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We have 22 acres of fine land south of depot to rent or sell in tracts of 10 acres, with payments of \$5 or \$10 a month and \$5 per month until paid. 5 per cent interest semi-annually.
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TUTTLE ROAD LAW MEETING

Prominent Advocates of This Measure Heard at Macleay

Committee of Ten Appointed to Get up Petition - - - Considerable Opposition Manifested

There was a large gathering of Marion county people at Macleay Saturday to promote good road building. The meeting was organized by W. A. Taylor, who secured the speakers to promote a road from Sublimity to Salem under the Tuttle act. The speakers supporting the proposition were Judge Scott, H. B. Thielson, T. T. Geer and Senator Croisan, who explained the Tuttle act and the plans for constructing the permanent highways by assessing the abutting property.

At the close of the meeting, which developed considerable hostility to the act, a motion was declared carried to appoint a committee of ten persons to get up the petitions to build a road under the Tuttle law as enacted by the last legislature.

It Was Brothers' Day.
Saturday was Brothers' day at the Macleay Grange, and the brethren waited on the sisters and got up the dinner and had all the program on their hands. The Juvenile Grange is a great feature of this grange, and the little ones were out in full force, many in the national colors of the grange, red and blue. This grange is strong in its devotion to young people.

The dinner at noon was a great success, and even the late comers had a fine spread and with whetted appetites it tasted better than the first table, and there was variety and abundance.

The Open Session.
After instrumental music there was a paper by M. D. McAllister on a college education. He assumed some practical questions, like, should parents pay for a boy's education, should they pay part, or should the boy work his way.

Mr. McAllister is a good writer, a good reader, and had good ideas, and was heartily applauded for his earnest plea on behalf of education for the boys. He said as soon as a boy went to doing a part of the farm work he ought to get credit. Have his board and clothes charged to him and his work credited. Many a boy of 12 was doing a man's work on the farm and was entitled to have his earnings laid out in a good education.

Miss Ethel Thomas played "Old Kentucky Home." W. J. Kissling recited "The Race of Life, or the Man Who Believes He Will Win." He was recalled and recited "The Land of Pre-19 Soon." He has a good voice and was heartily applauded.

Harrison Thompson sang "Roll On, Deep Ocean," to organ accompaniment. He is a member of Salem grange and was warmly applauded. He was given a recall but declined, as the good roads program was now ready.

Good Roads Program.
Judge Scott and H. B. Thielson were the principal speakers, advocating the Tuttle law, assessing the cost of roads upon the land for two miles on each side of the proposed highway. This law was enacted by a recent legislature.

William Taylor called to order and made a strong talk for good roads. He favored the Tuttle law and thought the tax payers along the proposed line of road from Sublimity to Salem would look favorably on the proposition. He introduced Judge Scott, who, he said, had crossed the continent to get information to equip himself for the cause of good roads. He had come out to explain the advantages of the Tuttle law. It ought not to take any argument to prove that we needed better roads. The question was how to build them. The Tuttle law was enacted by the last legislature. It could be started by a petition and any kind of improvement could be made on a petition of a majority of the resident land owners within two miles of the proposed road, and one mile beyond the end of it. The county court ordered an engineer or surveyor to make a survey or map and profile and ordered an assessment made on the estimated expense, that could be paid in ten-year bonds on the installment plan. The survey had to be paid for by the petitioners. The ten-year certificates against the land draw

six per cent interest. The contractors are paid in these certificates, that are a lien on the land. The land stands as security for this road tax, and the farmer pays it to the county officer like other taxes. There were about 2500 acres on a lineal mile of this road. If it cost 2500 a mile it would be \$1.00 per acre. The farmer got the use of the road for the ten years while he was paying for it. The farmers would get to do most of the work and would be very glad to do the work at \$3.00 a day.

