

# RESPONSIBLE BANKING

## YOUR BUSINESS

Your business is just as important to you as John D. Rockefeller's business is to him. Regardless of the business you are engaged in or the size of it you need the advantage of modern banking facilities such as we furnish. We invite you to open an account with us and prepare yourself for any unlooked for adversities that may be born of the present world's war.

**Total Resources over \$450,000**

We pay 5 per cent on money placed on time deposits with us for periods of six and twelve months

### OFFICERS AND DIRECTORS

- M. G. Hope, President
- I. W. Hope, Vice-President
- J. P. Dunaway, Cashier
- B. W. Mulkey, Ass't. Cashier
- Leslie L. Hope, Ass't. Cashier
- T. W. Halliday
- Geo. E. Davis

## UNITED STATES NATIONAL BANK

VALE, OREGON

# Boys and Mothers!

## Take Notice!



2 boys' overcoats regular \$7.50 values at \$5.00  
 Three lots boys' mackinaws priced regular at \$4.00, \$5.00, \$5.50 now at \$3.00, \$4.00 and \$4.50  
 all sizes from 30 to 34. These are good values, and all your gain  
 3 lots boys' suits, corduroy, navy blue, and dress suits, good heavy ones. Sold regular at \$5.00 now \$3.00. All sizes from 7 to 15 years.

## Freeman's Store

WE WISH you a Happy New Year, thanking you for the patronage extended to us during the holidays and it is our hopes that 1916 will bring you a full measure of happiness and prosperity.

McKAY'S VARIETY STORE  
Wm. McKay, Prop.

sary, to equalize the cost as between the taxpayers of each succeeding year the special assessment is necessary to equalize as between the taxpayers of today who receive benefits more to one than to another. The special-assessment road-improvement district provides the plan for meeting this problem and should be adopted in every State.

### Community Benefits.

An improved road with a hard surface good for travel at all hours in all kinds of weather in this day of motor vehicles has become the interurban track of modern times. Our agricultural counties which have one automobile for every nine people to-day—the record for Buena Vista County—will have one for every family to-morrow. In a very few years there will be two on many a farm, so as to have one for the hired man.

Such a road, like an interurban, brings business to any market town. Cutting the costs of hauling has been estimated by the United States Bureau of Roads to be possible up to the full cost of the improvement on a long-time road. It costs more in Iowa to get to town with a wagonload of wheat on an average than to ship that wheat from New York to Liverpool. Reducing the cost of hauling and destroying the isolation of the farm, so that women will be content to stay on the farm, offers one of the most practicable possibilities for reducing the high cost of living in town. Hard roads benefit a town, therefore the town should help pay for roads which lead into it. Here, again, the special-assessment improvement district which will include a town enables us to tax those who get the benefit from road improvement.

### General Public Benefits.

The same automobile which has closed all the buggy factories in the land, changed livery stables into garages, slumped the price of steel rails, and made of driving horses an extinct species, has made our people users of State-wide and Nation-wide roads. No longer are 5 miles the limit of a man's vision in this country. He travels across his own State in a day and negotiates the next State on the day following. High-class roads from henceforth are to benefit the people of all the State, regardless of the locality in which they are built, just as they benefit all the people of a county, though built in spots, and in financing our roads we should provide for the State at large to contribute and for the county at large to contribute. Aid from State funds in a dozen States has proved a powerful incentive to high-class construction. It is a wonderful promoter for better roads. It is sound and equitable in road finance.

And so is a vehicle tax, especially a motor-vehicle tax, for motor vehicles need hard roads more than any other vehicle on earth. We are killing many of our citizens every year in Iowa because the automobile on a wet clay hill becomes immediately an engine of destruction. Here in Iowa we pay more for our auto license than almost any other State, and yet the complaint of our auto owners is not that they pay too much, but that they get too little for what they pay. I can finance 50 miles of single-track paved road in every county in Iowa on the motor-vehicle tax of this State alone, and I am not sure but that I could obtain from the auto owners themselves a petition to double their license if I would only guarantee them 100 miles of paved roads in every county. It is equitable to tax the vehicle which needs a hard road most, and then the man who uses the road is paying for what he gets.

