

SECRETARY POMONA GRANGE FAVORS BONDING FOR ROADS. Intelligent Letter on the State and County Good Roads Movement.

I believe in the motto "Be sure you are right and then go ahead." When the road bonding question first came up I was not sure it was the right thing. I heard conflicting statements about it. I read them in the papers. Well, how was I to know what was right or who was right? I thought over the matter and being accustomed to say in a matter of seconds when I did not know whether it was right or not. "To the law and the testimony," I said in this matter there is a way to find out. I will go to the law and the testimony and read and think for myself. I wrote to the Secretary of State, Ben W. Olcott, for the laws on the subject of good roads and bonding.

I received them, and sat down to reading and studying. I found a bill called "State and Federal co-operative Road Bonding Act," Chapter 175 Laws of 1917. I read it. I found that the Federal Government would give to each state a certain amount of money for good roads if the state put up a like amount, and that this state was entitled to \$1,816,280.65, if we put up a like sum. I found in this act the State Legislature had wisely provided for that amount.

I then turned to general laws of Oregon for 1917, chapter 423. I found a bonding act referred to the people of Oregon to say whether we should bond the state for \$6,000,000 or not to apply on building permanent state highways.

I found in this bill a clause which says: "If the County of Tillamook shall so prepare and make ready for paving twenty or more miles in length of the post road between Tillamook City and McMinnville, and if such portion of said road in either or both of said counties, are so prepared that the same shall be ready for paving according to requirements of the State Highway Commission, the Commission shall immediately pave the road so prepared."

I thought, well, that is pretty good, especially for Tillamook. But then I asked where is the \$6,000,000 coming from? Who is going to pay it? Well, I turned to the bonding bill we are to vote on, and I found in that that the state road commission is to take auto registration fees and use it for that purpose.

Well, then, the question arose. Will that pay off the bonds and the interest on them? I turned to the auto registration bill and I found the rate of license on the autos and the net receipts for this year on the registration of automobiles, motorcycles, etc. will amount to \$165,638.80, and if we bond and borrow one million dollars this year, that would pay the interest on this year's bonds and leave a balance as a sinking fund for the principle of \$125,638.80.

Then, next year, we would receive from auto registration fees \$178,341.12 and we borrow on the bonds \$2,000,000. We will have interest on \$3,000,000 to pay. The registration fees of autos will pay that and leave a balance of \$358,341.12 for the principle. The next year 1919, we borrow \$2,000,000 more. Then we will have the \$6,000,000 to pay interest on, but we find the auto vehicle registration amounts to \$637,788.16. At the present increase of autos. So that will pay the interest and leave a balance for the principle of \$397,788.16.

Not counting any increase in autos, that amount for the next three years each year would leave a balance in the treasury of \$2,075,132.56 to begin to pay on the bonds. Then we are to pay off one twentieth of them, so that amount would pay the one twentieth and leave a balance of \$1,955,132.56 to put on the roads. The auto fees every year after will pay the interest and the 20 per cent of the bonds and leave a handsome sum to go on the roads. If the registration did not increase for the 20 years they will retire the bonds and give over \$7,500,000 back to the roads in that time. Well, then, I thought why not just apply the vehicle registration fees on the roads as they come and not bond? But, then, I thought that will give a small amount of work, pave but little road each year, and we would be deprived of the benefits of the good roads.

It would be only patch at a time, in the mud and out of the mud. But if we bond and get a large amount of paving and good roads it will save on time, on wear and tear of autos, wagons, etc., a vast amount of money.

I commenced figuring on the saving. I asked auto owners what it would save to them to have paved roads and good roads to travel on. The first one said it would save \$60 a year on tires alone, another \$40, another \$30, another \$80. Well, then I estimated that it saved to the autos and trucks, etc., an average of \$40 per year, and he pays \$10 fees for registration. That would leave \$30 clear. That would save in 20 years to the automobile owners of the state over \$20,000,000, saving nothing of time saved and expense it would save in cost, freights and passenger traffic.

Well, I was satisfied by the law and the testimony that it was a good thing. It was right. That it was the thing for Oregon and Tillamook county to do, and I began to advocate it.

