

GOOD ROADS FOR OREGON

By E. J. Adams, State Highway Commissioner.

There is nothing that can be done in Oregon today of such vital importance in the growth and development of the State as the intelligent construction of good roads to meet present-day traffic conditions. It is true that Oregon, as all other States, has been opened up by railroads to a great extent, but with the coming of the auto truck and automobiles, the highways of the state become of even greater importance than the railroads. We have been building roads in Oregon for upwards of sixty years. First the footpath over which the early pioneer packed upon his back provisions for himself and family; then a better trail, over which he used the pack mule or pack horse; then came the primitive wagon road, which were by degrees improved until we learned the necessity of drainage, which is of importance to the construction of any road, whatever be its type.

Since then we have been able to construct a great many miles of good gravel and macadam roads, which would be as good a type of road as we would ever need for the steeled horse-drawn vehicle, but within the last ten years the automobile has very largely taken the place of the horse upon the road, and we are just now entering, to a greater degree than ever before, upon the use of auto trucks in place of the draft horse.

Auto A Vacuum Cleaner.
With this condition prevailing, and bearing in mind that 80 per cent of all the traffic of the State is carried over 20 per cent of the road, we must face the problem of building roads that will resist the wear and tear of the motor vehicle.

The macadam road and the gravel road does not meet this demand for the very simple reason that every wheel of the automobile is a vacuum cleaner, pulling the dry binder out of the road where it is transferred to the ditches and fields alongside, and the road material unravels, ruts and becomes filled with potholes.

The cost of maintaining this type of a road under heavy traffic varies from \$150 to \$900 per mile, and even at that the road is more than half the time in very bad condition. Upon our main roads we must, therefore, put a hard surface that pneumatic tires cannot loosen, and underneath this hard surface, whatever it may be, we must provide a base of gravel, stone, crushed rock or concrete of sufficient weight to bear the heavy loads that pass over it.

Explains Federal Aid.
The Federal Government, under the terms of the Shakerford bill, has proposed to aid the various states in the construction of post and forest roads.

Defines "Post Road."
The post roads are to be built by the State Highway Department, according to specifications provided by the Federal Highway Department. Any road that now carries the United States mail, or that may hereafter carry it, is defined in the bill as a post road.

And "Forest Road."
The forest road must be built wholly within, or partly within and partly without, national forests. These roads are built by the Federal Highway Department and the only part the state has is to agree upon the projects, and amount to be expended and contribute its portion of the cost.

Auto Fees Have Been Doubled.
We now have available for construction of roads on State account a 1/4 mill tax upon the property of the State, which produces, on our present assessed value, approximately \$220,000 per annum.

The last Legislature doubled the motor vehicle license fees and diverted these funds from the counties where the autos paying the same are owned, to the State Highway Fund.

Matching Federal Money.
To be certain of providing funds sufficient to match the federal government, dollar for dollar, in the construction of post and forest roads, the last Legislature passed a bill known as the Bean-Barrett bill, or H. B. 27, which provides that after the Department has used all available funds in the State Highway Fund to match the government in the construction of these post and forest roads, should there be a deficiency, or lack of funds, the bonds under the Bean-Barrett bill may be issued to secure funds, sufficient to make up the deficiency needed to match the Government.

The \$6,000,000 Bonding Bill.
During the closing days of the session the Legislature passed a bill known as H. B. 550, providing for an issue of \$6,000,000 of bonds to be issued at the rate of not to exceed \$1,000,000 the first year, not to exceed \$2,000,000 the second year and the remaining \$3,000,000 at the option of the State Highway Commissioner, as necessity might require.

These bonds are to bear 4 per cent interest and be paid off at the rate of 1-20 each year, commencing with the sixth year.

Need \$500,000 to Finish Grades.
Out of the proceeds of these bonds the State Highway Commissioner is authorized to finish the grade in four counties, Clatsop, Columbia, Hood River and Jackson, for the reason that each of these counties has done its best, by way of taxation, for road purposes, and has issued bonds to the full limit of their ability in an attempt to build roads of state import in these counties, and were not quite able to finish their grades. Therefore, this provision is made to complete their roads.