### Taxation Need not be Burdensome.

Financing a road then simplifies itself into a distribution of cost over the years during which the road is to serve and the subdivision of the annual fixed charge as between the public benefit to the State at large, the community benefit to town, county, or

township unit, and the special benefit to the man who owns a farm near to the road as well as to the man who drives his auto upon the road. Financing which will cover these points will build hard roads of some kind in any man's State without burdensome taxation. In our own State it will do it without an increase in taxation. With 30-year county bonds in this State, I could replace every temporary bridge and culvert in the State during the next five years and pay off the debt with interest and maintenance without increasing the present county bridge levies. Population doubles every 30 years in the United States. Whether it doubles in Iowa or not it affects our land values, for we occupy the heart of the granary of the world. Our property subject to taxation has doubled in Iowa during the past 30 years, and it will double again during the next 30 years. New property, new values, and new people yet to come should help to pay for the roads which they will use. We bought and paid for in Iowa this year one-tenth of all the automobiles that were sold in the United States. Given a normal increase in property subject to taxation and an inevitable increase in automobiles licensed, we could pave one-third of our main traveled or county road system in Iowa and meet the fixed charge for bond retirement, interest, and maintenance out of our auto-license money. We could then gravel all the rest of our county-road system and meet its fixed charge out of our property tax without changing a single county-road levy. That would be financing. Ohio and Indiana have each done twice as much as that in the number of miles surfaced, and the annual tax bill in neither State today is as large as it is in Iowa.

Gentlemen, do you get me? Financing a road means something more than taxing a people. It means science and sense in the distribution of the taxes that are already being levied.

## I WILL GIVE \$1000

IF I FAIL TO CURE ANY CANCER OF TUMOR I treat before it POISONS deep glands or strikes to BONE NO KNIFE, NO PAIN NO PAY UNTIL CURED WRITER GUARANTEES NO X-RAY or other swindle. An Island plant makes the cure. Any TUMOR, LUMP or SORE on the lip, face, or body long standing. It cures in 10 to 15 days. No pain until last stage. 125 PAGES FREE. Indemnity \$10,000. Send for free.

## Any Lump in WOMAN'S BREAST IS CANCER

If hard: It always poisons deep glands or strikes to BONE. One woman in every 10 dies of cancer. U.S. report. We refuse many who wait too long & must die. Poor cured at half price. It cannot be yet small. Dr. & Mrs. CHAMLEY & CO. Chemist-Building 214 & 436 Valencia St., San Francisco. Strictly Reliable. Greatest Cancer Specialist in the World. Send for free.

## O. A. C.

FARMERS' AND HOME-MAKERS' WEEK and RURAL LIFE CONFERENCES  
January 3 to 8, 1916

Live Information, Practical Help for the Home the Farm, the Community.  
Conventions of Oregon's Greatest Industries  
Conferences on Oregon's Most Vital Problems  
LECTURES—DEMONSTRATIONS—EXHIBITIONS—ENTERTAINMENTS  
Two thousand people attended last year. It is a great place to make friends—with live thinkers and live thoughts—good workers and good work.

### WINTER SHORT COURSE

January 10 to February 4, 1916

A Practical Agricultural Course in a Nut Shell. Applied Science in Actual Work of the Farm and Household.  
Courses in FRUIT RAISING, FARM CROPS, SOILS, STOCK RAISING, DAIRY WORK, POULTRY RAISING, GARDENING, COOKING, SEWING, HOUSEHOLD ARTS, HOME BUSINESS, BUSINESS METHODS, ROAD BUILDING, FARM ENGINEERING, RURAL ORGANIZATIONS, MARKETING.  
Correspondence Courses Without Tuition. Expert Instruction in Music. Reduced railroad rates.  
For program write to The College Exchange, Oregon Agricultural College, Corvallis. (1915-16)

