

ROAD BOND BILL GROW IN FAVOR

Gains Support When It is Shown Taxes Will Not Be Increased.

As soon as the general public understands that the extra tax on automobiles will pay for the hard-surfacing of the highways in the proposed trunk lines over the state, friends for the good roads movement increase.

GOOD ROAD POINTERS

The road bond issue, should it be voted will be taken care of by the quarter-mile state road tax and automobile licenses.

The attitude of the State Highway Commission in reference to the distribution of the \$8,000,000 state bond issue will be to show no undue preference to any particular section of the state over another.

"Will it not be far better to sell these proposed bonds and begin our road work by a common-sense system than to dribble it out in small sums from year to year and in the end accomplish nothing?" inquires the Hood River Glacier.

It is time Oregon was getting out of the mud, comments the Tillamook Herald. California and Washington have both made large appropriations for good roads during the past few years, while Oregon has stood still.

The annual license on all automobiles has been doubled. The fees from this source will be adequate to pay the interest and the principal of the \$8,000,000 road bonds.

From a series of investigations, the U. S. Department of Agriculture has found that, following the improvement of the main market roads, the increase in the selling price of tillable farm lands served by the roads has amounted to from one to three times the total cost of the improvements.

The construction of hard-surfaced roads that will enable the farmer to reach the Columbia River with his grain and other products will give the producers of Eastern Oregon the full benefit of water competition in marketing their products and will ultimately bring about a reduction of excessive freight rates that are now in effect over the various branch railroad lines on which the farmer is now dependent for transportation.

The fact that the United States is at war with a foreign foe only furnishes an additional argument in support of the good roads bond bill. Improved and serviceable highways are a military necessity in time of war.

Commenting on the selection of Herbert Nunn as State Highway Engineer, R. B. Murdock, roadmaster for Coos County, pays the following high tribute to the qualifications of Mr. Nunn:

Owners of automobiles will be required to pay the increased license whether the road bond bill passes or not. On the other hand, if the road bonds are voted at the June election, real start will be assured in giving the state a system of permanent highways constructed from automobile license fees and without increasing the general tax.

"TILLAMOOK SCRAPPERS" HAVE A GET TOGETHER "SCRAP."

Hard Surfaced Highway for Tillamook County, and Other Subjects Discussed.

On Wednesday evening between 50 and 60 business men of this city got together for the purpose of discussing matters pertaining to the business life of the city, which proved to be an interesting meeting.

D. L. Shrode ably filled the position as toastmaster and in his brief opening remarks pointed out the necessity of pulling together. He stated that the Commercial Club had been planning that meeting for a long time.

Get Behind the Commercial Club.

Fred C. Baker, president of the Commercial Club, was the first speaker. He said there is one thing that Tillamook City lacks, and that is a live, progressive Commercial Club, and what I have to say I hope will arouse more enthusiasm amongst business men to make this not only an attractive business center but an industrial center as well.

Our shame, gentlemen, the women belonging to the Women's Civic Improvement League are having interesting meetings and striving to make this a live, progressive city. I do not count of a time when a live Commercial Club was more needed than it is today, so it is up to you whether you are going to take hold with more vim and determination or remain indifferent as to the future progress and business and industrial development of the city.

I will now take up the matter of the proposed state road bond measure, and try to impress upon you the importance of this to this city. Have you ever given it any serious consideration

what a hard surface highway through the county will mean to the business life of this city? I want to tell you that is going to double the business of this city, and it behooves you to get behind the bonding measure. I do not know whether you are aware of it that Tillamook County fared better than any other county in the amount of hard surfaced roads. I will mention only a few counties.

In the state bond measure, as originally drawn, the only hard surfacing provided for was from the Clatsop county line to somewhere near Wheeler, or to be more correct, Garibaldi beach, which could have been construed to terminate at the mouth of the Nehalem river. When the Tillamook scrappers got busy they put quite a different complexion on the situation. Thanks to Senator Handley the point was extended to Garibaldi post office.