I saw the objections to it that its opponents made. I clipped from the Grange Bulletin of Oregon, a cartoon of Master C. E. Spence, representing the counties that bond of putting a noose around their necks with a weight at the end of the rope to hold them back and make it hard on them. Spence, and all of us Grangers advocated the rural credits, state and national. Said it was a good thing for the farmers to mortgage their farms for money at a low rate of interest to

improve their farms, and make more money, live easier and pay off the mortgage. I thought of it, which I believe is a good thing. Why is not it a good thing for the county to bond and borrow money at a low rate of interest and build good roads and make more money saving time, wear and tear on getting our products to the markets and life easier and happier? If it is not a good thing, why not? I began to see that the "legs of true Grangers could not consistently oppose the bonds. If it is good for the individual farmer, that it was good for the county, and if good for the county it was alright for the state.

Then, one said this is a vast amount of money to put in the hands of a few men. They have such opportunity to graft or squander the money. Then I commenced to study the handling of the money. I found there was a law outlining the duties of the Highway Commission, and that they were under law and responsible for the handling of the funds and liable to removal and punishment for any crime they commit. They really do not handle the money in person, no way. But if we cannot trust them, why trust any officer of the state. Abolish them and we will become a state of anarchy. But that is only a pretense and a supposition by the skeptical.

Another objection the opponents of the bill have is that the license fees of autos are double tax and unconstitutional.

We turn to the Motor Vehicle Law, house bill No. 509, chapter 174, General Laws of Oregon. We find this is a public safety registration law and a fee charged motor vehicles for operating on the streets and public highways of Oregon, under the police power of the state, so that this fast moving vehicle by motor power can not run over your child or mine and kill them and go on, not be caught, or steal something and escape or do any other meanness and get away. Any citizen, who, through a pretense of a double tax, and it being unconstitutional, would refuse to pay it, is not a good citizen and should not be allowed to operate a car on our public roads.

Another objection. Some say this bill is boosted by a certain patented pavement company that hopes to get rich off of their royalties.

We turn to Senate bill No. 5, chapter 221, General Laws of Oregon, 1917. We find the law on paving provides for open bids of paving companies patented or unpatented of standard hard surface pavements. The patented will have no advantage over the non-patented companies. When we find objections to the bond bill and we look them up we find they are most all based on supposition gotten out of the book of imagining every man is dishonest and we cannot trust them, which is a destructive delusion, injurious to our best government and the progress of our county and state is clogged and hindered.

We are behind Washington and California as a state, and why? Not because of our resources and opportunities, for they are as great as theirs.

It is because we have neglected our opportunities. In 1892 I was in the state of Washington, working for Dr. N. G. Blalock, a cousin of mine. He was made president of the World's Fair Commission of the state of Washington. They put up a state building at Chicago, filled it with exhibits. They hauled the logs from Puget Sound to build that magnificent building, and they raised a flag poll from the tall trees of Puget Sound beside that building, and Old Glory waved high in the air and declared to the world that the State of Washington was a part of the United States and invited the people to come to that state. We have wonderful opportunities for you, and they came. But Oregon, this fair state, did not know she was on the map.

Until the Lewis and Clark Exposition in Portland did the people of the world hardly know of Oregon with her resources and opportunities. Now as the people are looking towards Oregon, we should say come on. We are going to have good roads for you to travel over. Now we have an opportunity to go forward, but if we vote this down we will take a backward step.

We can offer to the people who come here a muddy road to travel over. But let us consider the matter over. On June 4th cast our vote for the progress of our state and say to the good people of the world, Come and you have a smooth road to travel that will make life easier and happier.

R. Y. Blalock.

Whooping Cough.

One of the most successful preparations in use for this disease is Chamberlain's Cough Remedy. S. W. McClellan, Blandon Springs, Ala., writes "Our baby had whooping cough as bad as most any baby could have it. I gave him Chamberlain's Cough Remedy and it soon got him well." For sale by Lamar's Drug Store.

Notice to Stockholders.

The annual meeting of the stockholders of Tillamook Hotel Company will be held at the hotel building in Tillamook City, Oregon, on Monday, June 4th, 1917, at 2:00 o'clock p.m. All stockholders are requested to be present.