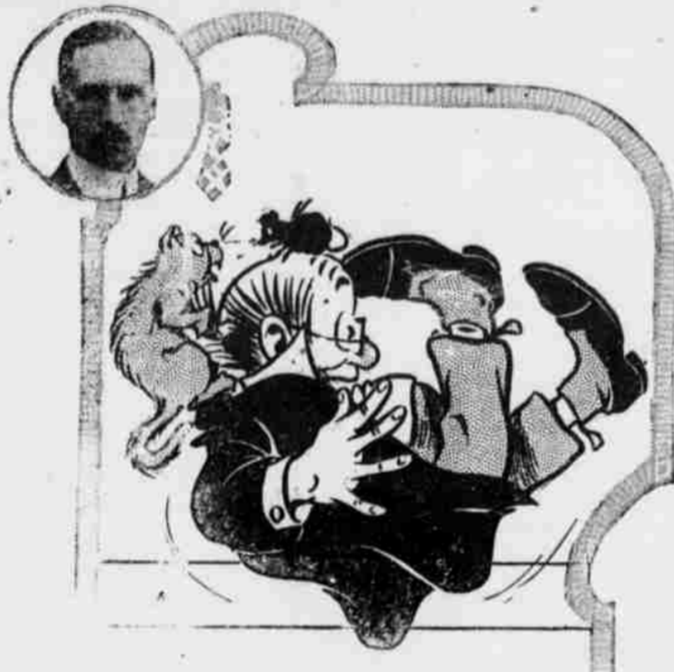
# Don't Buy our LUMBER

Before you see what we can do for you.

No matter what you need in lumber and building materials, we can supply what you need, and we think we can save you money. We may possibly be mistaken about that, but it will cost you nothing to make sure about it

Lumber and service that satisfy is our motto. All we ask is an opportunity to demonstrate to you that these are not merely words, but facts. Let us know your wants. We also sell cord wood and coal.

## The Home Lumber & Coal Co.



It is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

**CROWLEY**  
Mike Gallagher, the well known landscape gardener of Ireland, has finished marking out the grounds of the Park.

**CROWLEY, Oreg., Dec. 27.**—Owen gave a dance in his new house last night.

K. Venator sent candy to all the men in the valley for Xmas.

K. Venator has just received a shipment of buds for summer hats from Paris and are the latest fashion.

Martin, Lord Saunders, Mike gher, S. Zanders and Moose went to the dance at Mud Flat and report that they had a good time.

A dance at Mooeville on Xmas was a blank.

prizefighters of Mooeville did attend the Mud Flat dance on night. They were too busy.

The largest deal ever made in the valley was closed on Monday, Dec. 27, by the M. L. S. Co.

Handsome Hallie sold his entire interest in the Crowley ranch. He will now put his entire time in giving his pupils instructions in the new dances. He is going to build a new dance hall 300 by 500 feet to accommodate all his pupils while teaching them the latest.

Lord Saunders is making great headway with the Park.

Lord Saunders is not seen so much at the post office. He is kept busy rustling feed for the wild animals in the Park.

Martin has just returned from Butte with quite a number of slide hill gougers and a few dry land winders. These are the only ones in captivity in Oregon.

C. C. Battie has gone to Juniper mountain with a 15 horse team to bring down a few shrubs for the Park.

H. Anderson has been fortunate enough to get the contract for setting out the trees in the Park. He

is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

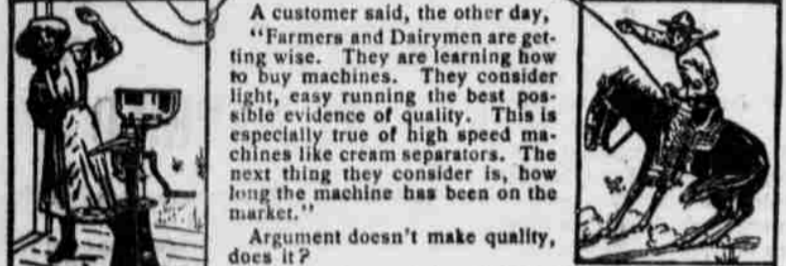
is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

is sure of a grub stake for the winter.

## EMPIRE CREAM SEPARATOR



A customer said, the other day, "Farmers and Dairy men are getting wise. They are learning how to buy machines. They consider light, easy running the best possible evidence of quality. This is especially true of high speed machines like cream separators. The next thing they consider is, how long the machine has been on the market." Argument doesn't make quality, does it?

