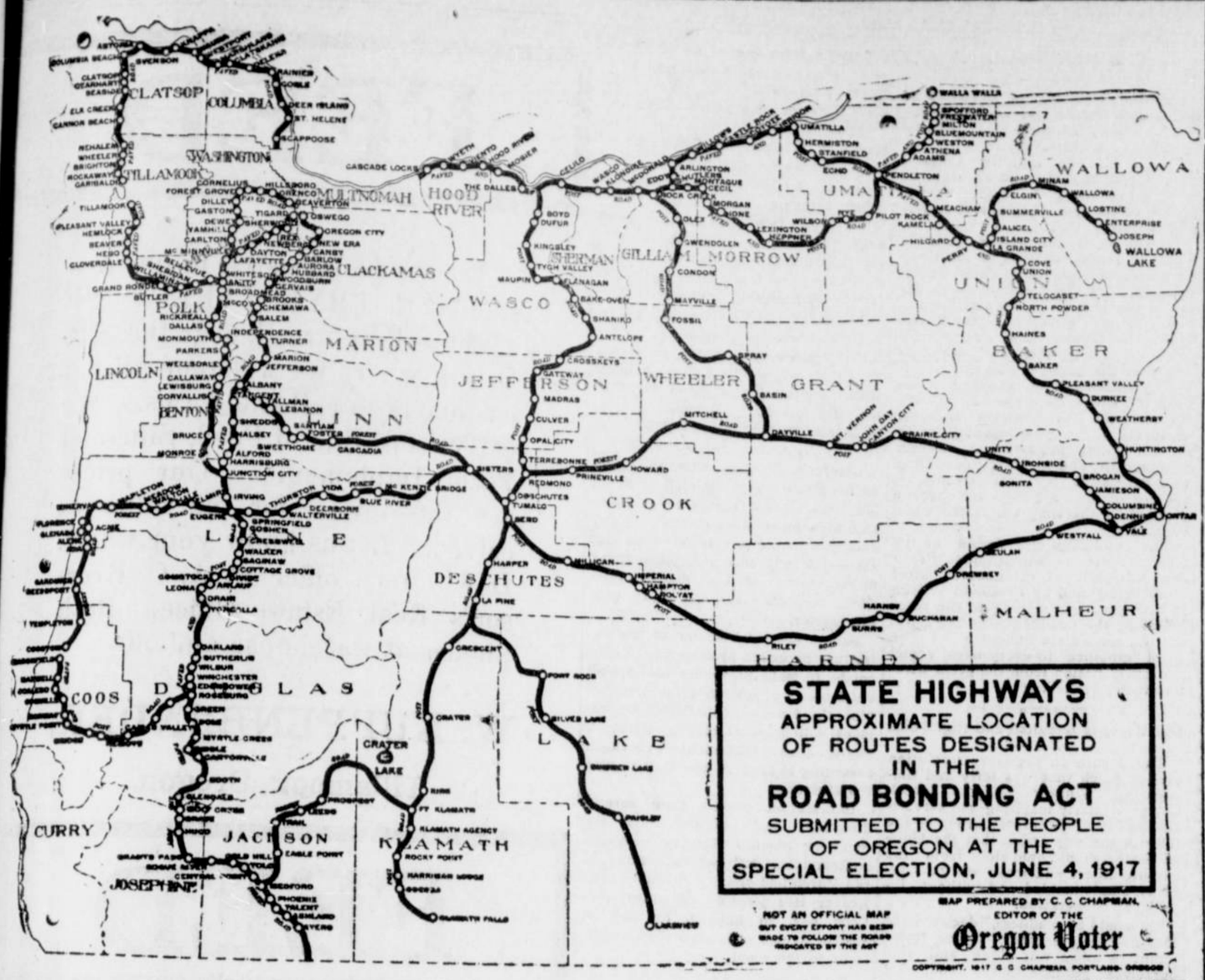

GOOD ROAD SIDELIGHTS.

