



STATE HIGHWAYS
APPROXIMATE LOCATION
OF ROUTES DESIGNATED
IN THE
ROAD BONDING ACT
SUBMITTED TO THE PEOPLE
OF OREGON AT THE
SPECIAL ELECTION, JUNE 4, 1917

NOT AN OFFICIAL MAP
BUT EVERY EFFORT HAS BEEN
MADE TO FOLLOW THE ROUTES
INDICATED BY THE ACT

MAP PREPARED BY C. C. CHAPMAN,
EDITOR OF THE
Oregon Voter

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We present herewith a revised map of the highway routes designated by the road bonding bill. This map corrects many of the errors made in the hastily-prepared sketches that were published soon after the legislature passed the bill. It also shows the cities and towns along the state highways.

While this is not an official map, it has been inspected informally by the members of the State Highway Commission. The Commissioners are precluded by their official positions from expressing any opinion as to exactly where the roads will go, until such time as they hold hearings in the different counties and take such formal action as the law requires in locating and designating the highways permanently.

The kind of road contemplated in the bonding act is shown in small type.

"Paved Roads" are those designated to be hard surfaced after the counties prepare the road beds. This simply includes grading. It does not involve the county in the expense of cement or crushed rock foundations as part of the paving.

"Post Roads" are highways constructed in co-operation with the Federal Government. Any designated highway over which mail is or may be carried is subject to classification as a post road. It is proposed to grade the post roads and put a suitable surface on same, (not a pavement) the funds for this to come from the Federal Government and the state bond issue.

"Forest Roads" are the same as "Post Roads," except that they must be built within or leading to national forests. The expense is shared by the Government, the state and the counties.

"Paved and Post Roads" are roads which are to be paved by the state over such mileage as the counties may prepare ready for paving; the remainder of the mileage of these roads would be improved as "Post Roads."

The bonding act confers full jurisdiction upon the State Highway Commission to make minor changes in location, and the Commission has expressed its policy, which is to learn the facts in each locality before making final locations, so each state road may be placed where it should be to serve the population of the counties traversed by it. Not until after these hearings have been held in all the counties will it be finally determined where all these state roads will be constructed, so there will be ample opportunity for correction of errors or changing of such local routings where same may be done to better serve the county population.

BIG HELP SEEN IF ROAD BONDS PASS

S. Benson Points Out Benefits of Entire Through Highway Construction.

S. Benson, chairman of the new State Highway Commission, in an interview called attention to the fact that the \$6,000,000 to be made available if the proposed bond issue carries at the special election June 4, not only will pave a large portion of the heavy traveled roads of the state, but further, will make it possible for the Commission, with its other funds and the Shackelford Federal allotment, to grade and improve roads to the more remote sections.

Mr. Benson also shows how the expenditure of \$6,000,000 throughout the state will be a wonderful help in its development, entirely aside and in addition to the returns it brings from good roads.

Campaign Deemed Wonderful.

"This is the most wonderful campaign I have ever seen," said Mr. Benson. "We see a great number of auto owners, some 30 odd thousand strong, begging us to let them build a system of state highways to cost

\$6,000,000 and agreeing to turn them over to us free of cost.

"They only ask that we join with them and loan our credit, for which ample security is given through an act passed by the Legislature protecting the state in every particular.

"The idea of opposition is beyond my comprehension. Besides getting these roads of untold value to the state, did any of you ever stop to think what \$6,000,000 scattered broadcast over the state, as this money will be, will mean in developing our resources? Think of it—\$6,000,000 in an undeveloped state like ours.

Get in Debt Is Advice.

"We hear many who do not believe in bonding or going into debt. Did you ever hear of, or see anyone amounting to anything in these days who did not go into debt? We know that 97 per cent of the entire business of our country is done on credit. I venture to say that there are very few among you who cannot remember the time when your entire capital consisted of what you owed.

"In my case I can clearly remember the time, and my advice to every young man is get in debt all you can, but first be certain that your investment is profitable and will bring good returns. This is what I have done in this road proposition. The only one not going in debt is a person running a peanut stand or something of that sort. I am sure you do not always want to stay in the peanut business.

