

Good Roads Question in a Nutshell.

(Continued from First Page.)

The increased automobile license fees and the existing one-fourth mill state road tax.

The proposed bond issue will provide good roads at no greater cost than the state is now paying for poor ones.

There is no doubt whatever that the \$6,000,000 state bond measure will carry with an overwhelming majority throughout the state.

Good roads will make Oregon the greatest dairy center in the world. Remember this when you vote on the road bond bill in June.

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.

This is the greatest measure ever contemplated in the State of Oregon. It means more to the state than any measure in its history, because the one thing we need is highways in Oregon, said Governor Withycombe in discussing the road bond bill.

The increased auto license and the quarter mill state road tax will have to be paid whether the road bonds are voted or not. Wherein can there be any economy in voting against the road bonds?

Good roads are not only desirable in time of peace, but are positively indispensable when the county is in a state of war. A vote for the road bond bill is a patriotic duty. Good roads are a military necessity.

The announcement by the State Highway Commission that it would purchase one or more plants and do its own paving unless satisfactory bids were submitted by contractors has been most heartily indorsed by citizens throughout the state.

The U. S. (Dept.) of Agriculture has found from a series of investigations that the selling price of tillable farm lands from the improvement of the main market roads has increased from one to three times the total cost of the improvements.

The personnel of the State Highway Commission, appointed by Governor Withycombe, is a guarantee that the funds raised from the \$6,000,000 road bonds will be expended in practical road construction; that there will be neither waste or extravagance in the expenditure of the funds.

In 1910 the people of California voted bonds to the amount of \$18,000,000 for road bonds by a small majority. Last fall by a 4 to 1 vote they approved a further bond issue of \$15,000,000 for building more roads of the same character. From these figures it is evident that the people of California have found the issuance of bonds a practical plan for getting results in the construction of permanent highways.

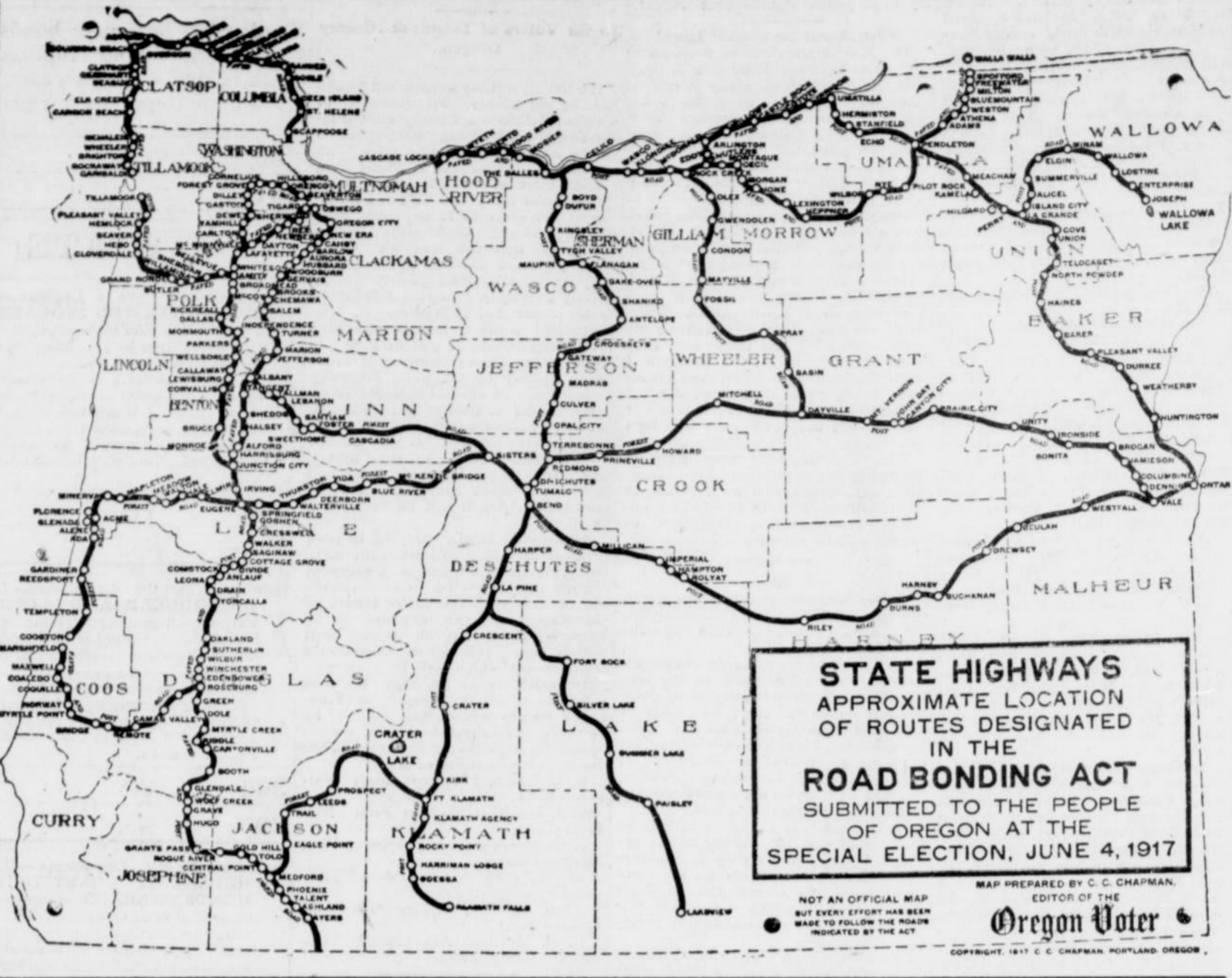
"I heartily approve the plan of the State Highway Commission purchasing and operating paving plants if satisfactory bids for laying pavement are not forthcoming from contractors," said Governor Withycombe. "My confidence in the integrity and business ability of the members of the commission is absolute, and I know that they will give us one hundred per cent efficiency for all public money expended for highway construction."