From the best information we can get, it will require between \$400,000 and \$500,000 to do this grading, and the larger part of this will be needed in Hood River county because of the difficult and expensive construction work necessary, but this road is of vital importance as a connecting link between the northern part of Eastern Oregon and the Willamette Valley.

The balance of the \$6,000,000 or approximately \$5,500,000, is to be used for paving.

Varying Widths of Paving.
The hard surface placed upon these roads should be of sufficient width to accommodate all of the traffic demanded of that particular section of road.

In some parts of the state a nine-foot road will be ample, in other sections the traffic will require a sixteen-foot road.

The average width the state over will probably be about twelve feet. A good hard surfaced road, either of concrete six inches thick, or some bituminous mixture, and placed on crushed rock where the soil conditions are suitable, can be laid for approximately \$1.20 per yard.

But, estimating, as a matter of safety, that this road will cost an average of \$10,000 per mile, you readily see that the funds available from this bond issue will lay 550 miles of hard surfaced road. There are some 970 miles of road designated in the bill as hard surfaced roads. Some of these roads are optional hard surface, and much of the optional road will not need hardsurfacing now.

Test of Weather Paving is Needed.
Then, again there are many miles of macadam and good gravel road, particularly in the valley, upon which the annual cost to maintain is not equal to the interest on the cost to place a hard surface upon it. Therefore, these sections, as a matter of business economy, should not be hard surfaced until the traffic increases to a point where the annual cost to maintain exceeds the interest on the annual cost to maintain the hard surface.

What Funds Will Actually Pave.
For this reason we may deduct from this total mileage many miles of gravel and macadam roads, leaving approximately 600 miles out of the 970 that should now be improved with a hard surface. You can see, therefore, that the funds available from this bond issue will practically hard surface every mile of road designated in the bill and on the map as hard surface road that now demand such a surface.

Two Horns of Delemma.
This bonding bill carries a provision in Section 8 to the effect that all of the money necessary to match the Government in the construction of post and forest roads shall be secured from the sale of bonds, as provided in the Bean-Barrett bill.

Therefore, we are in this position: If the larger bonding bill is not approved, the State Highway Department is limited in its capacity to cooperate with the Federal Government in the construction of post and forest roads, only, for there will be no funds available for other work; but if the larger bonding bill is approved, then we will have funds to build these hard surfaced roads and in co-operation with the Government build the post and forest roads, and we will also have a surplus in the State Highway funds from the 1/4 mill tax and the auto license fees, after paying the interest upon these bonds, which may be used to aid counties where such aid is necessary, or to build roads in other parts of the state which are not post roads, forest roads, or hard surface roads. Therefore, if the bonds are approved, your State Highway Department can proceed to build a very complete and well balanced system of State highways.

Autos Pay Off Bonds.
The provision of the law now in force doubling the motor vehicle license fees and putting the proceeds in the State Road Fund, as it does, will furnish from this one source alone sufficient funds to pay all of the interest and all of the principal of the \$6,000,000 bonds, retiring upon the \$6,000,000 bonds, retiring upon the bonds as fast as the law will permit, namely 1-20 each year commencing with the sixth year, and accumulating with the sixth year, and accumulating

late a surplus of about \$9,000,000 in addition thereto.

The receipts from the motor vehicles license fees alone will pay the interest and principal of both issues of bonds, or a total of \$7,800,000, and provide a surplus of practically \$7,000,000 in addition.

Where Burden is Placed.
Therefore, we are building the roads that the motor traffic demands, and at the same time we are placing the burden of the cost upon the shoulders of the owners of the motor vehicles, or the people that wear the roads out.

Illinois Copying Oregon Plan.
This is a most equitable arrangement and this system is the cleverest plan for the construction and maintenance of a State's principal highways that has ever been conceived. We should be proud to know that it was conceived in Oregon, and we should be proud to know that the great state of Illinois is now following in the footsteps of Oregon and considering the passage of a similar bill for that state.

Basis for Estimates.