A properly cared for EMPIRE Cream Separator will start under the weight of its crank. You can hold one ear close to an EMPIRE running at full speed and hear your watch tick at your other ear.

EMPIRES have been used by the fathers and grandfathers of many young farmers who are now buying EMPIRES for themselves. Stop and see the EMPIRE, or ask to have one sent out.

FOR SALE  
INTERIOR WAREHOUSE & RAIN COMPANY  
Vale Oregon

## Local Overflow

Sheriff Ben J. Brown went to Ontario Tuesday.

Mrs. J. Ralph Weaver went to Ontario the last of last week, on a visit with relatives at that place.

L. Lewis, proprietor of the Pastime Pool Hall, went to Boise early in the week, returning Friday.

Dr. C. J. Bartlett, of this city, went to Ontario Sunday.

Donald Masterson, of Juntura, was in the city Thursday and Friday.

There may be some difference of opinion as to who is the smartest man in the world.

It is surprising how well your silly friends seem to get along.

It is surprising how well your silly friends seem to get along.

It is surprising how well your silly friends seem to get along.

It is surprising how well your silly friends seem to get along.

It is surprising how well your silly friends seem to get along.

## GOOD ROADS

(Continued from page 1.)

Senator Bourne once evolved a plan for selling United States road bonds at 3 per cent, loaning the money to the several States at 4 per cent, and compounding the profit of 1 per cent so as to pay off the debt in 47 years. I think that is the ideal form for Federal aid. The locality would get the road and never have anything but the

interest and maintenance to pay. Our States which can sell their bonds for 4 per cent can well afford to loan money to their own counties at 6 per cent, and their profit on the interest would pay for our roads in full long before they were worn out. All the taxpayers would ever have to pay for a \$10,000 road would be the interest and maintenance.

But how do we know that our road will outlive the debt? That is easy. We know that the bridges of stone built for the Appian Way 2,000 years ago are still doing business. We know that hills once cut to grade will stay cut forever. We know that the Cumberland Road in Maryland, built in President Jefferson's time at a cost of \$13,000 per mile, is now being restored for \$5,000 per mile after 100 years of neglect. To build macadam and fail to maintain is to pass a debt on to posterity while the improvement will have long since been dead, but to pave with brick and concrete and asphalt and to maintain will give us roads which will outlive any reasonable debt, since the grading and the foundations will last almost forever.

On the other hand, to build for posterity out of this year's tax money will never bring us even the gratitude of the future generations as they pass by our graves. By paying on the installment plan instead of building on the installment plan we will get the roads sooner and enjoy them longer.

Assessing for Special Benefits. So much for financing a road so as to tax the people evenly over the period of time in which it is to last. Now for a distribution of each year's tax equitably among the people near to the road and those farther away, according to the benefits they are to receive. This is the big problem in road finance, and I am not so presumptuous as to attempt a perfect formula, but I do know that each man should pay for what he gets.

To begin with the man that lives on the road. He receives a special benefit and his land should pay a special tax for its special benefit. Minnesota and Ohio put it at one-fourth, Wisconsin a third. He ought to be satisfied with either, for it is his land which rises most in value and he obtains the most service from a pavement or graveled road from his courthouse to his front gate. Back of him the next neighbor stands next in benefit received, and so the variable of special benefit diminishes until it reaches a point midway between the main traveled road improved and the next main traveled road whereupon each resident then begins to receive his special benefit from the next main traveled road. That is the Utah system—to assess for special benefit all land which lies nearer to the main road improved than to any other main road, and I like it. This zone of special benefit is then graduated according to comparative proximity to the main road. In Indiana they go back 1 mile for special benefit. It is not so important how it is done as it is that it should be done in some way, for the many voters who live on neighborhood roads are not going to vote to build high-class roads past the few farms that lie on our main traveled roads if the tax burden is to fall on them with the same force that it falls upon the few who receive the larger benefits. Where bond issues are neces-

# THE VALE HOT SPRINGS SANITARIUM

Medical Baths and Health Resort. Rooms and Board. Treatment of Rheumatism a Specialty

For Information address DR. THOS. W. THURSTON, Superintendent

VALE HOT SPRINGS SANITARIUM COMPANY,

VALE, MALHEUR COUNTY, OREGON