

COUNTY HIGHWAY COMMISSIONERS HAVING COMPANY

In a letter to The Republican yesterday, Chairman Hackett of the Maricopa county highway commission states that Maricopa county is not the only locality in this country which finds it difficult to secure reasonable bids on road construction. He says:

"The enclosed is an exact copy of article written by the state auditor, state of Ohio, outlining present conditions as to construction of highways. The article would indicate that the highway commission of Maricopa county is not alone in balking at the apparent high bids for road construction under the present conditions. It would seem that communities worth billions in assessed valuation are of the opinion that it is not wise to deal out public funds in sufficient volume to induce people to work. Roads at any price may appeal to some citizens but all should remember that the bonded indebtedness against the public must be paid, at which time the question will arise, 'What did we get for our money, or what principles of business guided our highway commission in securing for the public so few miles of highway for the money expended?'"

"It seems that the contractors throughout the United States have formed a national association, producers of material necessary for road construction it seems have done likewise; labor has followed suit. The representatives of the public occupy the unique position of withstanding the high pressure of the advocates of roads at any price (thus encouraging the contractors to stand pat on high bids). The representatives of the public are endeavoring to secure something like value received for the proceeds of our road bonds, having in mind that the present purchasing power of the dollar as compared with normal conditions, is about 50 cents, and also that dollars worth 100 cents will surely pay the principal and interest of bonds issued for road purposes."

"The state of Illinois with a bond issue of \$60,000,000 has abandoned the idea of constructing roadways during 1920, or until conditions become more normal. We think that the state of Illinois and state of Ohio are two splendid examples, inasmuch as these two states are extremely wealthy and could perhaps better afford to lavish public funds on roadways than any other states of our union. It would seem to bear out the fact that communities are like individuals—the smaller their wealth the more lavish in expenditure."

"Maricopa county is badly in need of highways—to this everyone will agree; but will all agree that we should proceed to give \$2 for \$1 in value hastily, later to repent this action?"

"Yours truly,
"E. HACKETT."

The enclosure to which reference is made follows:

"Madison County Democrat" of London, Ohio, March 31, 1920.

WOULD HALT ROAD BUILDING PROGRAM

State Auditor Donahay says the Present Cost is Too High

COLUMBUS, March 31.—With \$15,000,000 state and federal money available for road building in Ohio this year, State Auditor Donahay, in a letter to State Highway Commissioner Taylor, asked whether it might not be best to abandon the road building program because of the increasing cost and turn the labor necessary for such a large program of construction into food production channels.

The letter accompanied a report of H. E. McCallister, auditor of expenditures of highway department. Donahay points out that in 1919 it cost an average of \$35,225 for every mile of road, constructed, and that contracts let so far this year average \$35,893 per mile. He also calls attention to the fact that it now is almost impossible for the highway department to obtain bids for construction.

"The question naturally arises whether it is good policy to continue increasing estimates of cost and building high-priced roads under these conditions," Donahay said. "Might it not be better for the state and the people during this abnormal period to temporarily refrain from high cost roads and devote same energy and money to make a lot of Ohio roads passable by graveling, limestoning, draining and filling up ruts and chuck holes?"

Donahay says he is a firm believer in good roads under normal conditions, but thinks the present cost is entirely too high.

COTTON NOT ALL THE SOUTHWEST COTTON COMPANY RAISES HERE

If more people read the "Cotton Boll" more people would learn things about this valley that they are not otherwise likely to find out. The "Cotton Boll" is published in the interest of the employees of the Southwest Cotton company. Everybody knows that the Goodyear company is here and has become a most important part of the valley, but they do not know how important, and they will learn the more quickly from reading of the activities of the company in many directions.

The current number of the "Cotton Boll" is filled with information, much of it imparted in a casual way. It is generally supposed that the Goodyear company came here to raise cotton for the manufacture of automobile tires. That was the chief object, but that is not all the company is doing, though everything else is incidental to the cotton growing business. The company has a farm department. But the farm department does not wholly concern itself with the growing of cotton, for, according to the "Cotton Boll" Goodyear hogs are creating a demand from the packers that cannot be filled.

The high grade porkers raised here caused the farm department to be almost flooded with orders for hogs. Shipments are being made as rapidly as the stock can be made ready for the market. The hog ranch is one of the most interesting places on the plantation and its high state of efficiency is freely commented upon by out-of-town visitors.

The Goodyear company raises something to feed the hogs, for they cannot be fattened on cotton. The company also raises alfalfa, using thousands and thousands of acres that some of the other farmers, blinded by the high price of cotton, would plant to cotton if they had them.

It makes no difference what your wants may be you can have them supplied by using and reading The Republican Classified Pages.

THE GASOLINE SITUATION

The Necessity of Conservation

There exists today on the Pacific Coast an acute shortage of gasoline. As this Company has pointed out on several occasions, the condition is due to insufficient production of crude oil and a greatly increased consumption of gasoline by industry and by owners of pleasure cars.

Gasoline is a vital factor in the life of the community, industrially and otherwise, and it is of the greatest importance, at this juncture, that it be used with the utmost discretion, that essential requirements may be supplied.

The present is by no means the season of maximum demand, which comes later in the year. The condition, therefore, is likely to be continuing, rather than transitory.

Responsibility for meeting the situation does not rest solely upon the oil industry. The public also has a serious duty in the matter.

On its part, the Standard Oil Company is straining its resources and organization to increase the supply of gasoline. In the field it is working for the maximum production of crude oil. In the refinery it is working for the maximum production of gasoline from the crude oil and it is spending large sums of money on equipment for new processes, of its own discovery and development, whereby a still greater yield of gasoline will be obtained.

The point already has been reached where gasoline must be conserved most carefully. That is a duty of the public. In consumption of this product, essential industries must necessarily come first—pleasure utilization thereafter.

Already the Company has taken steps toward protecting the supply for the vital needs of industry which, if lessened, would affect the business life of the community. There is now the danger of a curtailment of supply to non-essentials such as pleasure cars.

The assistance of the public, therefore, is imperative. Until lately, gasoline has been abundant, and its lavish and extravagant use has been possible. That time has passed.

Buy as little gasoline as possible.

Use what you must—Waste none.

STANDARD OIL COMPANY
(CALIFORNIA)