"Let us take a look at our friends on the north, who have a trunk line nearly completed the length of the state, and one east over the Cascade Mountains. Also our friends on the south in California, where they have more than 1000 miles of paved roads and 210,000 automobiles.

"Did any of you ever stop to figure what it would be worth to the state of Oregon to connect with that highway system with a passable road? You meet machines from every state in the Union down there, always looking for a new and more profitable road. They found these roads so profitable in California that they have just voted a state bond issue of \$1,000,000 by a large majority, in addition to the \$18,000,000 just expended."

NEHALEM FOR GOOD ROADS WITH ARDOR

State Bonds Indorsed and Also County Issue of \$420,000.

Residents of Nehalem and that section of Tillamook County Friday went on record in favor of the passage of the \$6,000,000 road bonding bill and also enthusiastically indorsed a proposal to vote a special road bond issue for the county of \$420,000 at the election June 4.

Approval of the proposed state bonding act came at a meeting held in Union Hall, at which Jay Bowerman, of Portland, ex-Governor of Oregon, was the principal speaker in favor of the measure. S. Benson, a member of the new State Highway Commission, and County Judge Hare, of Tillamook and County, also spoke. The meeting was presided over by Frank Rowe, Representative in the last Legislature from Tillamook County.

Club Chooses Officers.

In order to insure an overwhelming vote in Tillamook County next June in favor of the state bonding act, a meeting organized the Nehalem Valley Good Roads Club. Those present elected Frank Rowe as president of the new organization and E. B. Nunn, secretary. Fred Seeley, A. C. Anderson and H. C. Alley were named as a committee to draft a constitution and bylaws for the club.

The petition to obtain a vote in June on the proposition of Tillamook County voting a special road tax of \$420,000 was presented by Fred Beal. Those present at the meeting gave their unanimous approval of both the proposed state and county bonding

measures, adopting resolutions to this effect

Speeches are Applauded.

Both the addresses by Mr. Bowerman and Mr. Benson evoked the warmest applause, as also were the remarks of County Judge Hare and other good road advocates.

In his address here Mr. Bowerman said:

"This is a state issue of such great importance to the people that all citizens can meet on common ground with the one question uppermost in every mind—'What is best for Oregon?'"

It is not possible to present argument against the need of better highways, and the great problem that confronts us is how to obtain good, permanent highways at the least cost; highways that will benefit the greatest number; highways that will give the permanent improvement which we so badly need.

I would respectfully call your attention to the great area of untilled land in our state, much of which would be farmed here if not for the isolation and hard transportation. Good roads will bring these large tracts into cultivation. Furthermore, the counties that now spend the most of their annual road money derived from the regular county taxes will be relieved from expending this money on the main thoroughfares and thus be permitted to improve the lateral roads which lead into remote points, all of which will tend toward more farming.

Taxes Not to be Increased.

The bonding act passed by the Legislature and submitted by that body to the careful consideration of the voters of the state is, as you know, to be voted on at a special election in June. This bonding plan will not increase taxes on land, nor does it increase the tax on any personal property. Through the increased automobile license a sufficient sum of money will be raised each year to not only pay interest on the proposed \$6,000,000 bond issue, but will also provide a sufficient sinking fund to retire the bonds at the end of 25 years. In this way we will be able to build the roads and have the use of them during the 25 year period.

Now, I am well aware of the usual odium attached to the word, "bonds," and I wish to say to you sincerely and earnestly, if this act caused an increase in the general tax I would stand before you tonight opposing the measure. Not because we do not need the roads, but because taxes in Oregon are now too high and the people are feeling keenly the burden of taxation. But in the proposed plan the automobile pays for the roads, along with the money appropriated by the Federal Government, and property owners positively are not forced to pay increased taxes in order to build these roads.

Federal Aid Needed.

I might mention that unless we take action on the road question in Oregon we will not benefit by the Federal money provided for in the Shackelford bill, and I for one am not in favor of losing this Federal aid in road construction. On the other hand I want road improvement, just as every other citizen loyal to Oregon wants road improvement, and I fully believe that we now have the sense and sensible plan of financing a comprehensive, square, honorable and practical road system.