The county court had set aside \$10,000 to help out the Tuttle act, or \$500 a mile for each mile built under this law. If that was not a good proposition he did not know what was. They had offered the Silverton people \$1000 a mile towards their road, as that was a hard road to build. He denied "having it in for the Macleay neighborhood." It was no particular pleasure to go out into the country and talk to the people and let his work pile up in his office and have to do it after night. He admitted being an enthusiast on good roads. If the farmers did not build good roads, the people of Washington and California would be shipping in farm products from those states cheaper than the farmer in the hills could haul them five miles for.

Was the tax to be so much per acre on all the land, or according to location? To this question Scott answered that it was according to location, with a right to appeal to the courts. If a farmer appealed, and was allowed no relief of over 20 per cent he got nothing, and had to pay the costs.

How about a man who was within a mile of another road? To this the judge answered that the board to make this assessment was composed of three men appointed by the court, not residing in the territory affected.

How about the man who lived just outside the two mile limit? He would get the benefit without paying a cent. He'd get caught, said the judge, by the first good road built on the other side (laughter).

Chairman Taylor said Judge Scott had certainly dispelled all illusions about anyone having to pay any tax, and he now introduced another Salem man, H. B. Thielson, a civil engineer of great experience. Mr. Thielson said he had travelled a great deal in Europe on the fine roads where it costs 10 cents per ton per mile to haul farm products. In our country it costs 25 cents per ton per mile. One horse in Europe could haul 2000 pounds where two horses here could hardly haul 2000.

He thought roads should be laid out by grades, regardless of land lines or where the road cut through. At \$2000 per mile, for macadam, and \$500 per mile for grading. Under the Tuttle law some would pay more than \$1.00 per acre and some would pay less. On an average grain land would not turn off over one-third of a ton per acre. The average haul would be three miles, and the average of 53 tons per 100 acre farm. The saving would be 37 1/2 cents per ton, or 12 1/2 cents per acre saved, while the tax was ten cents per acre. So the Tuttle law would pay a saving of haul alone. This was nothing compared to saving on warehousing the grain. The warehouse men do not do all his work for nothing. The saving on warehousing grain alone would pay the tax under the Tuttle law. He favored laying the roads on the lowest possible grade, regardless of where it put the road. Where roads could be given a better grade it should be changed. The convenience of the many should not be obstructed by the selfishness of the few, if a man got a fair price for his lands. The difference in grades was equal to hauling 2400 pounds over a 5 per cent grade, 4000 pounds over a 1 per cent grade, and 6000 pounds on the level. What should be the maximum grade? He replied 5 or 6 per cent. He did not believe the Macleay hill was over six feet in the hundred at the steepest place.

Judge Scott said the first neighborhood to act under the Tuttle act would

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get Mr. Thielson's services free of charge.

Hon. John Albert, of the Capital National Bank of Salem, was also serving this cause free gratis. He would be willing to take up the certificates under the Tuttle act at par and was ready to insure his money. The certificates were non-taxable and Mr. Albert was giving his time to this cause free of charge.

T. T. Geer was introduced and told a story that Wm. J. Bryan told at the state fair to illustrate that all favored good roads. We would all be glad to have a road to Salem that cost \$2000 or \$2500 a mile, but wanted someone else to build it.

Farmers Begin to Object.
Harry Shaw brought down the house with some pointed remarks.

Henry Downing said the law was very complete, but some objected to the rate of interest. He could see no objection to any banker buying the certificates for building roads under the Tuttle act. There was some objection to building a road to Salem, as they needed roads to nearby markets. He was willing to pay a tax of \$1.00 per acre for such a road, as it would increase the value of land \$5.00 per acre. He had travelled had roads long enough and wanted to live long enough to see some good roads. There was no excuse for not having good roads in this valley. He believed the land abutting on the road should pay for it. By the time it was paid for it had more than paid for itself. If we had a road like this, we could market it when we liked. On 1000 bushels of oats he would have made \$150. He paid County Judge Scott high tribute. He showed that by agitation they had raised \$3000 in donation work. Agitation was what was needed right here at Macleay. The worst kick on our country was the bad roads. We must keep pace with progress. We must quit storming hammering over the rocks and through the mud.

