

**PRESENT AUTO AND GAS FEES WILL PAY INTEREST AND PRINCIPAL OF \$40,000,000 ROAD BONDS**

Approximately \$40,000,000 of state road bonds can be issued under a 4% limitation on the present assessed valuation of the state, including bonds already issued. The constitutional amendment to be voted upon at the May 21 election provides for this 4% limitation.

Interest and principal of the entire \$40,000,000 of bonds can be paid from revenues from auto license fees and gasoline tax, based on conservative estimates of that income.

Following is an official estimate of the income to the State Highway Fund from auto license fees and gasoline tax, compared with interest and principal requirements for the entire \$40,000,000 of state road bonds. This table has been audited and certified by Whitfield, Whitcomb & Co., certified public accountants, whose attestation is subscribed below. It verifies the claim made that voting for the 4% state road bond limitation will not involve any tax on property, as principal and interest will be paid from the auto license fees and the gas tax, leaving an actual surplus above the amount required.

**OFFICIAL TABLE**

**Statement of Estimated Income to State Highway Fund Compared With Interest and Principal Requirements to Carry \$40,000,000 Bonds.**

Year	Estimated Number of Motor Vehicles	Motor Vehicle License Fees Net Income to State Highway Fund	Gasoline Tax Net Income to State Highway Fund	Total Amount Estimated Income to State Highway Fund	Interest and Principal Requirements for \$40,000,000 Bonds	Surplus Remaining After Payment of Interest and Principal
1920	105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,856.00	\$1,605,144.00
1921	125,000	1,875,000.00	625,000.00	2,500,000.00	1,043,251.00	1,456,749.00
1922	145,000	2,175,000.00	715,000.00	2,890,000.00	1,193,250.00	1,696,750.00
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	1,269,750.00	1,890,250.00
1924	170,000	2,550,000.00	850,000.00	3,400,000.00	1,349,750.00	2,050,250.00
1925	180,000	2,700,000.00	900,000.00	3,600,000.00	1,429,750.00	2,170,250.00
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	1,459,750.00	2,240,250.00
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	1,489,750.00	2,310,250.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	1,519,750.00	2,380,250.00
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,549,750.00	2,450,250.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,579,750.00	2,420,250.00
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,609,750.00	2,390,250.00
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,639,750.00	2,360,250.00
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,669,750.00	2,330,250.00
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,699,750.00	2,300,250.00
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,729,750.00	2,270,250.00
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,759,750.00	2,240,250.00
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,789,750.00	2,210,250.00
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,819,750.00	2,180,250.00
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,849,750.00	2,150,250.00
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,879,750.00	2,120,250.00
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,909,750.00	2,090,250.00
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,939,750.00	2,060,250.00
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,969,750.00	2,030,250.00
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,999,750.00	2,000,250.00
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,029,750.00	1,970,250.00
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,059,750.00	1,940,250.00
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,089,750.00	1,910,250.00
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,119,750.00	1,880,250.00
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,149,750.00	1,850,250.00

**OFFICIAL EXPLANATION OF TABLE**

Column 3 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 199, Laws 1919). The 1920 registration figures to date obtained from the Secretary of State's office indicate an average license fee of twenty dollars (\$20.00) per vehicle. The law provides that twenty-five per cent be returned to the county from which the vehicle is registered, therefore the net income per vehicle to the State Highway Fund is approximately fifteen dollars (\$15.00) per car which is the figure used in computing Column 3. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle licenses, chauffeurs' badges, transfers, etc.

Column 4 represents the income from the Gasoline Tax (Chap. 159, Laws 1919) to the State Highway Fund. Figures obtained from the Secretary of State's office indicate the average tax per vehicle in 1919, was approximately five dollars (\$5.00) and this figure has been used in computing Column 4.

Column 5 is the total amount of the motor vehicle license fees and the gasoline tax based on the estimated number of vehicles as shown in Column 2.

