



GOOD ROADS QUESTION IN A NUTSHELL. Are You in Favor of State Aid for Hardsurfaced Roads in the County or Not?

With all due respect to the opinions of those who differ with us on the bonding questions, it is the candid opinion of the TILLAMOOK HEADLIGHT that the people of Tillamook county should not only vote for the State bond measure, but the County measure as well, for the reason that all parts of the county never had such a splendid opportunity to obtain a hard surfaced road the entire length of Tillamook, giving each section a square deal and an opportunity to enjoy the benefits of modern, up-to-date roads in preference to mud holes, with a most liberal offer of State aid.

It is a most magnanimous offer the State is making to Tillamook County in agreeing to construct 50 miles or more of hardsurfaced road if the County will prepare the road bed. This is the issue in a nutshell, and is squarely up to the people whether they want to throw down the generous offer, or accept it. If the bond measures carry it will mean that Tillamook county, during the next five years, will have a hard surfaced road from one end of the county to the other, which is of far-reaching benefit to everybody living here.

In looking over the petition to bond the county, we find names of some of our largest resident taxpayers, and when a conservative and successful banker and dairyman like M. W. Harrison, president of the Tillamook County Bank, signed his name he had the business foresight that it was a splendid opening for Tillamook county to obtain a hard surfaced road through the entire county.

One good feature about the State bond measure is the fact that a large amount of the money to build permanent, main trunk roads will be paid by those who own autos and auto trucks, taking this burden from other taxpayers and placing it where it belongs. Every fair minded person will admit that this is just.

We are sorry that ignorance, prejudice and selfishness prevails to some extent, but we believe it is the patriotic duty of every citizen of Tillamook county to get behind the good roads movement and provide a military road in this county. We earnestly appeal to our patriotic citizens to bury their little prejudices, short-sightedness and selfishness and take a larger, broader view of the road question in this county. That is one important matter in which we can do our bit in this national crisis. About 200 brave young Tillamookers have volunteered their services to the government, throwing up good positions for the post of duty, and surely we, who are left at home, should throw our energies into the good roads movement and provide a military road in Tillamook county, for use of the government whenever required. Go to the polls on Monday and do your bit by voting for the State and County road measures and perform a patriotic duty.

Editorial Hardsurfaced Snap Shots.

Don't be a slacker—turn out next Monday and vote for the state and county good roads measures.

Good roads advocates were in evidence on Saturday discussing the question with those who want to keep Tillamook in the mud.

Are you lined up with the timber interests who are opposing state aid for hard surfaced roads in this county or the resident citizens who want to pull Tillamook out of the mud?

The editor is not selfish. He has a hard surfaced road in front of his home, and is now anxious that all parts of the county enjoy the benefits of hard surfaced roads.

The best kind of economy in road building is to eliminate the continual heavy maintenance charges on the main highway through the county. This is what a hard surfaced road through the county will do.

Let 'er Buck. Why some of the Fairview Grangers who are opposing the offer of the state to pave Tillamook roads will buck when they get to the next world, for it appears to be a part of their makeup to buck most every improvement that is contemplated.

We have no personal fight with those who differ with us on the good roads question. The editor believes the state and county bond measures are a good thing for Tillamook county and will eventually reduce taxation. Help the good work all you can and cast your vote for a hard surfaced highway through the county.

If the bond measures fail to carry who will pay for the hardsurfaced roads in Tillamook county? The taxpayers of Tillamook County. We want to say this if they won't accept the offer of the state to put down the hard surfacing free of cost to the county the taxpayers will be taxed for the same later. This is gospel truth.

This is what Tillamookers have to decide on Monday: Do you want the state to dig up a large proportion of the money for a hard surfaced highway through the county or do you want the taxpayers to "dig up" that's the issue in a nutshell. We're in favor of the state "digging up" for this

splendid improvement in Tillamook county.

There is no place in Tillamook county that will be benefited more, if the state and county bond measures carry, than Brighton, on the Nehalem river. It has no road at present and as the state highway plan goes through that place, it will be a great benefit to that industrial center. Help Brighton get a road and a way out, for considerable money is put into circulation by industrial activity there.