And don't forget this: If the \$6,000,000 good roads bonds are approved, the main trunk line roads will be hard surfaced, relieving the various counties of the expense of repairing and maintaining these roads. Therefore, the money now raised by the counties and expended on these roads will be available for work on local laterals, connecting with the state improved highways, bringing the farmer, no matter where situated, into direct connection with the city markets.

The hotels of Oregon consume an enormous pile of food stuffs that come off the farms, and the country roads are a means of getting this product to market. The compiled statistics on the matter show that seven hotels in Portland are paying farmers annually \$3,500,000 for poultry, eggs, butter, milk, etc. not to mention the restaurants and cafeterias. This amount will have a heavy increase with good roads. The farmer who is overlooking the market the hotels are furnishing and will continue to furnish is making a mistake.

Opponents of the \$6,000,000 road bond issue who have been objecting so strenuously on the ground that too much of the money spent for road improvements is paid for paving royalties. S. Benson, chairman of the Oregon State Highway Commission, has arranged to pay the royalties on a specimen 10-mile strip of paving, giving all contractors a chance to bid on the work without thought or consideration of the royalty charges. Mr. Benson also has offered to buy from Warren Bros. all their patent rights in Warrenite paving for the state of Oregon and present the patents to the state.

Farmers not residing on any of the roads to be improved under the road bond bill should not for that reason oppose the road bond measure. With the approval of the voters of the bond issue, every such farmer will derive a two-fold benefit. In the first place, he will be brought that much closer to a hard surfaced road. Secondly, the money now expended on the main roads will be available for



the improvement for the connecting roads. Surely, the farmer, regardless of his residence with respect to the main trunk roads, cannot help but recognize that he will be benefitted by the expenditure of funds raised by the proposed bond issue.

The adoption of the \$6,000,000 road bond bill to be voted on June 4 will not increase state road taxes.

The taxpayer will continue to pay one quarter of a mill annually.

The rejection of the measure will not decrease the motor vehicle license fee which by law already enacted by the legislature is doubled next year.

Therefore, irrespective of the result of the election, the contribution of the taxpayer and the motor vehicle owner to the state road fund will be unchanged and will be as follows:

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|---|---------|
| One quarter mill state road tax or 25 cents for each \$1000 assessed valuation. | |
| Total estimate income from this source on present valuation \$220,000 per annum. | |
| Cost to motor vehicles. | |
| Motorcycles and motor bicycles | \$ 3.00 |
| Electric vehicles for pleasure | 6.00 |
| Electric service vehicles | 10.00 |
| Automobiles up to 26 horsepower | 6.00 |
| Automobiles up to 36 horsepower | 10.00 |
| Automobiles up to 40 horsepower | 15.00 |
| Automobiles in excess of 40 horsepower | 20.00 |
| Motor trucks over one and one-half tons but under two tons | 15.00 |
| Motor trucks two tons and under two and one-half tons | 18.00 |
| Motor trucks two and one-half tons and under three tons | 21.00 |
| Motor trucks three tons and under three and one-half tons | 24.00 |
| Motor trucks three and one-half tons and under four tons | 27.00 |
| Motor trucks four tons and not over five tons | 30.00 |
| No motor truck of over five tons capacity shall be operated except with consent of county court, which shall collect a fee of not less than \$8 per month. | |
| Estimated income annually from motor vehicle licenses on existing basis, not allowing for future increase, \$310,000. | |
| Total revenue from millage tax and motor license per annum, \$530,000. | |
| The only question involved in the proposed bond issue is whether this revenue shall be used to pay the charges of the bond issue and a sum of money secured with which to insure the early completion of a large road mileage, or whether the revenue shall be applied directly to road construction requiring a long number of years to accomplish a desired result. | |