Column 6 is the amount required each year to pay off the interest and principal at maturity of State Highway bonds up to an estimated amount of \$40,000,000 (the approximate amount which could be issued with a 4 per cent limit on the present assessed valuation of the state). These figures are based on these premises: That the balance of the Six Million Dollars Bonds (Chap. 423, Laws 1917), the State Co-operative Bonds \$1,800,000 (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollar Bonds (Chap. 173, Laws 1919), now unsold will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$5,000,000; 1921, \$5,000,000; 1922, \$5,000,000; 1923, \$5,000,000; 1924, \$2,000,000; a total of \$40,000,000.

All of the bonds thus far authorized are serial bonds and, except the Bean-Barrett issue, mature one-twentieth each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The Six Million and Bean-Barrett issues draw 4 per cent interest. All other issues 4 1/2 per cent.

Column 7 shows the surplus estimated to be available each year after meeting obligations for principal and interest.

The One-Quarter Mill Tax (Chap. 257, Laws 1917) on the total assessed valuation of the state is not shown in this table as an asset of the State Highway Fund as this fund is used principally to meet administrative expenses, surveys in the various counties, engineering supervision of county construction, and design and inspection of county bridges and structures.

WE HEREBY CERTIFY that we have examined the official records of the State of Oregon as regards income from Motor Vehicle Licenses and Gasoline taxes and believe the estimates above set forth in columns 1 to 7 both inclusive, to be conservative. We further certify that based upon these estimates the tabulations set forth above in columns 6 and 7 are true and correct.



WHITFIELD, WHITCOMB & CO.

Certified Public Accountants.

Portland, Oregon, April 14, 1920.

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**BACK TO PREHISTORIC DAYS**

**Hoatzin Birds, Found Only in Guiana, Seem to Be the Last Representatives of Extinct Life.**

Running on all fours; climbing with fingers and toes like monkeys; diving and swimming as skillfully as if they were denizens of the ocean, the baby Hoatzin birds, found in Guiana, perpetuate the prehistoric days when reptiles were the dominant beings. It can neither sing nor fly gracefully, and its very presence is betrayed by its strong odor, but it is none the less of great importance in the bird world because of its strange prehistoric attributes.

The nests of the old birds are always built out over the water, frequently some 15 feet above the surface, and the young birds, with their wings turned back, not folded as is usual, but up like a diver's hands, will dive cleanly from the nest into the water and swim like a fish. When they wish to return to the nest they climb on shore and walking on their feet and the handlike ends of their wings will creep back to the tree and then climb like a monkey, using what is virtually the thumb and first fingers of their strange wings. They have a long neck and head far more reptilian than birdlike, and despite their lack of beauty, many scientific expeditions have been sent to Guiana to photograph and study these birds who represent all the ages of history from reptile to modern life.

**MEANT TO HAVE THAT SUGAR**

**Grains Too Large for Bees to Carry, They Converted It into Sirup and Bore It Away.**

A French professor, named Bonnier, tells in a paper bearing the difficult name of *Revue Hymenodermique*, a tale of the intelligence of the busy bee. On the Paris-Lyon railway, near the biological laboratory at Fontainebleau, he says, some coarse granulated sugar had been spilled in a heap beside the track. Bees came and tried to carry off the sugar, but the grains were too big for a bee to carry. Did they give up? Not these bees. They flew to the neighboring water trough, loaded themselves with all the water they could carry, flew back to the sugar pile, and threw the water on the sugar. Soon the top of the pile was converted into a sirup, in which the bees busily rolled themselves until each and all were coated with sirup. Then they flew away to their hives. There they got rid of their cargo and returned for more; and, whenever they got down to the coarse granulations, they resorted again to the water trough. Countless bees engaged in the operation, and kept at it till no sugar was left. So far as one recalls, this is a new example of intelligence in insects, and one is glad that somebody was there, that July day, in 1918, to see and chronicle it.