We Are Out For Business

AND WE GET IT. REASONS ARE PLAIN. WE HAVE OUR OWN GRINDING PLANT. WE USE ONLY FIRST-CLASS LENSES. WE CARRY ONLY FIRST-CLASS MOUNTINGS AND FRAMES. OUR EXPERIENCE IS OF 28 YEARS PAST WE ARE GRADUATES OF THE BEST OPTICAL SCHOOLS IN NEW YORK, CHICAGO AND PHILADELPHIA; POST-GRADUATE OF BEST SCHOOLS IN NEW YORK CITY. OUR METHOD IS NEW, OUR INSTRUMENTS ARE THE LATEST AND COSTLIEST, OUR TESTS ARE ACCURATE AND QUICKLY MADE, AND OUR PRICES ARE THE LOWEST. ENDORSED BY THE MOST PROMINENT PHYSICIANS OF THIS COUNTRY. OUR "KEEP STRAIGHT" EYE GLASSES AND NEW MODEL "SURE ONE" ARE THE BEST MADE, AND WILL NOT COME OFF IN WARM WEATHER. BIFOCAL LENSES OF THE NEATEST AND BEST MAKE. NEXT TIME YOUR EYES NEED ATTENTION COME TO US, WE ARE BEST PREPARED TO GIVE YOU PROPER ADVICE.

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New Jewelry and Optical Store
123 Commercial St. Next to Capital National Bank.

Mr. Darby thought the city should macadamize from Salem to the state institutions.

Mr. Tucker thought state taxes were three times as high as in any state he knew of. He was not pleased with the markets.

Tucker Opposes Bonding.
He said Salem was not as good a market as it ought to be. He was opposed to voting any bonds on himself or his children (applause). A macadamized road could not be built for \$2500 a mile. It would cost nearer \$10,000 a mile, and it would take 20 or 30 years to pay for it.

Croisan Favors the Law.
Ed M. Croisan was introduced. He was not here to tell the people what to do. He was born down on the river and had lived there for 50 years. He had helped build roads. We all wanted good roads, but wanted some other fellows to build them. The old way of building gravel was a failure. After 40 years they had got up a subscription and built a mile up the slough road at Salem. It cost them in all \$3000, besides the convict labor. But it was only a mile. This spring they had called a meeting and voted a ten mill tax. The subscription cost him \$200 in cash. The tax cost him ten mills. He could now drive to his farm at any time of the year. The abutting property has got to pay for the road. As an old Oregonian he would not advise them what to do. They could travel in the mud or put up the money to build the road. He voted for the Tuttle bill in the last legislature and believed it was a good bill. It made promises for all that was needed and they could act under it.

Miller's Red Hot Speech.

D. J. Miller made a red hot speech. He got in some body blows on the Tuttle bill. Last year their lands had not paid \$1.00 an acre. Why not tax the banker as well as the farmer? (Great applause.) It was all right for the men from the city to come up here and tell them as layabouts how to build fine roads. Mr. Miller got a great deal of applause, and in conclusion ironically thanked all the good roads orators who had showed them how to build good roads, but they had not showed where the money was to come from to build these roads except out of the farmers' pockets. He hoped they would move under the whole proposition. Nobody knew there was such a law passed by the last legislature. If 100 miles of road was built under this plan there would be \$250,000 of bonds issued drawing six per cent against the lands of the farmers, and it would take many a man's home anyway from him to pay that off, even if they did have 10 years to pay it in.

A Few More Speeches.

Mr. Shrank hit the Tuttle bill a kick and sat down amid great applause. The tax payers paid twice as much on 100 acres in Oregon as elsewhere.

Mr. Cummings of Shaw said they had paid a higher tax on worn out horses and broken rigs than this road would cost. Figures could be produced to prove anything. He deprecated cheering opposition to good roads.

There were many more, but the chairman decided it was carried. The meeting broke up in a discussion.



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