E. J. Claussen, Sec.

COMMISSION WILL BUY PAVING PLANTS

Unless Reasonable Submitted, State Will Work Itself.

Paving plants will be purchased by the state highway commission.

If satisfactory bids for laying pavement are not received from contractors the commission will thus be prepared to undertake paving work itself by force account.

Bids for all types of standard pavement are to be invited under open and fair competition.

The type of pavement to be selected in each individual case is to be determined by cost and local conditions.

For work done by contract good and sufficient guarantee of workmanship, material and durability will be exacted from contractors.

During the existence of war conditions no construction will be undertaken which will withdraw labor from agriculture and other needed industry.

The above is an outline of the general policy which is to be followed by the state highway commission in matters pertaining to the construction of state roads.

GOOD ROADS POINTERS

"Better Roads Will Build Your Business Bigger" is the catchy good roads slogan coined by C. W. Walls, merchant and enthusiastic good roads booster of Fossil, Wheeler County.

Alternate stretches of improved roads and mud holes do not get the farmer or automobile owner anywhere. They need a continuous highway just as a locomotive needs a continuous track. Systems of hard-surfaced highways are the efficient and economical plan.

Vote 314 X YES and get some permanent improved roads in Oregon.

In connection with the road bond discussion it is noted that the state highway commission at its last meeting instructed its engineer to collect data relative to the cost of paving plants with a view of being independent of paving contractors. It is also noted that the commission has practically decided to lay a section of cement concrete on the road near Sheridan.

Are you aware that in the past ten years approximately \$40,000,000 has been spent in the state of Oregon on roads, principally patch work, a load of gravel here and one there? In view of this expenditure what about a bond issue of \$6,000,000 for permanent roads? Some people will not believe these figures, but secure them for yourselves. The figures can be secured from different state and county officials.—Brownsville Times.

To bring about an expediency of the good road condition for use in the time of the nation's need it seems best to accept the proposed bond issue, because of the conflicting political interests that seem to have been able to be foisted upon the unwitting, yet honest voters of Oregon through the initiative. The six per cent tax limitation forbids Oregon ever getting adequate and passable roads in the next two centuries, unless the issue is taken up from another angle.—Burns News.

The time has come for Oregon to make a start in the direction of permanent state highway construction. Washington, north of us, will spend \$6,500,000 in the next two years; it is proposed that Oregon spend \$6,000,000 in five years; California, south of us, has authorized \$15,000,000 to be spent in the next two years and about as much more will be spent by the counties of California. Indications are that conservative people are awakening to the need of getting away from the mud and dust and expense of poorly built and maintained means of communication.—More Observer.

Under the tax limitation law there can be only 6 per cent increase in taxes annually. As that increase will probably be made by the tax levying bodies whether any extensive road building is done or not, the voters should certainly decide in favor of good roads. There need be no fear of additional state bond issues, either, unless the people of the state want them as such bonds can only be issued after the matter has been approved by popular vote. The present tax rate, with the annual 6 per cent increase, will provide the state with an excellent system of roads in a few years. Since the taxes must be paid anyway, let's have good roads.—Roseburg Review.

"Considering the condition of the roads the past few days," says the Burns Tribune, "it is not likely that the people of Harney County will vote against the \$5,000,000 bond issue or any other measure that has for its purpose the building of permanent highways which would be passable the entire year. In this country where the ground is practically level permanent highways could be built at a nominal cost. Under the present laws of the state there is no reason why the roads should be in an impassable condition. If this county is to progress and develop it must have roads over which teams and autos may pass not only certain portions of the year but at all times."

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 (34) 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 43 1/2 minutes, West 1202.76 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 (34) 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.

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.

"Chamberlain's Tablets Have Done Wonders for Me."

"I have been a sufferer from stomach trouble for a number of years, and although I have used a great number of remedies recommended for this complaint, Chamberlain's Tablets is the first medicine that has given me positive and lasting relief," writes Mrs. Anna Kadin, Spencerport, N. Y. "Chamberlain's Tablets have done wonders for me and I value them very highly." For sale by Lamar's Drug Store.

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Ask local agent for further information. JOHN M. SCOTT, General Passenger Agent.

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