

IMPORTANT MEETING

Monday, June 2nd, at 8:30 p. m., at the Salem Armory WHAT FOR? GOOD ROADS!

PROGRAM:

Concert Selections by Cherrian Band
 Vocal Selections by (..... Miss Ada Miller
 T. M. Stewart
 Violin Selections Miss Elizabeth Levy

SPEAKERS

S. BENSON.....Chairman State Highway Commission
 JAS. S. STEWART, State Representative Wheeler County
 THOS. B. KAY.....President Salem Woolen Mills Co.
 No "Flowrey" orations--Just short snappy talks full of facts and information of value to every voter. You will find the whole program entertaining and instructive on this most important matter.

You Can't Afford to Miss It!

NO ADMISSION FEE OR COLLECTION TAKEN

MARION COUNTY MARKET ROADS COMMITTEE.

(Paid advertisement)

MR. CONDIT ANSWERED

Editor Capital Journal:--
 I have been requested by the Marion County Market Roads committee to reply to a letter from Royal O. Condit that was printed in your columns Saturday, which letter asked a number of questions and cast certain insinuations at the Committee and Judge Bushey.

The answer to Mr. Condit's first two questions would be the same as the answer in the counterclaim. "Why do roosters lay eggs?" They don't. There are 28 men on the Marion County Market Roads committee. They were chosen at a mass meeting held in the Grand Opera house on February 15, 1919, at which 400 citizens were present from all over the county. The meeting was widely advertised in the public press and each member of the committee was

named and selected from the floor by his own market road section. Of these 28 men, four will be on paved roads provided for by the bonding measure, three will be on gravel roads, and 21 live off of the proposed 150 miles of improved roads, either in towns or on the Pacific highway.

The total amount subscribed to carry on the market roads campaign in Marion county has been \$2250.50 and there are 721 subscribers to the fund, consisting of road boosters

from every part of the county. They will get their money back ten-fold by saving it on their tire bill, gas bill, repair bill and car depreciation bill; also through general development of the county that is bound to closely follow the construction of hard surfaced roads.

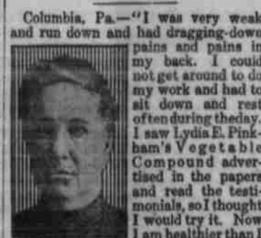
Judge Bushey, who was for many years opposed to bonds, formulated the 'half cash, half bonds' plan that is to build 150 miles of improved roads in Marion county within five years, after he learned that the state law would not permit the voting of a direct tax by the people at the coming special election. To wait for another election would endanger Marion county's chances of procuring state and federal aid for post roads, which is to be apportioned this year among counties that vote bonds. Covering the post road program that is to be mapped out by state and government officials this year, there will be available over \$12,000,000 of the state and federal moneys combined. Marion county has several of the most feasible postroad projects in the state and Judge Bushey is anxious to get aid to build them as soon as possible. To carry out Judge Bushey's plan of improving 150 miles of roads in five years, four paving plants and other expensive equipment will have to be purchased by the county. Without the bonds, a special county road tax would have to be voted each year, and some years the tax might carry and other years fall to zero. Then the plants would have to lie idle during much of the paving season, and owing to the extra overhead expense, it would be impossible to get half the roads with half the money.

"Mr. Condit's conjecture that the market road bonds would be discounted 5 per cent, at a loss to the county of \$42,500, is absurd. In the first place, the law provides the bonds can not be sold under par; in the second place, experience and fact are against him. Yesterday's papers showed both Liberty 2 1/2 bonds and victory 4 1/2 bonds selling at over 100 per cent, and the road bonds recently sold by the state highway commission were in keen demand at around 4.6 per cent interest. Marion county's market road bonds, drawing 5 1/2 per cent interest, will sell at a premium instead of a discount, and will probably all be bought by citizens of the county, thereby keeping all the interest at home. In this connection it should be known that Judge Bushey's plan permits the sale of the bonds in as small denominations as \$50, so that home folks with small savings may get a share of them.

"Mr. Condit's statement that the life of a paved road is only 20 years is not supported by experience. With proper care, a well paved road may last for centuries. It is all a matter of upkeep, and the cost of upkeep of a paved road is far less than that of an unpaved one.

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—Mrs. ELIZABETH MAY, R.F.D. No. 1, Columbia, Pa.
 The reason Lydia E. Pinkham's Vegetable Compound is so successful in overcoming woman's ills is because it contains the tonic, strengthening properties of good old fashioned roots and herbs, which act on the female organism. Women from all parts of the country are continually testifying to its strengthening, curative influence, and the letters which we are constantly publishing from women in every section of this country prove beyond question the merit of this famous root and herb medicine.

"Mr. Condit's plan of taking all the county's road money that it receives from all sources, for the coming six years, and building the 150 miles of improved roads with it without the bonds, sounds all very fine and plausible, and would be a good plan if that were all the roads in Marion county; but Judge Bushey's plan is a better one, for the reason that it takes into consideration the fact that Marion county has 1200 miles of country roads, besides the 150 miles of market roads, that must be cared for, and he has announced that each of the 90 road districts of the county is going to get back each year the four mills of road tax that it pays into the county funds, regardless of whether they are included in the 150-mile program or not. Not only would it be wrong to ignore the 1200 miles of side roads for five or six years, but it would be illegal, since the law expressly provides that at least 70 per cent of the road funds paid by each road district must be spent within that district.