"Lift Oregon Out of the Mud." That mud road we hauled on, That mud road we stalled on, That streak of deep mud, that terror of teams,

"Twas up hill and down hill, And seldom round hill, In, over, or under, when coming to streams. "Down with dust." That same road next summer, rose up in the air, It flew about wildly and lit everywhere,

It troubled the farmer, it spoiled his best hay, It worried his good wife on every bright day, It climbed in the auto and went for a ride, It got in the hearse and we hoped it had died, But early next morning like a cross setting hen, It flew on our backs and was at us again. "This road is impassable—Not even Jackassable; If you want to travel it, You must pave it."

PLEA FROM GRANDE RONDE.

Tillamookers have had their Troubles and Experiences on that Road.

A timely and kindly advice to the voters of Oregon by your staunch good roads booster for many years a resident of the State of Oregon,—since 1891.

It is up to you now to vote for or against the \$6,000,000 road bonds on June 4th coming. If the majority for the bonds is voted, it will be like a salvation to mankind of the State of Oregon—yes, to the people in general for it will give us a system of roads, a problem which the people of the state have tried to solve ever since it was settled by immigrants. If this measure fails to carry, it will be like a disgrace to us and we might as well bury our faces because we then could not look a visitor from other states straight in the face but, on the other hand, we could welcome them with a smile and ask them, if we vote favorably, "what do you think of Oregon now?" Roads we are going to have, and more of them not summer roads, no-winter roads. Did you get that? Let me ask you one thing, "has there ever been anything accomplished without bonding the states, counties, towns, cities, railroads, steamship lines, manufacturing plants—yes, even the United States and kingdoms? Why, it is the most simple, most economical system of building roads ever put up before the people to vote for. There has been ever-so-much said for and against the bonds. I have never read anything misleading for the bonds, but I have read things against the bonds which were daylight falsehoods. Now, I know Messrs. Benson, Adams and Thompson, our State Highway Commission, and I am positive that a better and more unselfish set of officers would be hard to find. Can you show me a man that will not vote for the bonds? For humanity's sake I hope there will not be a woman voter in Oregon who will not vote for the bonds. If the voters would take a trip through Grande Ronde in the winter, or even now, there would not be one of them unwilling to vote for the bonds.

I have been in Grande Ronde going on ten years; I have seen enough of hardships, suffering and privations born by the traveling public, residents and myself, both to man and beast. It is enough! Don't suffer so that we must say "Why hast thou forsaken us?" Thousands of Oregon citizens will verify this statement. Just think! The United States mail has to be carried over these roads six days in a week the whole year around. Over \$3000 per year could be saved by the government mail service in this one road—if we really had a road—and how many more are there like this one in Oregon? It has taken me three days to haul six hundred pounds ten miles. If we need a doctor it costs us from \$10 to \$15 for one visit. Do you, who do not favor us relief by bonding the state to build roads, still want us to suffer. It will benefit the state at large to have a complete system of roads, as described in the bonding act. In the first place, auto license will more than build the roads, except for the quarter mill state road tax.

The money spent building the roads will come home to our laborers, stores, hotels, farmers, and the general public. There will not be one dollar lost, but that much more in circulation. More children will be able to attend school. You people in the cities cannot understand that, but just come out and see the little children, as well as the large ones, plodding through the mud and water; some of the children have to go a mile or two and their shoes are full of water when they get to the school. It is a hard job for the school teacher to take care of them.

Then, again, what is the value of a farm with a mudhole for a road. With a good road it will quickly almost doubly increase in value. How can the county assess a farm with a mudhole for a road. Don't you see that the state of Oregon is losing \$1,000,000 per year through lower values on property of all kinds by taxation? You ask a real estate man if good roads and sunshine don't increase his business and also the population of Oregon. "Sure thing!" Do you get that? and don't forget it!

Coming back to the mail service: With good roads, we will get our mail sooner and in better shape. You merchants and business men know what that means.

