only one or two have failed to do this speaks well for the honesty and uprightness of the beneficiaries.

The average loaned these 111 girls has been \$100.00, sometimes but \$50 is asked for to tide them over the last year and make it possible for them to graduate.

For the benefit of the scholarship loan fund the Women's Civic Improvement Club is giving a musical program at the High School Auditorium on Wednesday evening, January 24, at 8 o'clock. Admission 10 cents. Every body come.

### Notice of Final Account.

Notice is hereby given that the undersigned, administrator of the estate of Delia Bean, deceased, has filed with the County Court of Tillamook County, Oregon, his final account, and that said court has fixed Friday, the 16th day of February, 1917, at 10 o'clock a.m., as the time and place for hearing objections to said final account, at which time all persons having objections to said final account may appear and present the same.

Dated this the 18th day of January, 1917.  
George P. Winslow,  
Administrator of the Estate of Delia Bean, deceased.

### Report of County Spelling Contest For December 22.

District No. 1—3rd grade, Walter Hauswirth, 100; 4th, Charles Thomas, Ethel Dye, 94; 5th, Walter Severance, Flora Shild, 98; 6th, Oren Leach, 88; 7th, Lolita Johnson, Henrietta Jenkins, 98; 8th, Leland Bester, Hattie Severance, 100.

District No. 2, 3rd grade, Oradella Miller, 84; 4th, Mary Weber, Viola Johnson, 98; 5th, Agnes Blaser, 92; 6th, Flossie Davis, Alma Furrer, 98; 7th, Orval Johnson, 98.

District No. 8—5th grade, Myrtle McClay, 92; 6th, Sewell Awer, 92, 7th, Bessie Myers, 96.

District No. 9—3rd grade, Louise Handley, Gwendolyn Harris, Neville Smith, Jaunita Thompson, Marion Lamb, Rowena Hanson, Eunice Ammer, Elizabeth Clements, Ruby Sawyer, Walter Zeller, Wade Jenkins, Muriel Wiley, Lois Knight, Lloyd Johnson, Clarence Albert, Ira Wilson, 100; 4th, Isedore Erickson, James Petty, Glenna Heacock, Sydney Switzer, Roletta Watson, Edith Chaphe, Florence Hunter, Sydney Hart, Wanda Haltom, Earl Miner, Alta Carr, Mabel Harrison, Kenneth Mahan, Irene Lyster, Helen Mahan, 100; 5th, Kathryn Kirk, Bennie Howell, Homer Worthington, Pauline Lamar, Ramona Haltom, Mary Lamar, Rae Loomis, Arden Pangborn, Beatrice Sheldon, Edna Riggs, Evelyn Martin, Inez Schwarz, 100; 6th, Lila Davidson, Pearl Ross, Alpha Olson, Marion Robison, Lucia Wiley, 100; 6th, Gertrude Heusser, Errol Haltom, Cordelia Catfield, Inge Erickson, Madge DeFord, Helen Eads, Lillian Groat, Erma Ball, Archie Fye, Carlisle Stranahan, 100; 7th, Emma Gfoat, LaVerna Holden, Vera Rogers, Ella Davidson, Gladys Hathaway, Sarrette DeIllies, Viola Sawyer, Winifred Brace, Frank Mayer, Leo Wheatley, Harriette DeFord, Alta True, Mac Pesterfield, 100; 8th, Doris Sumerlin, 100.

District No. 10—3rd grade, Florence Zuercher, 89; 4th, Frank Erickson, 96;

District No. 11—4th grade, Helen Lee, 92; 8th, Naomi Scovell, 76.

District No. 12—3rd grade, Harold Proctor, 5th, Homer Blum, 96; 8th, Beatrice Blackburn, 94.

District No. 14—3rd grade, Ethel Blazer, 100; 4th, Leta Barnett, 94; 6th, Caroline Strueby, 94; 7th, Harley Davidson, 98.

District No. 15—3rd grade Lois Zuercher, 84; 5th, Hanna Zuercher, 84; 6th, Willie Zuercher, 88; 8th, Martha Zuercher, 74.

District No. 18—8th grade, Lydia Bailey, 96.

District No. 23—4th grade, Josephine Peters, 98; 5th, John Enzier, 98; 7th, Elizabeth Werner, 100.

District No. 24—3rd grade Roy Daicel, 92; 4th, Walter Eason, 92; 5th, Wendell Lommen, Gladys Lommen, Pauline Batterson, 100; 6th, George Bouman, Dorothy Blackmore, 100; 7th, Alice Daniel, 96; 8th, Lucy Daniel, 80.

District No. 26—5th grade, George Armentrout, 88; 7th, Margaret Armentrout, 96.

District No. 27—5th grade Ruth Guild, 98; 7th, Herschel Hollett, 100.

District No. 28—4th grade Helen Miller, 96; 6th grade Eula McKimens, 98; 8th, Arthur Loerpel, 84.

District No. 29—3rd grade Wanda Keen, 90; 6th, Kathryn Miller, 100.

District No. 31—3rd grade, Orin Hess, 100; 4th, Eva Crawford, Wendell Prime, Mae Goodspeed, Erna Vaughn, Naomi Simmons, Lenore Hartline, 98; 5th, Margerite Prime, 100; 6th, Harry Crawford, Margie Flag, Oleta Todd, 100, Clarence Goodspeed, 100; 7th, Harvey Maddux, Myrtle Garrett, Hazel Bodle, 100; 8th, Thelma Mather, Gladys Richard, Jennie McClue, Barbara Simmons, 100; H. S., Hazel Loughs, 94.

District No. 33—7th grade, Elizabeth Phillips, 98; 8th, William Phillips, 98.

District No. 36—6th grade, Raymond O'Neil, 100.

District No. 38—3rd grade, Leona Shaw, 88; 4th, Gladys Kodad, 98; 6th, Kate Shaw, 88; 7th, Kenneth Elliott, 90.

District No. 39—3rd grade, Julia Briggs, 88; 4th, Willie Batzner, 5th, Charley Burmester, 80; 6th Vivian Tohl, Victor Olson, Hilda Steele, 98; 7th, Lois George, 78; 8th, Minnie Olson, 86.

District No. 46—4th grade, Charles Buckles, 96; 6th, Westie Tippin, 94.

District No. 48—3rd grade Mary Grazen, 100; 4th, Walter Kelly, 98.

District No. 51—7th grade, Gusse Holgate, Gladys Curl, 98.

District No. 54—6th grade, Florence Kopseske, 98.

District No. 55—4th grade, Nolan Babcock, 98; 5th, Wilber Northup, Mary Williams, Charles Edmunds, 100; 8th, Persis Edmunds, 100.

District No. 56—3rd grade Gladys Hulse, 86; 6th, Wendal Byers, 94; 7th, Mabel Anderson, 100.

District No. 59—3rd grade, Morea Gillmore, 89; 7th, Nettie Gray, 96.

District No. 60—3rd grade, Edith Nelson, 84; 4th, Eugene Hall, 84; 5th, Florence Blum, 100; 6th, Susie Brown, 100; 7th, Walter Brien, 94.

District No. 61—3rd grade, Inez Hopkins, 96; 5th, Chester Hopkins, 100; 7th, Arthur Krebs, 70.

Academy—3rd grade, Milton Lambert, Clara Brooks, 100; 4th, Marielle Eastland, Jack Wells, Gertrude Brooks, 100; 5th, Dorothy Jacob, 100; 7th, Frances Highberger, Catherine O'Hara, 100; 8th, Rose Plasker, Ruth Benson, 100.