The speaker touched upon delicate ground when he made a comparison of the large amount of money business men wasted in advertising stunts and calendars and the small amount they contributed towards the Commercial Club, and he thought the business men could make a great saving by cutting out some of this, and closed up by saying he wanted to ask the business men to support their Commercial Club. Don't starve it for lack of your assistance.

A Plea for Hardsurfaced Roads and Bonding for Same.

F. R. Beals, who has taken an active part in advocating a hard surfaced highway through the county, took up this subject. He said:

Macadam and gravel roads that supported our traffic very satisfactorily prior to the advent of the automobile have entirely given way under the strain of the automobile traffic and there is but one remedy and that is to hardsurface our highways that are subjected to heaviest traffic. In my judgment the most feasible method for bringing this about is to bond the county for 2 per cent of its assessed valuation, as provided by law, and safeguard the expenditure of the funds thus created by an advisory

board acting in conjunction with the County Court. By this method the roads would be made immediately available for use, heavy and rapidly increasing maintenance charges would be eliminated, and 20 per cent, according to best authorities, saved in the cost of construction over the so-called pay-as-you-go plan, where small sums are expended annually.

On the other hand we will assume that the suggestion that has been made that we expend \$60,000, annually from the road fund on hard surface roads be carried out and what would be the result?

Years would elapse before we would get the same number of miles of hard surface roads to be had in a few months by the bonding plan. In the meantime automobiles are multiplying, road destruction increasing, maintenance charges mounting higher and higher and instead of having the funds expended by a capable County Court, such as we now have, aided and safeguarded by an advisory board who can say who might get into office in the course of politics in the years that would intervene and how much graft and incompetency the taxpayers might have to stand for?

In any event the plan is out of the question as the funds could not be spared from the road fund without sacrificing the development of the county. Such a policy appeals to but very few thinking people but has thus far admirably served the purpose of those who have but few interests in common with the resident taxpayer of the county and are evidently seeking, by such suggestions, to quiet the public demand for better roads until such time as the political power of the county passes into their hands when they will graciously hand out to us what they think is fit and proper that we should have and in lieu of taxes our county can expect to eventually have handed to it worthless rocky hills denuded of timber.

I am informed that a deciple of the timber interests residing in Fairview has gone so far as to say that he would not permit any person favorable to the bonding plan to submit an argument in its favor or discuss the subject with him because of the failure of the County Court to adopt the McLeod-Dougall pay-as-you-go method of financing hard surface road construction. This individual and his associates has, with childish faith, followed the leadership of the McLeods and Dougalls for years and with what result?

An examination of the tax rolls for 1910 will disclose that his farm was assessed at \$5,800; that the assessment was raised in 1914 to \$11,100 and has since been raised to \$11,600 where it now stands; that certain tracts of timber lands were likewise raised in value; that the assessment thereon was thereafter reduced nearly one and a half million dollars. He belongs to a class, to-wit: the farmers who pay taxes on valuations 70 per cent greater now than they were in 1910.

A further search will disclose that values in Tillamook City have been increased 95 per cent in the last five or six years. Bayocoon from \$6,550 in 1907 to \$295,600 in 1916, or 4,512 per cent; Lake Lytle from \$6,000 in 1909 to \$45,994 in 1916, or 766 per cent; Rockaway from \$4,800 in 1909 to \$94,266 in 1916, or 1,963 per cent; I want you to carefully note that there has been an increase in farm property value since 1910 of 70 per cent, but how about timber land? A careful investigation will show that it has been raised less than 27 per cent.

Continuing the search you will find that in 1910 timber land paid 78 per cent of the total taxes of the county and that it now pays less than 67 per cent of the total tax, the result being that the burden has been shifted to the farms that now pay a large percentage of the total tax than in 1913.

