

Rexall Remedies

Eastman Kodaks

ONTARIO PHARMACY

Prescription Specialists

THE REXALL STORE

PHONE NO. 2

Nyai Remedies

Exchange Your Liberty Bonds

The government has informed us that it will commence exchanging permanent Liberty Loan Bonds for the Temporary Liberty Loan Bonds on May 1st. We will exchange all bonds for which we have issued our safe-keeping receipts but those bonds which are in private safety deposit boxes should be turned over to us for exchange. All Second Liberty Loan Bonds should be turned over to us not later than May 10th. The permanent Liberty Loan Bonds will have all interest coupons attached to the date of the maturity of the bond.

We will make no charge for this service.

A GOOD BANK IN A GOOD COUNTRY

1st National Bank

CAPITAL AND SURPLUS \$100,000.00

Ontario, Oregon.

Save Money on Tires! BUY NOW

We are CLOSING OUT our stock of

FEDERAL CABLE BASE TIRES

at a saving to you of **20% to 25%** on present prices. Have the following sizes left

- 30x3 Plain Tread
- 30x5 Rugged Tread
- 32x4 Rugged Tread
- 34x4 Rugged Tread
- 35x4 Rugged Tread
- 32 1-2 Rugged Tread
- 31x4 Traffic Tread
- 32x3 1-2 Plain Tread

Tubes at the same reduction. Now is your chance to save money on tires. They are steadily advancing.

Now is the time to buy.

McNULTY & CO.

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	\$ 494,850.00	\$1,605,150.00
1921	125,000	1,875,000.00	625,000.00	2,500,000.00	1,043,250.00	1,456,750.00
1922	141,000	2,115,000.00	715,000.00	2,830,000.00	1,193,250.00	1,466,750.00
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	1,349,750.00	1,480,250.00
1924	170,000	2,550,000.00	850,000.00	3,400,000.00	1,507,750.00	1,392,250.00
1925	180,000	2,700,000.00	900,000.00	3,600,000.00	1,677,750.00	1,322,250.00
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	1,757,750.00	1,242,250.00
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	1,847,750.00	1,162,250.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	1,947,750.00	1,082,250.00
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,057,750.00	1,002,250.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,177,750.00	922,250.00
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,307,750.00	842,250.00
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,447,750.00	762,250.00
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,597,750.00	682,250.00
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,757,750.00	602,250.00
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,927,750.00	522,250.00
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,107,750.00	442,250.00
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,297,750.00	362,250.00
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,497,750.00	282,250.00
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,707,750.00	202,250.00
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,927,750.00	122,250.00
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	4,157,750.00	42,250.00
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	4,397,750.00	(137,750.00)
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	4,647,750.00	(297,750.00)
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	4,907,750.00	(457,750.00)
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	5,177,750.00	(617,750.00)
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	5,457,750.00	(777,750.00)
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	5,747,750.00	(937,750.00)
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	6,047,750.00	(1,097,750.00)
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	6,357,750.00	(1,257,750.00)

OFFICIAL EXPLANATION OF TABLE

Column 1 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 399, 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 2. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle licenses, chauffeurs' badges, transfers, etc.

Column 3 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, \$2,200,000; 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. 237, 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 5, 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.

STICKS AND STONES

(By Mark Ireland.)

Prohibition seems to be fermenting. We'll get a "kick" out of it yet.

Lest We Forget

Governor Coolidge of Massachusetts says:

"To punish men for their beliefs is contrary to the spirit of American institutions and American history. It is right to punish overt acts, but the only way to deal with beliefs is to meet them, expose their fallacy, present the facts which prove them wrong. That is the American way. If there are some of us, including men in high places, who seem to be forgetting this today, sooner or later they must return to this principle, which has never been allowed to sink out of sight during our whole history."