The automobile owner will not suffer from the increased license on his car. It has been shown by every state that has built good roads that the saving on tires, the saving on gasoline and the saving on wear and tear more than pays, yes, several times pays, for the increased license.

At this hour when the nation stands in the shadow of peril, when the wires from Washington are carrying news of a shocking nature, when the old flag again bids fair to wave over a military Army in this country once again, would it not be a refreshing

thought to know that we had a good system of highways up and down this Pacific Coast upon which our animals could move their artillery and other equipment?

And in view of the fact that we have a plan which will not increase taxation let Tillamook County join the remainder of the state in that very appropriate slogan for the June election—"Pull Oregon out of the Mud."

Bean Bonding Bill.

Authorizes to issue \$1,800,000 of road bonds as needed from time to time to match the federal road funds available under the co-operative plan for construction of forest and post roads.

Requires that before such bonds are issued, current funds available shall be used in co-operation with federal government, the bonds to be issued only as no other funds are available.

Bonds to be 20-year, 4 per cent; state Board of Control to issue same under such conditions of refunding and payment as it may elect.

An emergency is declared, so the act went into effect upon approval February 17, 1917.

The terms of the Bean bonding bill will be somewhat amended if the \$6,000,000 road bonding bill is adopted by the people June 4. The modification permits the use of the millage tax and also license fees for payment of principal and interest on the \$6,000,000 issue, instead of requiring that they be expended on co-operative federal projects; also it requires that the \$1,800,000 shall be expended upon designated port or forest roads, provided the federal government does not designate other post or forest roads upon which same shall be expended, in which event the state highway commission is given authority to expend the money upon such roads as may be designated by the federal Government.

The Road Hog.

Who rolls along at a reckless rate?
The Road Hog.
Who always drives like a man who's late?
The Road Hog.
Who steps on the "gas" when there is no need,
Just to impress you with his speed?
Who gives your rights or mine no heed?
The Road Hog.
Who won't get over to let you pass?
The Road Hog.
Who thinks that speed is a sign of class?
The Road Hog.
Who seems in luck to put his trust,
Drives as he thinks a daredevil must
And hangs out a sign, "Excuse my dust!"
The Road Hog.
Who goes too fast when he passes schools?
The Road Hog.
Who behaves in general like a fool?
The Road Hog.
Who acts as if he's bought the street,
Crowds you over whenever you meet,
As the meanest man hard to beat
The Road Hog.

For Sale.

One half acre with house and barn, bottom land, 1/2 mile from city, 30 acres 6 miles South of City, with good house \$1700.
For rent 8 acres with house and barn just east of Fair Grounds.
J. S. Stephens,
Office in Commercial Building, room 2.

O. I. C. Swine.

I have some choice fall boars for sale. Also some nice spring pigs to select from, both sexes.
Joe Donaldson R. F. D. Tillamook.

Report of the Condition of
FIRST NATIONAL BANK
At Tillamook in the State of Oregon, at the close of business March 5, 1917

RESOURCES.

Loans and discounts	\$152,085.76
Overdrafts, unsecured	1,724.04
U. S. Bonds deposited to secure circulation (par value)	25,000.00
Bonds other than U. S. bonds pledged to secure postal savings deposits	\$3,043.42
Bonds and securities pledged as collateral for State, or other deposits (postal excluded) or bills payable	5,000.00
Securities other than U. S. bonds (not including stocks) owned unpledged	27,020.87
Total bonds, securities etc.	35,064.29
Stock of Federal Reserve Bank (50 percent of subscription)	900.00
Furniture and fixtures	7,136.23
Net amount due from approved reserve agents in New York, Chicago and St. Louis	\$ 5,334.80
Net amount due from approved reserve agents in other reserve cities	49,663.76
Net amount due from banks and bankers	139.33
Other checks on banks in same city as reporting bank	3,122.95
Outside checks and other cash items	\$1,541.22
Fractional currency, nickles and cents	94.93
Notes of other national banks	1,636.15
Lawful reserves in vault and net amount due from Federal Reserve Bank	645.00
Redemption fund with U. S. Treasurer and due from U. S. Treasurer	20,348.37
Treasurer	1,250.00
Total	\$304,051.28

LIABILITIES.