A dollar's worth of road for a dollar's worth of expenditure is assured at the hands of the State Highway Commission which is charged with disbursing the funds raised from the proposed $6,000,000 good roads bond.

* * *

No, Mr. Taxpayer, your taxes will not be increased one ten cent piece on account of the proposed $6,000,000 good roads bonds. Both the interest and the principal of the entire bond issue are provided by the increased automobile license and the standing quarter mill state road tax.

* * *

The question involved in the proposed issue of $6,000,000 road bonds is simply this: Do the people of Oregon desire to approve and inaugurate a comprehensive system of statewide highway development. If the bond issue is approved, taxes will not be increased one cent on that account. Both the principal and the interest on the bonds will be paid from the fund created by doubling the automobile license and adding thereto the quarter of a mill state road tax already provided.

* * *

In the last ten years approximately $40,000,000 has been expended on roads in this state. What is there to show for it. Support the $6,000,000 bond issue on June 4th and let's take up road building on a practical and comprehensive basis.

* * *

Friends of good roads who desire to assist in the campaign for the $6,000,000 bond issue can do so by forwarding subscriptions to Bruce Dennis, Executive Secretary, at Good Roads Headquarters, 310-311 Selling Building, Portland, Oregon. The members of the campaign committee have refused contributions from paving concerns and are relying entirely on free will offerings from good road enthusiasts to meet the expenses of the vigorous campaign that has been outlined in behalf of the road bond bill.

* * *

If this $6,000,000 bond issue and the highways designated therein are approved, comprehensive provision for construction of highways will have been provided. Road construction will have been standardized; Federal aid and co-operation secured; the cost of efficient engineering will have been minimized; co-operation between State, Government and counties, together with genuine competitive bidding for construction will have become a reality. The acquirement of funds for road construction at a low rate of interest and a method of paying both interest and principal of state bonds out of current revenues already imposed will also have been secured, and this without additional tax burden and with proper safeguards to the general taxpayer.

* * *

Good roads enable dairymen and gardners within a radius of 50 miles of Los Angeles to reach the city market daily before 7 a.m. The same sort of highways in Oregon would make markets in Oregon equally accessible to producers.

* * *

Oregon has talked good roads for 60 years. Millions of dollars have been expended in that time filling mud holes. The state is in third place in commerce and population among the coast states. The road bonding proposition, on which the people will vote June 4th, is the first comprehensive road program ever submitted to the people.

* * *

Upon the construction of the roads named in the road bond bill, the money formerly spent by the counties in repairing and maintaining the main lines of travel can be used for improving the laterals and less traveled roads.

The Highway Commission has gone on record on this score. Unless contractors are reasonable in their bids, the Commission has announced that it will install a paving plant and go into the business itself.

* * *

The "Back to the Farm" movement will receive a great stimulus from the approval of the good roads bond bill at the special election June 4th.

* * *

Good roads will make Oregon the greatest dairying center in the world. Remember this when you vote on the road bond bill in June.

* * *

The proposed bond issue will provide good roads at no greater cost than the state is now paying for poor ones.

* * *

The State Highway Commission, who will have charge of the disbursement of the proposed $6,000,000 road bonds, have given the assurance that all roads built under their supervision will be constructed honestly. Contracts for the work will be subject to free and open competition. There will be no gouging of the public.

* * *

"When public money is honestly spent on a road every dollar becomes three dollars," says the Portland Journal. "First, there is the dollar in the road itself. Second, there remains in the community the dollar which has been paid out for labor and material. Third, there is the dollar of economic value added to the land adjacent to the road. This is a real value not a speculative one. It is an increase in productive capacity."

Better reasons for supporting the road bill June 4th could not be offered. It may be depended upon that Highway Commissioners Benson, Thompson and Adams will see to it that every dollar of the road fund is honestly expended and full value returned in roads honestly constructed.