Now, while we have no roads in the winter, still we have potatoes, grain, hay and other produce like milk, butter, beef, pork, poultry, etc., but not a pound can we get to market through the mud holes. This puts us in the same position as holding it in storage for higher prices. You people in the cities are the losers, as well as we, holding it in storage by force. Vote for the bonds, then we will soon be able to ship to you and you will be able to live cheaper. Did you get that? You know good roads will save the life of man and beast. I have pulled dead horses out of the mud holes here. Now, that is bad policy. I would rather help pull Oregon out of the mud, and I hope that most of the Oregon voters will be on my side.

Suppose we need need a doctor very badly, which is often the case. Telephoning is easy, but the doctor gets stuck in the mud, breaks his machine or wagon, patient suffering—maybe bleeding to death before the doctor can get there. Who is to blame?

Or you want to catch the early train. You start, pretty soon you say "stuck!" never will catch it now!" Then, again, you see up-hill business all the time with these roads. Threshing time is bound to come. If it happens to rain the day before the threshers are expected, the machine cannot be moved. Then, again, some of our bridges are too poor,—cannot carry the weight of the machine—handicapped! Again a good team can only make ten miles in eight hours very badly, which is often the case. Neighboring who has been to Grande Ronde in winter if he has ever heard of the Lena Hill road and the old Dolph road. There must be a good many like that in Oregon. This is to remind you who have been over these roads to help us pull Oregon out of the mud. If we succeed, you will thank me some day for this hint.

Yours for the \$6,000,000 road bonds
M. Petersen.

Opposed to Bonding.

To the Editor of the Tillamook Headlight.

Dear Sir:—As your paper has always been open for a full discussion of both sides of all questions of public interest, I wish to state in your columns my reasons for voting against the County bonding issue. In my opinion, if the road around Neah-Kah-Nie Mountain is eliminated, a bond issue would not be necessary. Of the \$6,000,000 bond issue there is only \$1,000,000 to be spent the first year. Now, there is from Bay City to Cloverdale a distance of 27 miles of road which is in very good condition, and can be prepared for hardsurfacing at very little expense, also, the road down the North Fork of the Nehalem to Wheeler can be made ready at small expense. This will be all, or more, than we can reasonably expect to be hard surfaced in two years. Now, if we take the two years' interest which we would pay on bonds, if passed, \$4,000,000 and add this to the yearly road tax, it would pay for making the balance of the road ready to receive pavement.

There is a splendid road being built now to the Neah-Kah-Nie beaches which will give them good transportation facilities to the railroad, but the road up the North Fork of the Nehalem River is in a deplorable condition. This is the main road to vast tracts of timber, out of which the saw mills on Nehalem Bay are securing their supply of logs. This timber is ripe and ready to cut and the large timber owners have been selling for manufacturing purposes at very reasonable prices. There is a great awakening of the lumber industry in this county today and we ought to prepare for it. The harbors ought to be improved and shipbuilding ought to be commenced to help carry the immense tonnage of this territory. Second to the lumber industry, the dairying needs cheap money and low taxes so the farms can be improved and less feed bought outside the county.

To vote the county bonds, you are voting to mortgage your farms, your timber and other properties, to build a road around a steep mountain, through hard, basaltic, rock; the road to be twenty-four feet wide, and the cost of which, under present conditions would be enormous. To do so and neglect other very much needed improvements, would be a very bad business proposition.

The Neah-Kah-Nie Mountain road would be only a luxury for the next five years, and to spent about \$100,000.00 for a luxury, during these times of war and its enormous expense, is extravagance that might not have been called extravagance a year ago, before the war was upon us.

Yours very truly,
George Watt.

(We refer our correspondent to a statement made by the County Court, which shows that Mr. Watt is not correctly advised when he says that \$100,000 is to be expended on Neah-Kah-Nie Mountain. It is not true, but a misstatement to mislead the people. The only difference is that some persons have circulated the report that \$85,000 was to be expended on Neah-Kah-Nie Mountain road, and Mr. Watt has now jumped it up to \$100,000. The truth and the facts are these: The county measure provides that \$85,000 is to be expended on the road from Clatsop county line to Brighton, to include the cost of building a bridge across the Nehalem river. The burden of Mr. Watt's letter appears to be in the North Fork road being in a bad condition, but this has nothing whatever to do with the question of Tillamook County receiving state aid for hardsurfacing county roads. That is a matter for him to take up with the county court, and there is no doubt the court will do something at once to provide a better road to the logging camps. We agree with Mr. Watt that this should be done, but we are somewhat surprised that he should oppose a proposition that will give the south side of Nehalem bay a state highway through that section. It will be a great benefit to the interests there and those who have invested in town lots, both at Wheeler and Brighton. The editor thinks that everything possible is being done to help the lumber industry. The Port of Bay City was bonded to improve Tillamook bar, and we are sorry Mr. Watt did not get some of the bond money for furnishing the rock. He made every effort to furnish the rock, but never a word did he say then in opposition to issuing bonds. The Port of Nehalem bonded for two jetties to help the timber interests, and we hope it will be instrumental in Mr. Watt and the millmen and the timber owners making a large amount of money in that section of the county. That is all the harm we wish them, but we cannot understand how Mr. Watt or any other citizen with good business judgment can op-

