

The Turner Tribune

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MRS. CHAS. S. CLARK } Editors
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THREE DOLLAR LICENSE FEE FOR PRIVATE AUTOS IN ORE. AND WASH.

Peculiarly timely in a political way is the agitation for the cut of private passenger auto fees to the \$3 level of California and Washington. For right now is the time for renewal of licenses, and thousands of Oregon motorists are wondering whether they will be able to renew at the high rates our state had to establish as the price of constructing and maintaining one of the world's best highway systems.

If the cut could be made right now, it would bring cheers of joy. That is, unless those receiving it were to fail to stop to consider its ultimate effect upon them as users of the highway. But it cannot be made right now, even with a special session of the legislature, and the earliest it could become effective under the orderly processes of regular legislation would be for the license year beginning July 1, 1933—two years hence.

Under Washington's new \$3 flat fee for motor vehicle licenses, the average cost to the vehicle owner in that state will be approximately \$44.28 per vehicle, which is approximately the average cost in Oregon under our existing high license schedule. Wash. has a 5-cent gasoline tax, which on the basis of consumption now prevailing amounts to an average of \$29.28 per motor vehicle per year. It also has personal property tax averaging \$12 per motor vehicle per year for those vehicles upon which the tax is collected. The personal property tax is collected from all owners of motor vehicles who pay real estate taxes or who are responsible for payments of personal property taxes. Here is how Washington tax sums up:

| | |
|-------------------------------|----------------|
| License fee | \$ 3.00 |
| Average gasoline tax | 29.28 |
| Average personal property tax | 12.00 |
| Average total tax | \$44.28 |

In Oregon, with our 4 cent gasoline tax, and gasoline consumption on the same basis, in Washington, the average gasoline consumption aggregates \$24.50. The average motor vehicle license fee is \$22.44. We have no personal property tax. These aggregates include trucks and busses.

Figuring private passenger autos by themselves, the average gasoline tax is approximately \$20 in Oregon and the average license fee is \$21.35, making \$41.35, a sum materially less than the Washington average for all motor vehicles, and not materially higher than the probable combined cost in Washington for \$3 license fee, gasoline tax and personal property tax on private passenger cars in Washington.—Oregon Voter.

Methodist Church Homecoming

Concluded from First Page

Caldu pastor. He came from Western Nebraska conference to Turner Sept. 1888 and it was during the first year he was here we bought our first parsonage at a cost of \$435. The house is now owned by Mrs. Barr. Dec. 30, 1888 the Ladies M. E. Aid society was organized. Five more points were added to the Turner charge—Stayton, Mehama, Mill City, Fox Valley and the Waldo Hills. Jefferson was dropped making 10 preaching points. In the spring of '92 a move was started to build a church in Turner. The lots were given by Mr. Geo. Turner and also a liberal donation. B. J. Sharp was very active in securing

building funds. W. T. Van Scoy, E. E. McKinney and James Duncan were loyal workers, but Bro. Rond did not stay to see the church finished as he had to leave on account of his wife's health. R. M. Corner took his place and the church was dedicated in Oct. The cost of the church was close to \$2400. The dedication sermon was delivered by Rev' John N. Dennison assisted by the pastor. The money was all raised but \$400 which was borrowed from the church extension. Then commenced the struggle to get an organ, bell, hymn books and carpets. In the fall of 1895 an Epworth League and Sunday school was organized.

In the summer of 1900 Bro. Gordon came remaining until 1904 when E. C. Crandell and in 1907 S. O. Oliver came; then Bro. Pepper for one year and in 1914 Brother J. J. Mickey was here for 5 years. Brothers Hallingworth and Larman came and in 1920 Bro. Keffer instructed us for one year. He was followed by Bro. Thomas who was with us when the parsonage was built and in the fall of 1923 Bro. Pogue was sent into the field. He was followed by Bro. Groves, then Miss Driver and then Rev. Burgoyne.

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CHAS. S. CLARK,
Real Estate Broker.
Tribune Office, Turner, Oregon.

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North Bound
No. 14, 4:36 A.M. (Stops when flagged.)
No. 32, 3:07 P.M. Regular stop.)


South Bound
No. 5, 11:10 A.M. (Stops when flagged to pick up passengers for points at which this train stops.)
No. 15, 9:23 P.M. (Stops on flag only, to pick up passengers for points Station is closed on Sunday and holidays. On these days passengers can pay fare and have baggage checked on trains.

points south of Eugene: No. 16, due 5:36 A. M.; No. 6, due 6:06 P.M. Office hours at Turner week days are 8 A.M. to 12 o'clock noon, and from 1:00 P.M. to 5:00 P.M. south of Eugene via Cascade Line.)
No. 31, 8:45 P.M. (Regular stop.) Following north bound trains stop to detain passengers coming from

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Leave Aumsville for Mill City
7:25 A.M.
5:25 P.M.
Leave Salem for Turner
10:30 A.M.
4:45 P.M.
Leave Turner for Salem
8:10 A.M.
1:30 P.M.
5:20 P.M.
Leave Turner for Mill City
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