W. L. Boise and the Bonding Measure.

Whitney L. Boise, of Portland, spoke for the bill at Forest Grove and said the whole campaign against the bonding issue was a campaign of distrust. He challenged the insinuation that had been thrown out against S. Benson—Benson the man who had come to Oregon a poor boy and through honesty in the logging business had become wealthy; Benson the man who had given $300,000 of his own money for roads and schools, public fountains and water-falls for the benefit of the Oregon people; Benson the man who had been declard by a commission appointed by the Governor to be Oregon's first citizen, when the San Francisco Exposition had asked for such a selection. This man who had given of his money and his time to serve Oregon could be trusted by the Oregon people. Commissioner Thompson, of Pendleton, and Adams, of Eugene, had the eloquent endorsement of their home towns as absolutely square.

Continuing, Mr. Boise said that Mr. Spence should be ranked with Columbus as a great discoverer in discovering that Oregon had better market roads than California. Nobody else had discovered it. He challenged Spence's figures and said that Oregon was not voting $40,000,000 bonds, but only $6,000,000; that the automobile tax would pay both interest and principal of the bonds without the quarter-mill state tax; that 40 per cent of the whole thing would be paid by automobile owners of Multnomah county and that they were anxious to pay it; that under the bonding issue there would be 39 miles of paved highway in Washington county, every foot of which would pass in front of somebody's farm, as the cities must pay for their own roads.

Time For Oregon to Make Start.

The time has come for Oregon to make a very small start in the direction of permanent state highway construction.

Washington north of us will spend $6,500,000 in the next two years, and Oregon proposes to expend $6,000,000 in five years.

California in the second biennial period is spending fifteen million in two years by the state and the counties as much more.

Indications are that conservative counties are awakening to the need of getting out of the mud and dust by the state as a whole.

Master Spence of the State Grange claims that he is instructed by that organization to oppose the state highway bonding plan.

The State Grange in Washington and California and other states favor the plan of building highways in these states.

Mr. Spence says Oregon has the best system of country roads of any western state and in another breath says Oregon has spent forty million dollars on roads and has nothing to show for it.

Douglas and Hood River county granges have gone on record in favor of the bonding plan for parmanent highways and other grange organizations are falling in line.

The general taxpayer pays nothing on the proposed bond issue, it being taken care of by motor vehicles and galoline license tax.

It is high time the state of Oregon shook off the reputation of ultra-mossbackism and ditched non-constructive statesmanship.—The Manufacturer.

GOOD ROADS RALLY ARRANGED.

Boosters From All Over the State To Meet in Portland April 28.

The Legislative Good Roads Committee has decided to hold a statewide good roads rally in Portland, Saturday, April 28. Every organization in the state favorable to the road bond bill is invited to send representatives to this gathering. The committee has taken up with the various transportation companies the matter of securing a special reduced rate for those attending the rally. Reports from Astoria and several points in Eastern Oregon are to the effect that the good roads enthusiasts of those sections are planning to charter a boat or special train and come to Portland in large numbers, accompanied by bands. Similar large excursions are in prospect from other points. There is every indication that the rally will prove the most notable gathering of good roads boosters that was ever held in the Pacific Northwest. Definite announcement of a program and speakers will be made later.

ROAD BOND ISSUE IN A NUTSHELL

Proposed Issue of $6,000,000 for Good Roads Will Not Increase Taxes.

Authorized State Highway Commission during the next five years to issue bonds to the amount of $6,000,000.

The issue is limited to $1,000,000 in 1917 and $2,000,000 in 1918.

Bonds are to be serial form and beginning sixth year to be retired one-twentieth each year.

Of the bond issue at least $600,000 must be of denominations of $500 each or less.

Bonds shall bear 4 per cent interest payable semi-annually.

Funds derived from bond issue to be expended in paving main highways after counties have made roads ready to receive pavement.