pose an offer of state aid of several hundred thousand dollars to give Tillamook county hard surfaced roads. With all due respect to the opinions of our friend Mr. Watt, the editor honestly believes the state and county measures will prove a great benefit to everybody in Tillamook county and will eliminate a great deal of the maintenance charges of reconstructing roads every few years. The editor will appeal to Mr. Watt's patriotism, and ask him to put aside his trivial objection, and get in and provide a military road in this county for the government.—Editor.)

Adopted Unanimously.
Resolution from Oretown Grange No. 354.
Whereas, The proposed paved road in Tillamook County will be of great benefit to the whole people of the county; and regardless of the fact that the majority of the members of Oretown Grange live from one to six miles from the proposed route of said paved road;
Therefore, Be it resolved by Oretown Grange, No. 354 in regular session assembled, that we go on record as favoring the proposed bond issue for the proposed paved road.

COUNTY COURT MAKES STATEMENT

In order that there may be no misunderstanding as to the action or intention of the County Court as to the so-called Neacarny Mountain road, in connection with the bond election to be held next Monday, June 4th, we make the following statement.

The State Highway Commission has declared that the state road from Clatsop County should be by way of Neacarny Mountain and the coast, in order for Tillamook County to obtain State aid it is necessary that the county prepare the road for the use of the State Highway Commission, subject for that purpose. The proposal in the election order that \$87,000 of the money to be raised in this county by bond issue shall be spent on the road between the County line, by way of Neacarny, and Brighton was put in in order that the county might get state aid for the county road from the county line to Garibaldi as provided in the state bond measure. The Highway Commission has declared that it would spend no money on that road unless the roadbed to the county line should be prepared including bridge between Neacarny and Wheeler.

If the state bond measure fails or for any other reason state aid cannot be had for hardsurfacing this road the county court will not spend any of the \$87,000 on the Neacarny Mountain road north and west from Neacarny, but will use it in improving the remainder of the road; that is from Brighton, through Wheeler, to Neacarny City.

The County Court has not considered nor does it propose to consider the improvement of the Neacarny Mountain road, except as necessary in order to get state aid in hardsurfacing the road and only when State aid is assured.

Should the State Highway Commission decide to change the State Highway from around Neacarny to the inside route the County Court expects, as far as it has the means and can legally do so, provide the required road bed to connect by that route. Whether such change shall be made does not rest with the County Court.

When the bond election was ordered the Neacarny route had been specified; the election order was required to state on what roads the money to be raised should be spent. If the County was to get state aid on this road the money had to be provided for the road by the proposed bond issue, no other means being available.

No provision is made in the election order for spending any money between Brighton and Lake Lytle for the reason that there is no road established between those points. Under the law no provision could be made for spending money from bonds except on roads described in the election order. Where no road was established none could be described. However, the last budget provided \$8000 for establishing and opening such a road and is held for that purpose. The County Court is waiting in this matter until it can have the State Highway Commission furnish an engineer to locate this road to the satisfaction of the Commission so that there will be no call for a change of it later, thus causing additional expense.

Respectfully,
A. M. Hare, Co. Judge,
S. G. Reed, Co. Com.
F. L. Owens, Co. Com.

KAISER PRAYS AGAIN.

Me Und Gott.

Mine Gott will be my partner, You don't know who I am, I am de German Kaiser, De Emperor Willieyum.

You know I whipped dem Belgians Und with bullets filled Russia full, I'll wip France und Italy, Und blow up Johnnie Bull.

All dem odder nations, For dem I don't giv a dam, If you will be mine partner Und whip dat Uncle Sam.
You know I god dem submarines All Europe knows dat well, But dot Edison got a patent now Vot blows dem all to hell.
Now, Gott, if you will do me dis, Den you I'll always love, Und I'll be emperor on earth Und you can rule above.
But Gott if you refuse me dis, Tomorrow night at eleven, I'll call my Zepplines out, Und declare war on Heaven.
I wouldn't ask dis favor Gott, But I can plainly see, Dat when Edison push dat button I get no more submarines.