

## DON'T FORGET THE GOOD ROADS RALLY

Governor and Highway Commissioners Included in List of Speakers.

Governor Withycombe and Highway Commissioners Benson, Thompson, and Adams are included in the list of speakers for the State-wide Good Roads Rally to be held in Portland, Saturday, April 28th. The committee in charge of the gathering also plans to have five-minute talks by a number of Mayors from various Oregon cities.

Representation at the meeting will be unlimited. Every club and organization throughout the state that is interested in good roads and is favorable to the road bond bill has been invited to send as many representatives as find it possible to attend the rally.

The railroads have granted a special rate of one and one third fare for the round trip, based on the certificate plan, for those attending the meeting. Reports from throughout the state indicate that the attendance will be large.

## GOOD ROAD POINTERS

County money now spent on trunk lines will be used on laterals and other less traveled roads if the good roads bond issue is voted by the people at the June election.

Clackamas County, the home of C. E. Spence, Grange Leader, who is opposing the road bond bill, is reported to have spent \$3,000,000 on roads in the last ten years and has three or four miles of improved roads to show for it.

Vote for the roads bonds June 4th. It is good business.

In 1910 the people of California voted bonds to the amount of \$18,000,000 for good roads by a small majority. Last Fall by a 4 to 1 vote they approved a further bond issue of \$15,000,000 for the same purpose. Californians know a good investment when they see it.

"Stop renting your roads—buy them."

"Paying as we grow is better than paying as we go" was one of the pointed remarks of Highway Commissioner Adams when he recently addressed a meeting of Portland Realty men.

People won't go back to the farm until they have roads to get there. Assist the "Back to the Farm" movement by voting for the road bond bill at the June election.

Place the burden of building the roads on those who wear them out—the automobiles. The state license on automobiles has been doubled and the owners of these machines are willing to pay the increased fee. All they ask is that the money so raised shall be expended in construction of good roads. Vote for the road bond bill and assist to bring that about.

Auto license fees alone will pay all the costs—principal and interest—of the \$6,000,000 road bond bill and leave a substantial balance for other roads. And all this without an additional cent of taxation for the farmer.

Every automobile owner in the state should vote for the \$6,000,000 road bond bill. His license tax was doubled by the last legislature and he will have to pay the increased fee anyway. If the road bonds are voted at the special election in June, the money derived therefrom is to be expended in the construction of a system of state-wide hard-surfaced roads.

Will the people from the interior be benefitted, inquires J. F. Hutchison, of Douglas County, in a communication to the Roseburg News. There is no question about that, he replies in answering his own question. The bonds mean better roads for every section of the county and better roads mean many things. The farm or ranch can be sold for more money if one wishes to sell. Marketing is facilitated and the cost is lessened. The sooner we get permanent roads the sooner will taxes grow less. Good roads cost less to maintain. If we dump our money each year into a few mud holes and keep it up from year to year we have benefitted no one, not even the men who fill the mud holes, for they have to pay part of the taxes, too.

"To our way of thinking," says the Hillsboro Independent, "perhaps the chief argument in favor of the road bonds is that the cities and towns as well as an additional proportion of the total valuation will pay the largest share, and the burden will be shifted from the farmer's 26 per cent to the remaining 74. Not only that, but the complaint that the city automobilist has worn out the roads he did not pay for is met and in the future he will receive the road that cost him more than was paid by the farm he passes and in addition the fat total of his automobile licenses, a proportion of which was returned to his own county, will now pay the interest on the loan made to build the roads."

## ANOTHER ANTI-BOND ISSUE EXPLODED

Opponents Maliciously Allege That Only a Few Counties Will Benefit.

In an attempt to array different counties against the \$6,000,000 road bond bill, opponents of the measure are maliciously alleging that few counties will be able to avail themselves of the bond measure for the reason that the cost of preparing roads for hard-surfacing under the terms of the bond bill will exceed the actual cost of hard-surfacing and, therefore, be greater than those counties can afford.