Bill designates roads to be paved, but Highway Commission is authorized to make local changes and may also add other post and forest roads to system.

Highway Commission is to let all contracts in open and public session according to law to lowest bid.

If lowest bids deem excessive Highway Commission is authorized to reject all bids and do work itself, being empowered to purchase necessary equipment.

Proposed Bonds will Not Increase Taxes.

Increased automobile license and existing one-fourth mill state road tax will pay interest and retire bonds at maturity.

AGRICULTURAL NOTES

By R. C. Jones County Agriculturist.

Guernsey Breeders' Meeting.

The secretary of the Guernsey club announced that there will be a meeting of the Guernsey enthusiasts of the county next Saturday, April 14th, at 1:00 p.m. at the Court House. Everyone interested in the development of the breed in the county is requested to be present. At the last meeting a move was started towards getting a carload of registered stock for the breeders of the county. About 35 head were spoken for. The main object of this meeting is to perfect plans for this movement, to set the date for the trip, make arrangement for finances, etc. It has been suggested by some that the trip be postponed on account of the war situation. This is a matter to be decided by the breeders at this meeting.

All who are interested in the breed, whether they wish to buy cattle or not, should attend this meeting. There is room on the inside of the club for every Guernsey enthusiast.

Big Ditching Demonstration

Some time in the near future there will be a demonstration of ditching and powder on the farm of Nordstrom Brothers, near the Hemlock postoffice. Arrangements are being made with the demonstrator of one of the powder companies to put on this demonstration. The exact date cannot be given at this time, but it will be well for everyone to keep it in mind and plan to be present. The dates will be announced later.

There is much land in this county badly in need of drainage and we all wish to know if we can da it with powder as economically and efficiently as by hand. It is worth while for everyone with wet land to take in this demonstration for the powder expert will show us just how to go at the job, and everyone can judge for himself as to the efficiency of the work. The cost will be figured out on the ground.

How About That Silo?

At the time of our silo tour many expressed their determination to build a silo this year. Don't let that determination weaken. The lessons of this winter and spring should drive home more forcibly than ever the need for the silo. With butter fat close to 60 cents a pound, it behooves every dairyman to have a good supply. It is impossible to keep up milk flow on dry feed. Don't say you can't afford to build a silo this summer. You absolutely cannot afford to be without one.

Arrangements are being made to get the silo expert from O. A. C. here during early June to give us a Silo Building Demonstration. Plan to take this in and to build a silo yourself.

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.

To Organize a Home Guard.

There will be a meeting at the Court House Tuesday evening, April 17th, 1917, at 7:30, for the purpose of organizing a home guard.

All who are unable to join the Coast Artillery are especially requested to be present.

Signed,
W. L. Campbell Sheriff.
N. J. Myers, City Marshal.
John Olson, Pres. Rifle Club.

Notice of Final Account.

The undersigned has filed his final account as administrator of the estate of Harry Wingate Cottle, deceased, in the county court of Tillamook County, Oregon, and the County Judge of said county has appointed Monday, May 14th, 1917, at 10 o'clock a.m. in the county court room in the court house in Tillamook City, Oregon, as the time and place for hearing objections to said account and the final settlement thereof.

H. T. Botts,
Administrator of the Estate of Harry Wingate Cottle, Deceased.

Bids Wanted for Hauling Cream and Butter.

Tillamook County Creamery Association wishes to receive bids on hauling whey cream from Maple Leaf Creamery, Clover Leaf Creamery, Fairview Dairy Association, Elwood Creamery Company, Red Clover Creamery, Long Prairie Creamery and South Prairie Creamery to The Tillamook Creamery in Tillamook City. Bids wanted on hauling any or all the whey cream produced at said factories. Also on hauling butter from said Tillamook Creamery to the other factories named, or any of them.

Leave bids at Carl Haberlach's office on or before noon, Saturday, April 14, 1917. Company reserves the right to reject any and all bids.