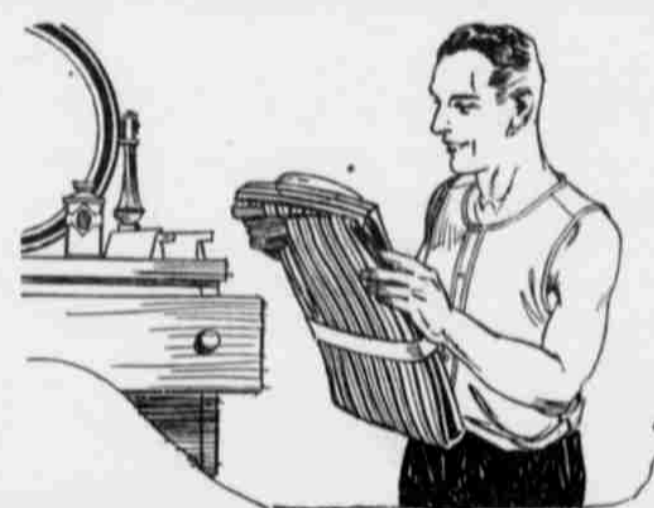
After all, the secret of business success seems to lie in the old lullaby, "Buy low; sell high."

A Budapest dispatch reads: "Money in the hands of the people must be presented to the banks, and the bearer will receive stamped money in half the amount presented, the other half to be converted into State bonds, redeemable in a few years and bearing interest at the rate of four per cent." Hungary knows that the rehabilitation is Thrift.

Five bill boards fencing a vacant lot in San Francisco carry the following theatrical advertisements:

- "Should a Woman Tell?"
- "Why Change Your Wife?"
- "She Loves and Lies."
- "The Other Wife."
- "A Woman of Pleasure."

Across the street is a humble sign announcing night classes in the University of California extension department.



Bill Barton's Favorite

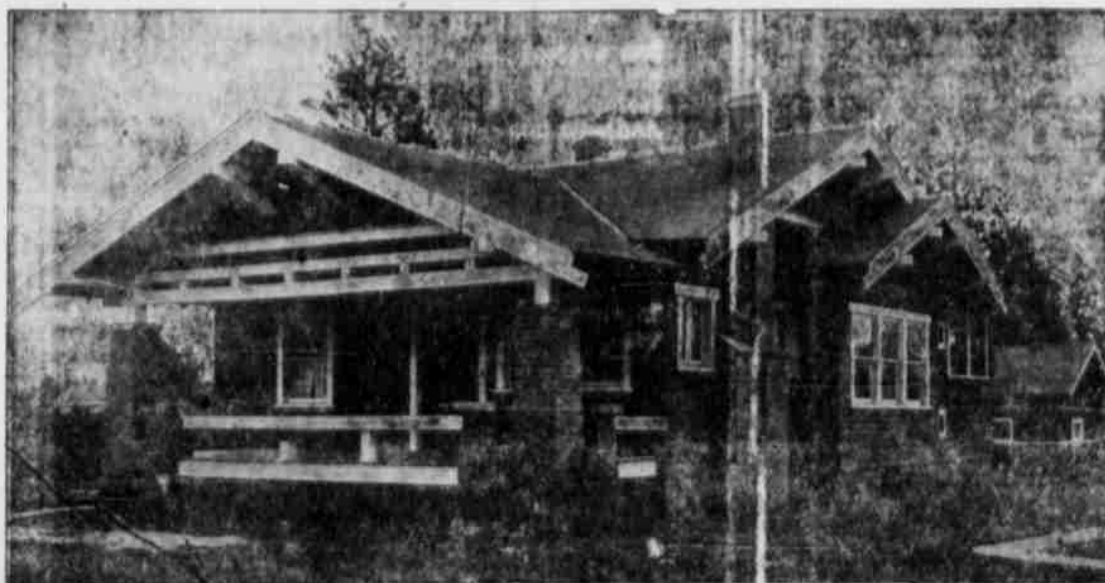
BILL is an every day sort of a chap—even as you and I. He has a pet pair of shoes, a tie that he wears a little oftener than any other, and, like all other real "he" men, he has a favorite shirt. When we asked him why he always selected his "favorite" from his dealer's line of

Summit Shirts

he said, "because they fit in with my ideas of what good shirts should be. They wear longer than any other kind I've been able to get; they're made right—the buttons are properly lined up with the buttonholes and the shoulder seams are at the shoulders, not the elbows; a trip to the laundry doesn't take the life all out of them, either." Bill Barton has discovered real "shirt comfort." Follow his tip—wear Summit Shirts made by

QUITERMAN BROTHERS, Makers
SAINT PAUL

RADER BROS. CO.



Van Petten Lumber Co.

Ontario, Adrian, Pendleton

Write for our catalogue of mill-cut houses.

Wind Shield Glass of all sizes in stock.

Wall Tints, all shades. Send for color card and get it by mail.