Strange isn't it? Oretown Grangers went on record with an unanimous vote in favor of the county and state good roads measures, and Grangers at Fairview are bucking it. It simply amounts to this: The timber interests are pulling the legs of the Fairview Grangers quite strongly just now, but haven't succeeded in getting hold of the legs of the Grangers at Oretown and other parts of the county to deprive Tillamook county of obtaining state aid for hard surfaced roads.

A large number of farmers some years ago, when little road money was available, used to get together and subscribe money and work for better roads where they resided, and would go to the County Court with a proposition for the county to put up half the money. It was always complied with, and gave the farmers an opportunity to obtain better roads. The same thing applies to the state bonding measure. The state offers to do the hard surfacing if the county will prepare the road bed.

This is how L. H. Brown put it to a crowd of objectors on the street on Saturday: "If someone offered to build you a new house, free of cost, if you simply prepared the lot for the structure, wouldn't you be a fool if you did not accept the offer? That is what the state promises to do in Tillamook county, with this difference: You are to prepare the road bed and the state will put down the hardsurfaced road free of cost to the taxpayer." And there are Tillamookers who have been complaining about heavy taxation and bad roads who are fighting this generous offer.

One thing about the plan to give Tillamook a hard surfaced road through the entire length of the county—it is fair to all parts of the county. But we want to give the citizens a hunch. Do the work a few miles at a time and the central part of the county will get the hard surfacing, and when a certain amount of hard surfaced road is put down it will be

doomsday before other sections of the county are taken into consideration. Let's have a hard surfaced road through the entire length of the county and all enjoy the benefits as soon as possible. Vote for the state and county measures and all parts of the county will get a square deal.

Discuss the road question with those who have allowed their prejudices to blind their better judgment, it is more and more evident that they do not know the facts, and are obsessed by a lack of confidence in their fellow men. The most surprising thing which those who allow their prejudices to predominate is the fact that they will state something that is not true and will not believe the naked truth when it is shown to them. We will illustrate this: They are saying that the commissioners are to receive \$60,000. This is a barefaced falsehood and plainly show that those who make them are totally ignorant of what the road bill provides. Another is: That the auto licenses will not pay the principal and interest. A little unbiased figuring will prove the contrary.

It will be many many years before Tillamook County will have an opportunity of securing a paved highway through the county at comparatively small cost if the state and county road measures fail. It is about five years since that Tillamook county started hard surfacing its roads, and very little progress have been made. We have but a few miles of hard surfaced roads in the county, all of which is connected with Tillamook city and in road district No. 2. In building a few miles every year it means that it will be many years before any considerable amount of hard surfacing is done in the county. With people approving the state and county bond measures the south and north parts of the county will have hard surfaced roads in the next few years. And it is right and proper that they should.

Some persons are striving to create a false impression when they say \$100,000 is to be expended on Neah-Kah-Nie Mountain. No such thing is contemplated by anyone, and it is not true. The reason that the coast route was chosen was on account of Clatsop County selecting that route and if Tillamook county don't want to join onto the highway it will be deprived of state aid. We want to state here that \$25,000 of the county bond money is to be expended in preparing the road bed from the Clatsop county line to Brighton and to build a bridge. It is untrue to say this amount, or \$100,000 is to be

expended on Neah-Kah-Nie Mountain. It is simply done to create a wrong impression and cause local strife, with a view of defeating the good roads measures. We have come across so many misleading statements like the above, and it is surprising that people will persist in repeating them after the state bond measure has been given such wide publicity by the Press of the state.

We find that some of our citizens are in favor of the state measure and opposed to the county bonding. Before they cast their vote they should consider this fact: Tillamook is the first county to receive state aid, and if the money is not available to prepare the road bed, this county will no longer be in the preferred class, and some other county will obtain the money that would be used in this county if the county bonding fails. It is up to the voters to decide this point next Monday. But before they do cast their vote in opposition to the county bonding they should fully comprehend what a hole Tillamook County will be in if the county has no money to comply with what is required in the state road measure. It will simply knock out Tillamook county and other parts of the state will receive the money that should be expended in this county. Do not be mistaken on this point. That is what is going to happen if the county has no money available to do its part.