Notice to Contractors.

Sealed bids will be received until noon April 18, 1917, and then opened by the Board of Commissioners of the Port of Nehalem for the construction of a wooden hull, together with house thereon for the suction dredge proposed to be built by the Port of Nehalem. The plans and specifications for the proposed hull are on file in the office of the Secretary of the Port of Nehalem at the Nehalem Valley Bank, Wheeler, Oregon, and copies can be secured by application to the secretary.

Bids will be received for the construction work only, All of the material used in the construction of the hull will be supplied by the Port of Nehalem and will be delivered at the west end of the dock of the Wheeler Lumber Company.

A certified check payable to the Port of Nehalem for 5 per cent of the contract price bid must accompany each bid as an evidence of ability on the part of the contractor to provide acceptable bonds for compliance with the terms of the contract, said check to be returned to the contractor upon his filing satisfactory bonds for the completion of the work in the amount of 25 per cent of the contract price.

All bids must be sealed and marked "Bids for the Construction of Hull for Dredge" and be delivered at office of Secretary at Nehalem Valley Bank not later than noon of April 18, 1917.

The Board of Commissioners of the Port of Nehalem reserves the right to reject any and all bids.

Dated this 5th day of April, 1917.

H. V. Alley,
Sec. Port of Nehalem.

Summons.

In the Circuit Court of the State of Oregon, for Tillamook County.

Coats Driving & Boom Company, a corporation,
Plaintiff.
vs.
Carl Haberlach and Amanda Haberlach, his wife and Frank S. Sugimoto,
Defendants

To Frank S. Sugimoto, one of the above named defendants in the name of the State of Oregon;

You are hereby required to appear and answer the complaint filed against you and the other defendants in the above entitled Court and action on or before the last day of the time prescribed in the order for publication of Summons herein to-wit: the 25th day of May, 1917, and if you fail to answer for want thereof the plaintiff will take judgment against you that your damages be assessed and awarded for the land sought to be appropriated and described as follows to-wit:

A strip of land 40 feet in width over, through and upon the lands of the defendants, for the use of the plaintiff and being twenty (20) feet in width on either side of the following described center line thereof, to-wit:

Beginning at the government quarter (¼) stake on the North boundary of Section 24, Township Two South of Range Ten West, thence along the North boundary of Section 24, on a true course North 85 degrees 43½ minutes, West 1262.76 feet to the 1-16 corner, on the North line of the Northwest quarter of Section 24; thence along the East boundary of the Northwest quarter (¼) of the Northwest quarter of Section 24 on a true course South 1 degree 07 minutes West 939.7 feet to the center line of the right of way of the proposed extension of the Coats Driving and Boom Company's Logging railway; thence along said center line on a straight course South 76 degrees 58 minutes West 1298.6 feet; thence along a line curving regularly to the left, radius being 1146.3 feet for a distance of 29.3 feet through a central angle of 1 degree 28 minutes to a point on the West boundary of Section twenty-four Township 2 South of Range 10 West, said point being on a true course South 2 degrees 47 minutes West and 1334.7 feet from the government Section corner common to Sections 14, 13, 24 and 23, all in Township 2 South of Range 10 West of the Willamette Meridian; thence along said center line on a regularly curving line to the left radius being 1146.3 ft. and central angle 17 degrees 23 minutes for a distance of 347.7 feet; thence on a straight course South 58 degrees 07 minutes West 1270.8 feet to a point on the West boundary of the Southeast quarter of the Northeast quarter of Section 23, said point being on a true course North 2 degrees 22 minutes East 601.4 feet from the 1-16 corner on the South boundary of the Northeast quarter of Section 23 Township 2 South of Range 10 West of the Willamette Meridian in Tillamook County, Oregon, containing in the aggregate 2.71 acres and all being situated in Sections 23 and 24 said Township and Range.