In estimating the receipts from motor vehicle license fees, I have tried to do so on a very conservative basis. These license fees have increased each year over the preceding year since 1911 33-1-3 per cent, and in January and February of this year there are 29,086 licenses issued, as compared with 19,045 during the same two months last year; in other words, these fees increased the first two months of this year 50 per cent over the same two months last year, but I have not estimated the increase of 50 per cent or 33-1-3 per cent as a year's income, but I have estimated on a basis of 20 per cent each year for three years, and following that an increase of 10 per cent each year for three years, and following that no increase at all. Instead of starting with \$478,000 net receipts available for the Highway Fund, as estimated by the Secretary of State, I have only used \$320,000 as the net receipts for 1918, or \$158,000 less than the Secretary of State has estimated they will be in 1918.

From this basis I have estimated the increase, as above stated, I submit to you: Is it not an ultra-conservative estimate?

Not Voting on Increase.

The bill providing for the doubling of the license fees, is now the law and will take effect August 1st. It is in nowise attached to, or connected with this bonding bill we are to vote upon.

What Autoists Ask.

We will take these fees from the auto owners whether the bond bill passes or not, but I submit to you, it is only fair that, as we take these fees, we should give them roads to use.

They ask us to borrow \$6,000,000 at 4 per cent to build roads with it that they may have the use of them while they pay for them.

Capitalizing Waste.

If they can have the use of these good roads, they will be able to save many times the amount of their license fees in tires, gasoline and machines, and thereby the burden is transferred from their shoulders to the producers of these tires, gasoline and machines, and we are, in effect capitalizing waste.

Also Saves Teaming Cost.

In addition to this, I want to submit to you these facts:

The farms in Oregon now produce approximately 3,500,000 tons of products that are transported to the markets. The average haul is a small fraction under ten miles. The cost of hauling is 23 cents per ton mile over our present roads. If our roads were improved, as they should be, this cost would be reduced to 8 cents per ton mile, or 1-3 of the present cost. In other words, the farmers of Oregon are today paying an annual mud tax of over \$3,500,000. It would be very wise and economic for the State of Oregon to build good roads and stop this waste.

Essence of Proposal.

If the cities of the State of Oregon should meet in convention and there authorize a proposition to the residents of the country to the effect that the residents of the cities would pay 80 per cent of the cost of building roads wholly and entirely within the country, if the residents of the country would pay 20 per cent of said cost, there would not be a resident of the country that would oppose the acceptance of such a proposition.

Our last Legislature has, in effect, made exactly that proposition to the farmers and residents of the country in this state. How any farmer, or other resident of the country, can oppose this program is beyond my comprehension. The automobiles will bear the cost of building these roads and 80 per cent of the cost of building these country roads will be paid by our city people. It is a grand thing for the people of our cities for the reason that the upbuilding of the country is a foundation of prosperity of business in all of our cities. Therefore, it is

only proper and fair that the cities should help in building the roads of the country that will do so much to increase the population and promote the growth and development of the country districts.

"The Round-Up."

A lank Missourian walked into a woman's exchange in St. Louis. A cantankerous middle-aged woman stepped up and asked him what he wanted.

"Be this the woman's exchange?" he inquired.

"It is!" she snapped.

"An' be ye the woman?" he persisted.

"I am!" she replied in no gentler tones.

He looked around thoughtfully, transferred his tobacco from one cheek to the other, edged toward the door, then remarked casually, "Wall, I reckon I'll keep Sall!"

He had opened up a fish shop and he ordered a new sign painted, of which he was very proud. It read, "Fresh Fish Sold Here." "What did you put the word 'fresh in for?" said his first customer. "You wouldn't sell them if they weren't fresh, would you?" He painted out the word, leaving just "Fish Sold Here." "Why do you say 'here'?" asked his second customer. "You're not selling them anywhere else are you?" So he rubbed out the word 'here.' "Why use 'sold'?" asked the next customer. "You're not giving them away, are you?" So he rubbed out everything but the word "Fish", remarking: "Well, nobody can find fault with that sign now, anyway." A moment later another customer came in. "I don't see the use of that sign 'Fish' up there," said he, "when you can smell them a mile away."

Notice to Creditors.