**Stalking Seals Difficult.**

The seal's sun naps on the arctic ice are continually disturbed by his dreams of his enemy, the polar bear, or at least that seems a reasonable way of interpreting his behavior, for after sleeping for 30 seconds or perhaps a minute, he will wake up, raise his head as high as he conveniently can, which is 14 or 16 inches, and make a complete survey of the horizon. If nothing suspicious is seen, this survey takes about ten seconds, after which he drops his head on the ice again and sleeps a minute more, says a writer in the Argonaut.

Sometimes the ice is a little rough in his vicinity and you can crawl up and shoot him from behind cover, but more frequently he has chosen a level expanse where no concealment is possible, and you must, therefore, approach him realizing that he is going to see you before you are near enough to shoot.

**Reveal Life of Old Pompeii.**

Excavations of Pompeii in the ancient "Street of Abundance" have resulted in such extensive finds that the life of the street can be almost entirely reconstructed. The principal discovery is that of a huge "thermopolium," a kind of public house. This is in a state of perfect preservation, and an exact idea can now be obtained of a Roman place of refreshment. There is a long row of wine jars so placed that it seems that the vintner was in the act of pouring wine from one into the other when overtaken by the catastrophe.

**Tomorrow.**

A movement to abolish tomorrow is now in order. Among all the things that cause trouble to humanity in general, tomorrow is probably the worst offender. Nothing happens tomorrow in just the way we expect, and in most cases dread. The time we spend in wondering what tomorrow will do, and in worrying about it in advance, if applied to today, would fortify us against the unexpected more than anything else. Tomorrow is the most uncomfortable place there is to dwell in. Yet most of us live in it most of the time.—Life.

**Few Policemen in China.**

In China—the oldest, largest and most densely populated nation in the world—there are no policemen, except in the cities controlled by foreigners and in the foreign compounds. The head of a family is expected to keep order in that family and every inhabitant of a city is jointly responsible with every other citizen for its tranquility.

**ADMINISTRATOR'S SALE.**

Notice is hereby given, that under, and in pursuance of an order of the County Court of the State of Oregon, for the County of Jackson, duly made and entered on the 3rd day of April, 1920, in the matter of the estate of David Ivy, deceased, L. D. Hays, the administrator of said estate, will, from and after the 10th day of June, 1920, proceed to sell, at private sale, to the highest bidder, for cash, that certain real estate belonging to said estate, and situated in the County of Lane, and State of Oregon, particularly described as follows, to-wit:

An undivided one-half (1/2) interest in the East one-half (1/2) of lot three, in block three of D. G. McFarland's Fourth Addition to Cottage Grove, Lane County, Oregon.

Bids on said real property may be made to the undersigned or to L. A. Roberts, attorney for said estate, at his office in The Citizens Bank Building, at Ashland, Jackson County, Oregon.

First publication made May 7, 1920.

L. D. HAYS, Administrator of the estate of David Ivy, deceased.

m7-j4

**NOTICE OF FINAL SETTLEMENT.**

Notice is hereby given that the undersigned executrix of the estate of James G. Robbins, deceased, and Jane Robbins, deceased, has filed in the County Court of Lane County, Oregon, her final account as executrix of said estate and that Saturday, the 5th day of June, 1920, at the hour of 10:00 o'clock in the forenoon of said day, in the Court Room of said Court, at the Court House in Eugene, Lane County, Oregon, has been fixed as the time and place for hearing of any objections to said report and settlement thereof.

FLORENCE A. WHIPPS, Executrix.

J. M. Devers, Attorney. m7-j4

**Eighth Grade Examinations.**

Uniform state eighth grade examinations will be given in school districts where pupils have met the conditions, on Thursday and Friday, May 13 and 14, 1920. No questions will be sent to the teacher or chairman unless application is made to this office at least one week before the examination.

E. J. MOORE, County School Supt., Eugene, Oregon.

a30-m7

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