If some of the timber interests could put over a thing of this kind in broad daylight, with the farmers of the county dominating its politics, while hob-nobing with our Fairview friend, what will they do when they get the power? They use their power, when their interests are to be served, to bond the Port of Bay City, with a valuation of less than \$6,000,000, in the sum of \$407,000, only \$5,000 less than it is proposed to bond the entire county for good roads with an assessed valuation of over \$20,000,000. I do not wish to be understood as opposing this bond issue, as it was justified, but merely to point out that they are bond advocates when bonds serve their interests. Wonder how the pay-as-you-go plan, 20 rods per annum, on the jetty would strike them? Will they some day, when they have the political power, annex Fairview to their Port and bond it to the limit with long term bonds, improve the lower harbor leaving the upper harbor, the one the farmers are fatally interested in, without improvement, remove their timber and leave the farmer to pay the bonds? How much more injustice would there be in that

than shifting the taxes from the timber to the farm as has been done or the timber interests paying taxes on only 19 billion feet of timber when it is said that they have 30 billion feet of timber in the county, which, if assessed at a reasonable figure would result in a reduction of 30 to 40 per cent in the farmers' taxes.

Our Fairview friend and his associates are horrified at the suggestion of bonds that are at this time proposed largely for the benefit of the farmers; they are drifting into a condition, however, if General Dougall's leadership is as successful in the future as in the past, where they will be in a state of bondage that will be fastened to them and their posterity for centuries. I refer to the conditions that will exist in this county when the timber is removed and the burden of taxation is shifted from the timber largely to the farms, the farms now paying only 11 per cent of the total tax. With the rocky, mountainous districts of this county denuded of their timber there will be but very little value left in the land, and that, together with the other property values will not in the aggregate much exceed an assessed valuation of \$7,000,000.

Taking the budgets for the last three or four years as a criterion to judge the future it will cost not less than \$350,000 per annum to meet the necessary expenses of the county and we are sinking deeper into the mud each year. With an assessed valuation of only \$7,000,000 to bear the burden of this expense every farm in the county will be paying an annual tax charge of 5 per cent on its assessed valuation. Our Fairview friend, assessed with \$11,600 would then have to pay \$580, annually on his farm and would have worse roads than he has now.

On the other hand, if the county was to be bonded at this time as proposed, for \$412,000, we would get without state aid approximately 30 miles of hard surfaced roads that would cost him 2 per cent of his assessed valuation and 88 per cent of which would be paid for by property other than farms, and the timber would be paying its just share of the development of the county. These roads, safe-guarded by proper traffic regulations, would endure indefinitely and the farmers of the county would get immediate and lasting benefits. On the basis of a seven million dollar valuation should we seek to get the same number of miles of hard surface roads as we are now seeking to get, instead of it costing our friend 2 per cent of his assessed valuation it would cost him nearly six per cent.

Referring to the timber owners and lumber men I desire to say that with very few exceptions they are broad minded, just, public spirited men who are opposed to such methods as I have pointed out. I hold these men in the highest esteem. No man has done more for Tillamook county than has Cole Wheeler, of the Wheeler Lumber Company; our Coats Lumber Company is a very important factor in our community. This class of people, however, do not maintain artificial individuals in the various counties where they have timber holdings, who devote their time and energies exclusively to tax questions and legislation that when analyzed is found to be wholly in the interests of the class they represent.

Tillamook County, with the possible exception of one or two counties, is the best taken care of county in the state under the provisions of the State Bond Measure to be voted on June 4th, of this year, as, in addition to 60 miles of post road and hard surface road provided for in the measure the following provisions are made:

"If the county of Tillamook shall prepare and make ready for paving according to the requirements of the State Highway Commission twenty or more miles in length of the post road between Tillamook and McMinnville, and if such portion of said road is so prepared that the same shall be ready for paving according to the requirements of the State Highway Commission, then said Commission shall immediately pave the road so prepared and such portion of said road shall be excepted from the classification as a post road and such portion shall then be classified as a paved road."

The construction placed upon this provision by those who drafted it and by lawyers who have since examined it is that it is mandatory upon the State Highway Commission to immediately pave 20 or more miles in length of the post road between Tillamook and McMinnville when state requirements are met by Tillamook County. This construction absolutely removes any discretionary power on the part of the Highway Commission as to when improvements are to be made, which is not the case in other counties, therefore, if the State Bond Measure carries and we prepare ourselves by bonding the County to promptly finance the state requirements as to preparation of road bed we will be in a position to immediately avail ourselves of this provision

and the most serious road problem in Tillamook County will be solved and the taxpayers of the County will be saved a vast sum of money in construction and maintenance charges.