The market roads committee agrees with Mr. Condit that the Pierce bill should pass, and in the campaign has treated this bill as a

companion measure to the county bonds bill, and equally meritorious.

"Coming down to brass tacks, it will take all the money in sight from all available sources, including the bonds, to build the proposed 150 miles of roads within five years, and to keep up the 1200 miles of other roads within the county; and as the interest on the bonds as sold by installments will be only \$50,000 for the first four years, by voting the bonds the county will have just exactly \$300,000 more to spend for roads during the coming five years than it would have if the bonds were voted down. And without that aid that it may bring, the entire paving plan of Marion county will fall to the ground, and the available funds be spent from year to year as heretofore, in filling mud holes and spreading gravel that on the main traveled roads, where auto traffic is heavy, disappears almost as fast as it is laid down.

"It is significant, and doubtless prophetic of the great majority that is to be given the road bonds next Tuesday, that in the entire campaign, Mr. Condit's letter is the only one that has been written for the press in adverse criticism of Judge Bushey's plan.

"In conclusion it should be borne in mind by the voters that the last legislature, in returning one-fourth of the auto tax to the counties, provided that such fund should be used and disbursed preferentially for the payment and retirement of any bonds that may have been issued or which may hereafter be issued by the county for the purpose of road construction and improvement, and that such fund alone will pay off all the interest and more than one-fourth of the entire county bond issue. That section was put in the law with the express purpose of enabling counties to finance their road bond issues as far as possible without the burden of direct taxation.

—JAMES S. STEWART, Campaign manager Marion County Market Roads."

 Open Forum.

WILLARD-DEMPSY FIGHT

Just at present an interest is being taken in the Willard and Dempsey boxing contest, which is to take place at Toledo, Ohio, July 4th. Many sporting writers are picking this Willard to win over Jack Dempsey and a number of sporting writers and fight fans have placed him a two to one favorite that Jess will beat Dempsey. Just how they figure it that way I cannot understand. They seem to think that Willard's weight and height will win for him. They seem to forget about Dempsey's speed and boxing skill. Being person-

ally acquainted with Willard myself and was in his corner when he won from Al Williams at Reno, Nevada, July 4, 1913. Having seen Dempsey box and being in the boxing game myself for 12 years I think I have a good line on both men.

The weight that Willard will carry is going to be against him in this contest. He will weigh about 238 pounds, while Dempsey tips the scales at 196. Willard will have to go through a hard grind to get into shape for this contest while Dempsey can take it easy and will put weight on instead of taking it off. Willard is getting a little old for the ring fights. He is about 28 years old. There has been considerable talk of his age, his height is 6 feet 3 1/2 inches and he has a reach of 83 1/2 inches. He was born in Pottawatomie county, Kansas. Dempsey's age is 24, he is 6 feet 1 1/2 inches in height and has a reach of 78 1/2 inches. Dempsey is a good boxer, he is fast and hits quick and hits with terrific force. He always fights shifting on the Stanley Ketchel order and is hard to hit with any effect. Jim Flynn put Dempsey out in 1917 at Salt Lake City but Dempsey reversed the decision one year later by putting Flynn out in one round. May 14, 1915, Fulton boxed Willard and claims to have put him on the canvas in this exhibition, nevertheless Willard is not fighting Fulton now, he is going to fight Jack Dempsey, a boy who put Fulton away in 21 seconds, one of the shortest heavy weight contests ever staged. Willard will meet with the same accident if he does not be careful and when Jack hits he sure puts the Mary Ann on them for ten seconds and sometimes they sleep overtime.

I can see nobody, but Dempsey winning this fight. He has youth, strength and for punishment he is a demon and

game to the core. Willard is not, or never was a clever boxer. He is slow and misses many blows, although he is cool and cautious in the ring. He is always trying for a right hand upper cut, but I think he will find Jack many inches away when he starts them.

Both Willard and Dempsey have clean records in the ring regarding fouls, except when Willard lost on a foul to Louis Pink in 10 rounds, Feb. 15, 1911. This may happen to any fighter. Willard has engaged in 31 battles losing a 12-round decision to Tom McMahon, March 27, 1914, at Youngstown, Ohio, and 20-round decision to Gunboat Smith, and then won the championship by defeating Jack Johnson at Havana, Cuba, April 5, 1915, 26 rounds. Dempsey has engaged in 35 battles including such men as Terry Koller, Carl Morris, Gunboat Smith, Billy Misk and Tommy Healy and many other good fighters, not saying anything of preliminary bouts he has beaten all of those mentioned and has won 23 by knockouts in the first round.

Regardless the fact that Willard is champion today if he last the 12 rounds with Dempsey I will for one be greatly surprised. Willard win or lose, will receive about \$75,000 in this contest and Dempsey is after the championship, so let us all hope it will be a good fight and those who pay to see it will be satisfied on that great memorial day, the 4th of July.

Yours truly,
 H. C. SINCLAIR,
 Alias Brud Shamrock, Featherweight Champion of Pacific Coast.

Florham Leader, a 2-months-old bull calf, was sold at auction at Madison, N. J., for \$25,900.

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