Capital stock paid in	\$ 25,000.00
Surplus fund	5,000.00
Undivided profits	\$5,931.79
Less current expenses, interest, and taxes paid	2,103.04
Amount reserved for taxes accrued	100.00
Amount reserved for all interest accrued	500.00
Circulating notes outstanding	25,000.00
Net amount due to other banks and bankers	441.31
Demand deposits:	
Individual deposits subject to check	147,422.05
Certificates of deposit due in less than 30 days	6,055.57
Certified checks	121.25
Postal savings deposits	1,601.81
State, county, or other municipal deposits secured by pledge of assets of this bank	5,000.00
Total demand deposits	\$160,200.68
Time deposits:	
Certificates of deposit (payable etc)	31,969.47
Other time deposits	52,011.07
Total time deposits	\$83,980.54
Total	\$304,051.28

State of Oregon, County of Tillamook, ss:
I, W. J. Riechers, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
W. J. Riechers, Cashier.
Correct—Attest: J. C. Holden, C. J. Edwards, P. Heisel, Directors.
Subscribed and sworn to before me this 21st day of March, 1917.
Rollie W. Watson,
Notary Public
My Commission Expires October 29th, 1920

No. 109.
Report of the Condition of the First Bank of Bay City.
In the State of Oregon, at the close of business March 5th, 1917.

RESOURCES

Loans and discounts	\$28,625.74
Overdrafts, secured and unsecured	235.03
Bonds and warrants	6,064.15
Banking house and lot	2,500.00
Furniture and fixtures	2,000.00
Other real estate owned	13,917.58
Due from banks (not reserve banks)	1,137.81
Due from approved reserve banks	4,409.32
Checks and other cash items	4.25
Cash on hand	4,655.30
Expenses	1,080.92
Total	\$64,630.10

LIABILITIES.

Capital stock paid in	\$25,000.00
Surplus fund	316.50
Undivided profits, less expenses and taxes paid	178.28
Individual deposit subject to check	35,944.47
Time and Savings deposits	3,070.85
Other liabilities, Bond interest account	120.00
Total	\$64,630.10

State of Oregon,
County of Tillamook, ss.
I, John O. Bozorth, cashier of the above named bank do solemnly swear that the above statement is true to the best of my knowledge and belief.
John O. Bozorth,
Cashier.
Correct attest, R. J. Hendricks, Scott Bozorth, Directors.
Subscribed and sworn to before me this 14th day of March, 1917.
L. F. Brode,
Notary Public.
My commission expires Oct. 20, 1920.

The laws relating to the establishment of fiscal year period for making returns applies to this enactment the same as to the Income Tax returns, and will be prorated from such returns for the fractional portion of the year during which the said return is made.

All corporations etc. exempt under the Income Tax law will likewise be exempt under the above mentioned enactment.

All other provisions of the law relating to the Income Tax Law are extended and made applicable to the above.

Any further information desired may be obtained upon application to Milton A. Miller, Collector, Portland, Oregon.

There is more Catarrh in this section of the country than all other diseases put together, and for years it was supposed to be incurable. Doctors prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Catarrh is a local disease, greatly influenced by conditions and therefore requires constitutional treatment. Hall's Catarrh Medicine, manufactured by F. J. Cheney & Co., Toledo, Ohio, is a constitutional remedy, is taken internally and acts thru the Blood on the Mucous Surfaces of the System. One Hundred Dollars reward is offered for any case that Hall's Catarrh Medicine fails to cure. Send for circulars and testimonials. F. J. CHENEY & CO., Toledo, Ohio, Sold by Druggists, 75c. Hall's Family Pills for constipation.

HARTFORD
LIVE STOCK INSURANCE

Protection for Dairy Herds

Dairymen find it good business to house and feed their stock well. It costs more, but it pays. It also costs a little more to carry

HARTFORD
Live Stock Mortality
INSURANCE

but it protects you from all money loss through the death, from any cause whatever, of either single animals or your whole herd. As a business proposition you cannot afford to be without this protection.

ROLLIE W. WATSON,
Agent,
National Building.
Both Telephones.
TILLAMOOK CITY, OREGON.