It is not conceivable that the voters of Tillamook County will do otherwise than loyally support the State and county bond measures.

Mayor R. T. Boals thought that if taxation was cut down it would be an inducement to people to start industries here. He took up the sidewalk question and pointed out the difficulties they had encountered in making these improvements, and thought that the city should be provided with better fire apparatus.

C. I. Clough, who is an enthusiast on harbor improvements, showed the necessity of having the channel improved from the bay. He said if we wanted to remain a small country town the harbor improvements were not necessary, but if we wanted to grow it was imperative to have a deep channel from the bay.

H. T. Botts spoke on get together spirit and Prof. Kirk on the community spirit, both of which were to the point; James Feeny took up the subject of shipbuilding, who told of what was being done to get that industry started here; and C. J. Edwards made a talk on new industries, and in doing so illustrated what advancement the state of Washington was making in the dairy business, which was largely attributed to hard surfaced roads in the state.

At the close of the meeting it was decided to hold a get together meeting and banquet once a month, and the next get together meeting will be Friday evening June 1st.

Obituary Notice.

Laura Jane Johnson was born in Pennsylvania, January 31st, 1854; died at Bay City, Oregon, April 30th, 1917, aged 63 years, two months and 28 days.

On December 25th, 1868, she was married to A. V. Brown and to this union were born two sons, Guy and William. Guy died at the age of seven years. William is yet living. Her husband died in 1878.

On July 10th, 1879, she was married to Albert E. Nichols, who survives her. To them was born three children, two of whom died in infancy. The third is Mrs. Edith Todd who was with her mother when the end came.

She is survived by her husband, daughter and son, and 10 grand children and three great grand children. Also two sisters and one brother. For many years Mr. and Mrs. Nichols have been residents of Bay City and were well known and highly respected by a wide circle of friends.

Mrs. Nichols was a member of the Bay City Presbyterian church, and a prominent member of Unity Daughters of Rebecca Lodge of Odd Fellows.

The funeral was held at Bay City on Tuesday, Rev. Youel preached the funeral sermon. Interment took place at the Bay City I. O. O. F. cemetery.

Attorney Winslow's Brother Drowns.

Salem, Or., April 26.—By making a supreme effort, which probably saved the lives of 15 men and women helplessly adrift in a frail gasoline launch in turbulent midstream on the Willamette River, H. R. Winslow sacrificed his own life this morning. Winslow was a wood dealer and well known in Marion and Polk counties.

The little shell of a launch, which nearly precipitated its load of human freight into the seething waters of the river, had been pressed into service when the engine on the tugboat which operates the regular ferry between the Polk and Marion County sides of the Willamette here gave way and the ferry suspended operations.

Men and women gathered on the Polk county side of the river unable to cross, and as a last resort the little launch Olympia was sent to that side, where the passengers were taken aboard, and it was while returning the engine became dead and the launch butted into the concrete pier, and it was keeping the launch from upsetting that Winslow fell off and was drowned.

He is a brother to Attorney Winslow of this city, and has a wife and three children.

Pomona Grange Postponed.

The Pomona Grange has been postponed until the 19th of May.

The new game and fish law will take effect May 21, 1917, and on and after that date the license will be \$1.50 each for hunter's and angler's license.

Mr. and Mrs. Frank Schmieder former residents of Portland, Ore., have taken over the restaurant in the Green Tree Hotel at Garibaldi, Ore. We serve the best, and ask you to test.

Advertisement for The First National Bank, Tillamook, Oregon. The ad features an illustration of the bank building and text describing its services, including the production of cheese and dairying, and listing directors: A. W. Bunn, P. Heisel, C. J. Edwards, C. Power, J. C. Holden, B. C. Lamb, and W. J. Riechers.