Meeting this misrepresentation, the State Highway Commission at its recent meeting in Salem reiterated its previously announced policy on this subject. All that will be required of the counties under this policy will be the preparation of grade of the roads to be hard-surfaced. This means that a county will merely need to bring a road to grade and drain it before the state applies the hard-surfacing. The rock base is considered a part of the hard-surfacing and will be built by the state, assures the Highway Commission.

## POLK COUNTY IS FOR GOOD ROADS

"The people of my county are just about ready to adopt the good roads slogan of the Clatsop County enthusiasts—'Make It Unanimous'—so far as the \$6,000,000 road bond bill is concerned," reports C. L. Hawley, a farmer and stockgrower of McCoy, Polk County. "Of course, the voters of my home county are not a unit for the measure, but I find very little opposition to it."

"I think I am safe in saying that under the present system of road construction in this state and considering the amount of money we have expended on them, the roads of Polk County compare favorably with those of any other county in the state. But we are not satisfied. We want more and better roads and believe the proposed bond measure offers a practical plan for inaugurating an era of permanent road construction from which every section of the state will benefit without increasing direct taxes."

"When it comes to a choice between being in mud up to our knees or being in debt up to our knees my people are willing to assume something of a financial obligation if it will insure getting us out of the mire."

Harvey G. Starkweather, of Milwaukie, Clackamas County, for 23 years a member of the Grange and who assisted in drafting the rural credits legislation in this state, has the following to say in approval of the pending \$6,000,000 road bond bill:

"I am not prepared to say whether this bill is as good as the one proposed by the State Grange committee or not, but the question now up to the Oregon voter is upon the bond issue, and speaking from the standpoint of a farmer and Granger since 1894 I feel that the state's interest will be best served by an affirmative vote on the measure next June, and I sincerely hope when the whole question has been carefully studied that the Grangers of the State, including the State Master, will be found on the side of progress, assisting to pull Oregon out of the mud."

"A good road is a thing that will last forever, when properly kept in repair," remarks an exchange. "The next generation has no right to be enjoying an improvement that their fathers sweat to pay cash for. The children of today can use the improved roads in going to school so why shouldn't they help pay for them. Under a bonding system the cost is distributed over a long period of years and is more just than a pay-as-you-go system which means a heavy tax up on the farmers of today if roads are really made good, or it means a continual tinkering with the roads and eventually getting no real improvement."

In an editorial endorsing the good roads bond bill, the Portland Journal said in part:

Shall we go on wasting tax money in the filling of mud holes or shall we concentrate our expenditures on the most important roads and when they are made efficient pass on to the next in importance and so on?

Shall we continue to spend forty or fifty million dollars during the next ten years without system, as at present, or shall we spend that amount in a business-like way on some definite plan?

We can not get away from the fact that we must spend for good roads whether we have them or not.

The state bonding act (good roads) does not mean that an indebtedness will be incurred. It means that the state will use its credit to build a hard surface road in different parts of the state which the revenue from the automobile licenses will pay for in years to come. It does not mean increased taxation. It ought to mean a reduction of taxes for has not the old system of filling up mud holes been an extravagant and useless expenditure of the taxpayers' money.—Silverton Tribune.

## A DOLLAR'S WORTH FOR A DOLLAR SPENT

Assurance Is Given That All Funds Will Be Economically Expended.

In the selection of a Highway Engineer at an annual salary of \$3600, the State Highway Commission threw another bombshell into the camp of those opposing the road bond bill. Opponents of this measure had been predicting that a \$5000 or \$6000 man would be given this job. The action of the Commissioners in this important matter only corroborates the assurance previously given that they will safely and economically expend all funds entrusted to them. It is entirely in keeping with the announced policy of the Commission that it will give a dollar's worth of value for every dollar expended in all matters connected with road construction. Mr. Nunn, the Highway Engineer, was selected because of his efficiency. He has had years of experience in road building and the records of his work show the most satisfactory results at a low cost to those footing the bills.