An addition any damages if any, there be, and that the Court includes in its final judgment the terms agreements and conditions contained in plaintiff's offer to put in not more than three crossings on the grade and track level at the most convenient place the number to be designated by you and your co-defendants at the trial of this action, at the expense of the plaintiff, and that the plaintiff will take judgment appropriating and condemning the lands hereinbefore described for the right of way to-wit; use, and that it will take judgment against you and the other defendants for the costs and disbursements of this action.

This Summons is served upon you by publication thereof by order of the Honorable A. M. Hare, County Judge of Tillamook County, Oregon, in the absence of the Honorable George R. Bagley, Circuit Judge, of the above entitled Circuit Court, which order is dated the 10th day of April, 1917, and the date of the first publication thereof, being the 12th day of April, 1917, and the date of the last publication will expire on the 25th day of May, 1917.

Webster Holmes,
Attorney for Plaintiff.

ABOUT FIRE INSURANCE

Becomes Costly to Insure in Mutual Fire Companies.

Mr. I. C. Rowe, Tillamook, Ore.

Dear Sir.—On March 1, 1917, assessment notices were sent you showing what you were indebted to this company for fire losses amounting to $13.18, and as I have not received your check for same will call your attention to the following facts:

That the object of this receivership is to collect enough money to pay off fire losses which occurred while you were a member of this company. For this purpose the Honorable Circuit Judge Department 3 of the Circuit Court of the State of Oregon, for Multnomah County instructed and authorized me to make an assessment amounting to $11,238.08.

Altogether I am assessing about 3,3000 policy holders to pay off eight different fires, part of which occurred while your policy was in force and during the period from November 13, 1912, to Sept. 5, 1915.

The expiration or cancellation of a policy does not release a member of a Mutual Fire Company from Liability for his proportion of fires that occurred while his policy was in force as will be shown by the following Supreme Court decision of the state of Michigan:

"Where the charter of a mutual fire insurance company provides that "any member may withdraw at any time by surrendering his policy and paying his proportion of all assessments to which this company is liable at the time of his withdrawal." A member cannot, by withdrawing and paying all assessments made against him at that time, avoid liability for his proportion of losses incurred in previous years for which the company was liable at the time of his withdrawal but which had not been assessed, E. & B. Farmers Mutual vs. Otto 96 Mich. 558-97 Mich. 522—56 N. W. 88 & 755.

A mutual company cannot allow policy holders to withdraw from the company and release them from liability for losses, Detr. Manuf. Mutual Fire Ins. Co. vs Merrill 101 Mich. 393-59 N. W. 661.

Where a member of a Mutual Insurance Company, surrenders his policy, and it is agreed by the company that it shall be cancelled, the insured from that time, ceases to be a member and although liable to assessments which accrued while he was a member, is not liable for debts contracted after the surrender of his policy. Akers vs Hite 94 Poc. 394-39 Am. Rep. 792."

In arriving at each policy's proportion of a certain fire the following factors were taken into consideration.

1. Only those policies that were in force at the time of the fire occurred were assessed for that particular fire.
2. The amount of the policy was then multiplied by
3. the rate that particular policy carried and the result of this calculation was multiplied by two which made a total of two standard Insurance Premiums which is in accordance with by-laws No. 8 of each policy.
4. These totals were then added together and the amount of the Fire loss proportioned to each policy.

As the first fire occurred Nov, 23, 1912, and the Statute of Limitation is six years in this State you can be held liable for the amount of the above assessment.

Please give this your immediate attention so that the necessity of a second assessment may be avoided.

Very truly yours,
Lester E. Thompson,
Receiver.

For Constipation.

Mr. L. H. Farnham, a prominent druggist of Spirit Lake, Iowa, says: "Chamberlain's Tablets are certainly the best thing on the market for constipation." Give these tablets a trial. You are certain to find them agreeable and pleasant in effect. Price 25c. For sale by Lamar's Drug Store.