Tillamook county is going to have a hard surfaced road through the entire length of the county before many years. The sentiment along those lines are growing stronger every year, so it will not be long before an agitation is started, along the lines suggested by State Master Spence, to raise a special tax in each road district for that purpose. That is if the state and county bond measures fail to pass. We do not mention this to scare people but it is in the power of either of the road districts to vote a special tax to hardsurface the roads. This would necessitate additional taxation, but we believe that if the people cannot obtain hard surfaced roads one way they will do so by some other way. How much better and at less cost to the taxpayer is the plan now proposed. We are not favoring a special levy in either of the road districts for hardsurfacing, but it is one of the things that will be discussed in the future, in connection with hard surfacing.

There is a little opposition in the county to both measures, now that some of the timber owners have taken a hand in local affairs again, whose aim is to defeat the measures.

When the government made a proposition to furnish half the money to improve Tillamook bar, provided local interests would provide the other half, it was gladly accepted and the Port of Bay City was bonded for that amount. The timbermen did not object to bonding then, but lent considerable assistance in having the project approved by the government. The same applies to the improvement of Nehalem bar, when the Port of Nehalem was bonded. Now if it was the right thing to bond the Ports of Bay City and Nehalem—and we think it was—so that the timber owners could ship their lumber by water, we think the timber owners are showing a selfish disposition when they oppose the state and county bonding for permanent roads to do away with the heavy maintenance charges which this and other counties have to pay. There is no logic in the argument that it was a good thing to bond the Ports, and a bad thing to bond the county or state for roads, especially as Tillamook county will receive \$3 to every \$1 put up by the county.

The Wheeler Reporter is prieved because it cannot have an expensive draw bridge built across the Nehalem river at that point, which is local selfishness. For that reason it is kind of on the fence and in a half manner is opposed to the county bonding. There is one thing certain, if the county bonding fails to carry there will be no money available to prepare the road bed from the Clatsop county line to Garibaldi, so it seems that the Wheeler Reporter is endeavoring to cut off its nose to spite its face, or, in other words, knock the good roads movement because it cannot have its own way about the building of a very expensive draw-bridge.

A correspondent says: The present Master Mr. Spence, has proved an embarrassment to the Granges. His name is almost the only name that one sees mentioned in the papers as being opposed to the great road building program, and the naive way in which he says "the people want this" or "the Grange is opposed to that" makes one wonder if he really believes it and takes himself seriously. Mr. Spence is like the little logging locomotive they tell of in Coos county which started to take a train of cars up the mountain. Before it had gone many feet a coupling broke and the train stood still. But the important little engine, feeling that it was the whole thing, didn't notice and went steaming and whistling and spluttering up the track, utterly unconscious that it had no following. Mr. Spence is not pulling the train. The steaming and whistling and sput-

tering and blowing is a harmless diversion that engines and men with nothing else to do may be pardoned for indulging in. But he is a poor leader.

To defeat this \$6,000,000 road bond issue would stamp Oregon as being one of the most backward states of the Union, whereas if the issue is voted it will mean that our state is at least awakening to the possibilities which lie before it. Oregon cannot afford to pass up this wonderful opportunity to better her economic conditions.

The annual license on all automobiles has been doubled. The automobile owner is willing to pay the increased assessment. The receipts from this source will be more than sufficient to pay both interest and principal of the road bonds. All that the automobile owners are asking is that the money they must pay shall be expended in building roads. Why not? They are going to pay the bill. And it will not be necessary to increase taxes either.

If there is one form of legislation that the women of this state are interested in more than any other, outside of the home and schools, it is good roads, and particularly do they wish this for the rural women, for to whom can good roads mean more than to the women on the farm. It would tend to lessen that great isolation—the great factor in driving the boys and girls to the city—Mrs. Chas. H. Castner, President of Oregon Federation of Women's Clubs.

At the special election Monday, the voters of this state will decide whether or not Oregon shall issue in the next five years \$6,000,000 twenty-five year 4 per cent bonds for the construction of a state-wide system of hard-surfaced highways. Of the entire bond issue, at least \$600,000 must be issued in denominations of not exceeding \$500 each or less. The funds derived from the sale of the bonds will be expended under the direction of a State Highway Commission of three members, already appointed by the Governor, in paving main highways after the different counties have prepared the necessary preliminary grades. If the bids submitted for building the roads are deemed excessive, the Commission has announced that it will purchase the necessary equipment and do its own paving. Issuance of the proposed bonds will not increase taxes. The necessary revenue for paying the interest and retiring the bonds at maturity has already been provided in

(Continued on Last Page.)