## IS MR. SPENCE CONSISTENT?

Four years ago C. E. Spence, Master of the Grange, advocated the Grange bill which proposed the issuance of 6 per cent bonds by counties for construction of permanent roads, the bonds to be paid by direct tax levy.

Mr. Spence is now vigorously opposing the road bond bill which proposes issuing \$6,000,000 twenty-five year 4 per cent bonds for hard-surfaced roads. A direct tax is not imposed for the retirement of these bonds. Ample revenue to pay the interest and retire the bonds at maturity is already provided by law from the increased automobile licenses and the existing one-fourth mill state road tax which has been a fixed tax against all property in the state for the last four years. In other words, the bill to be passed upon by the voters at the June election will not increase the general taxes of the individual.

If Mr. Spence was right in 1912 he is wrong now.

## MILITARY PREPAREDNESS

Moving of heavy gun carriages, and heavy loads of ammunitions and army supplies, necessitates better roads than at present are available in Oregon.

If our state is exposed to attack, the railroad facilities are not as well adapted to carrying heavy guns as are improved highways, and it is up to Oregon to get its through trunk roads in shape to facilitate the movement of supplies.

Should the railroad centers become too congested, owing to war burdens, or should they fall into the hands of an enemy, the through roads would be the only means of communication left to get supplies from place to place in the interior. Farmers would of necessity depend upon the through roads for marketing their crops. Every resident of Oregon will see the necessities of the situation once this is called to his attention and will see the bearing this has on the road question to be voted upon June 4th.—The Dalles Chronicle.

Good roads are indispensable to the progress and prosperity of any state or community. Such improvements attract the tourist, encourage local development, promote social life, improve market conditions and stimulate thrift. Rural life is made more attractive and agricultural development is advanced in proportion as accessible roads are established and maintained. The further settlement and development of the state's unutilized lands add to their value. The consequent increase in assessable values gives assurance of reduced taxes. Support the good roads bond bill June 4th and thereby assist to effect these conditions.

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 programme ever submitted to the people.

With the main trunk lines, provided for in the road bond bill, taken care of, road district money will be expended on local laterals connecting with state-improved highways, bringing the farmer, no matter where situated, in direct contact with the city markets.

All are agreed that Oregon needs good roads. The only material difference of opinion is as to the method of financing the movement—direct taxation or bonds based on a revenue already provided by law. The fact that taxes are already burdensome is the very best argument for issuing bonds. The combined revenue from an increased auto license and the existing state road tax will pay the interest and retire at maturity the bonds proposed in the good roads bill. The people will vote on this bond bill at the special election June 4th.

A vote for the good roads bonds June 4th will be a vote to pull Oregon out of the mud.

## 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.

## Administratrix's Notice to Creditors.

Notice is hereby given, that the County Court of the State of Oregon, for the County of Tillamook, has appointed the undersigned administratrix of the estate of Thomas Brooten, deceased, and all persons having claims against said estate are hereby notified to present them to said administratrix, at her residence at Clowdale, Oregon, together with the proper vouchers, within six months from the date of this notice.

Dated March 29th, 1917.  
Ruby Brooten, Administratrix of the Estate of Thomas Brooten, deceased.

## 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 North-east 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.

## A Healing Salve for Burns, Chapped Hands and Sore Nipples.

As a healing salve for burns, sores, sore nipples and chapped hands Chamberlain's Salve is most excellent. It allays the pain of a burn almost instantly, and unless the injury is very severe, heals the part without leaving a scar. Price 25 cents. For sale by Lamar's Drug Store.

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W. KUPPENBENDER,  
Tillamook, Oregon.

# FEED

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The Best Antiseptic Healing Germicide.

Creo-Septic is completely soluble in water. Two tablespoonfuls to each gallon of water is the average strength to be used. Being of a soapy nature it proves very effective for washing the animals and stable utensils, and if used in general improves stable conditions.

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