Notice is hereby given that the undersigned, by an order duly made and entered in the County Court of the State of Oregon, for Tillamook County, has been appointed Administratrix of the Estate of Harry Sappington, deceased.

Notice is hereby further given to all persons having claims against the said estate to present the same, duly verified, to the undersigned within six months from this date.

Dated this May 5th, 1917.

Effie Jensen, Administratrix of the Estate of Harry Sappington, deceased.
Post office address, Hebo, Oregon.

Notice.

Notice is hereby given that the undersigned, administrator of the estate of Lars Jensen, deceased, has filed his final account in the County Court for Tillamook County, Oregon, and that Saturday, the second day of June, 1917, at the hour of ten a.m., of said date is fixed as the time, and the office of the County Judge, of Tillamook County, Oregon, in Tillamook City, Tillamook County, Oregon, is fixed as the place for the hearing of the said account.

Notice is further given that all persons having any objections to the acceptance and approval by said County Court of said final account will appear at said time and place and show cause, if any there be, why the administrator should not be discharged and his bondsmen exonerated.

C. C. Jensen, Administrator of the Estate of Lars Jensen, Deceased.

Notice to Contractors.

Notice is hereby given that the County Court of Tillamook County will receive sealed proposals for constructing a portion of the Bayocean County Road, extending from Sta. 70 plus 00 to Sta. 211 plus 00 according to the plans and specifications on file in the office of the County Clerk of Tillamook County, until 10 o'clock a.m. of the 11th day of May, 1917, and at that time publicly opened and read.

All proposals must be on blank form to be obtained from the County Clerk or County Surveyor, and must be accompanied by cash, certified check, or bidder's bond of approved form, equal to at least five per cent of the total amount of said bid, and no proposal shall be considered unless such cash, check or bond is enclosed therewith. The County Court reserves the right to reject any or all proposals or accept the proposal deemed best for Tillamook County.

Dated this 24th day of April, 1917.
Erwin Harrison, County Clerk.
First publication April 26, 1917.
Last publication May 10, 1917.

Notice.

The stallion Liberal, black Percheron, will be at the Harris barn once a week for two days, Friday and Saturday, commencing April 21st.

Notice of Hearing of Final Account.

Notice is hereby given, that the undersigned has filed her final account as Executrix of the last will and testament of Johanna Marie Larsen, deceased, and that the County Court of the State of Oregon, for the County of Tillamook, has set the 19th day of May, A. D., 1917 at ten o'clock a. m. at the court room of said court, in Tillamook City, Tillamook County, Oregon, as the time and place for the hearing of objections, if any there are, to the said account and the settlement of said estate.

Dated April 11th, 1917.
Marina A. Larsen Executrix of the last will and testament of Johanna Marie Larsen Deceased.

Summons.

In the Circuit Court of the State of Oregon for Tillamook County.
Verna L. Mast, Plaintiff.
vs.
Reuben H. Mast, Jr. Defendant.

To Ruben H. Mast, Jr., above named defendant.

In the name of the State of Oregon you are hereby required to appear and answer the complaint filed against you in the above entitled suit and court on or before the last day of the time prescribed in the order for the publication of this summons, and if you fail to so answer for want thereof plaintiff will apply to the court for the relief prayed for in the complaint, to-wit: For a decree forever dissolving the bonds of matrimony now existing between plaintiff and defendant and that plaintiff have the custody and care of the minor child, Reuben Harrison Mast; and that plaintiff be decreed to be the owner of a one-third interest in and to the real property described in the complaint; and that defendant be adjudged to pay the sum of thirty dollars per month for support of said minor child, and for such other relief as the court may deem meet with equity, and for the costs and disbursements of said suit.

This summons is served upon you by publication by order of Hon. A. M. Hare, County Judge, of Tillamook County, Oregon, in the absence of the judge of the above named Circuit Court, which said order was made and dated the 19th day of April, 1917, and the date of first publication thereof is April 19, 1917, and date of last publication hereof, and the last date on which you are required to appear and answer is May 31, 1917.

Johnson & Handley,
Attorneys for Plaintiff.

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