

ISSUING OF BONDS WOULD NOT ENTAIL HIGHER DIRECT TAX

Constitutional Amendment for Raising Limit of State's Indebtedness Is Discussed.

That the constitutional amendment to be voted on at the coming primary election, providing for raising the limit of state indebtedness for roads from 2 to 4 per cent of the total assessed valuation, will not involve a direct property tax, even though bonds should be issued to the full limit of \$40,000,000, is set forth in the argument prepared for the measure by the legislative committee.

An amortization table prepared by the committee on conservative premises shows that this amount can be carried by the motor vehicle license fees and gasoline tax assessed this year. Surplus will be left at the end of the bond period.

The affirmative argument for the measure was prepared by the following committee: E. L. Eddy, Louis Lachmumund, W. H. Gore, L. M. Graham and James S. Stewart. It is as follows:

REACH PRESENT LIMIT

As the constitution now reads, bonds of the state may be issued for the purpose of building and maintaining permanent roads, not exceeding 2 per cent of the assessed valuation of all property of the state. If the people adopt the amendment, the limitation will be fixed at 4 per cent of the assessed valuation of all the property of the state. Under the constitution as it now stands, and under the present assessed value of the property of the state, the limit for bonds for road purposes is a little less than \$20,000,000. If the amendment be adopted, the limit will be somewhat less than \$40,000,000.

All the funds available under the present state indebtedness limit of 2 per cent for roads will have been used, contracted or obligated for highway work by the end of this year.

Should this amendment fail to pass, large sections of the Pacific and Columbia highways that should be paved will have to be content with macadam, provided for by current yearly income, and the highway commission will be powerless to give aid in many other important

TABLE OF INCOMES

The present method of financing highway construction and maintenance in Oregon has worked well at home and has attracted favorable attention abroad. It will bear favorable expansion, but the adoption of the proposed constitutional amendment is necessary in order that this may be brought about.

Year	Estimated Motor Vehicle License Fees	Gasoline Tax Net of State Highway Fund	Total Amount Available for Road Construction	Estimated Total Requirements for Road Construction	Surplus Remaining After Payment of Interest and Principal
1920	105,000	\$1,575,000	\$1,680,000	\$2,500,000	\$820,000
1921	125,000	1,875,000	2,000,000	2,500,000	500,000
1922	145,000	2,175,000	2,320,000	2,500,000	200,000
1923	158,000	2,370,000	2,528,000	2,500,000	28,000
1924	170,000	2,550,000	2,720,000	2,500,000	220,000
1925	180,000	2,700,000	2,880,000	2,500,000	380,000
1926	185,000	2,775,000	2,960,000	2,500,000	460,000
1927	190,000	2,850,000	3,040,000	2,500,000	540,000
1928	195,000	2,925,000	3,120,000	2,500,000	620,000
1929	200,000	3,000,000	3,200,000	2,500,000	700,000
1930	200,000	3,000,000	3,200,000	2,500,000	700,000
1931	200,000	3,000,000	3,200,000	2,500,000	700,000
1932	200,000	3,000,000	3,200,000	2,500,000	700,000
1933	200,000	3,000,000	3,200,000	2,500,000	700,000
1934	200,000	3,000,000	3,200,000	2,500,000	700,000
1935	200,000	3,000,000	3,200,000	2,500,000	700,000
1936	200,000	3,000,000	3,200,000	2,500,000	700,000
1937	200,000	3,000,000	3,200,000	2,500,000	700,000
1938	200,000	3,000,000	3,200,000	2,500,000	700,000
1939	200,000	3,000,000	3,200,000	2,500,000	700,000
1940	200,000	3,000,000	3,200,000	2,500,000	700,000
1941	200,000	3,000,000	3,200,000	2,500,000	700,000
1942	200,000	3,000,000	3,200,000	2,500,000	700,000
1943	200,000	3,000,000	3,200,000	2,500,000	700,000
1944	200,000	3,000,000	3,200,000	2,500,000	700,000
1945	200,000	3,000,000	3,200,000	2,500,000	700,000
1946	200,000	3,000,000	3,200,000	2,500,000	700,000
1947	200,000	3,000,000	3,200,000	2,500,000	700,000
1948	200,000	3,000,000	3,200,000	2,500,000	700,000
1949	200,000	3,000,000	3,200,000	2,500,000	700,000
1950	200,000	3,000,000	3,200,000	2,500,000	700,000

40,000 Hupmobiles A Year, Is Program

Construction has been commenced on a building program which will, within three years, expand Hupmobile manufacturing and production facilities approximately 100 per cent to 40,000 cars a year. Including these additions, the



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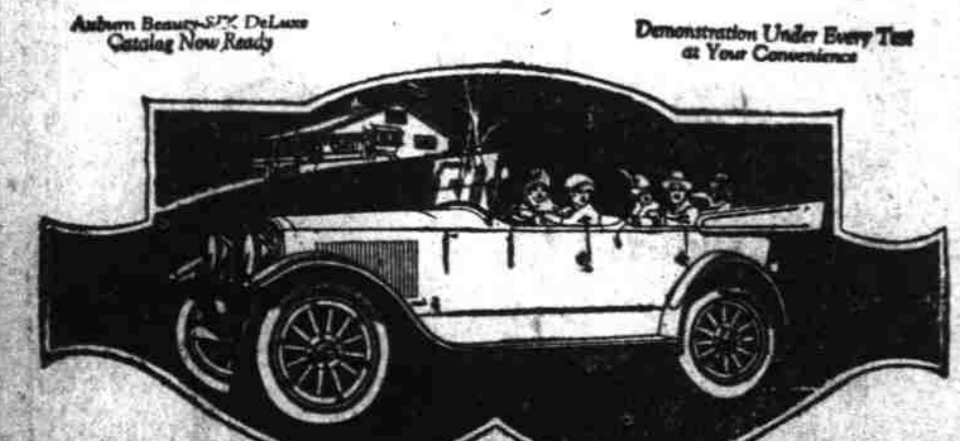
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How is the Road?

Washington-Idaho-Montana

The heavy rains during the past week have made all eastern highways practically impassable. Many tourists are returning here for more settled weather conditions before starting eastward.

The route to Wallace, Idaho, is also considered closed, and no one but venturesome motorists will attempt this route as it is a climb over new construction work which materially interferes with travel. The recent rains also have mucked the roads throughout the distance.

Spokane-Portland highways are considered very good with but one bad spot recorded between Lewiston, Idaho and Dayton, Wash. The Central ferry is running and the route from Walla Walla to that point is considered good.

The Snoqualmie pass route to Seattle is still closed. Considerable snow is reported through the pass, and it will be at least 30 days before any direct route through the pass will be assured.

Southeastern Washington

With but two routes out of Walla Walla impassable and this because of construction work which is now under way the roads in Southeastern Washington are in better condition than they ever have been at this time of the year according to reports received by the Tri-State Automobile headquarters in Walla Walla. The construction work on the Lyons ferry and the Central ferry routes is still holding up auto traffic to Spokane via these roads. The high dry winds of this week have cleared up the routes to the extent that the roads to Spokane via Lewiston and Pasco respectively are considerably better as is the road to Yakima and to Pendleton.

Snow in the Blue mountains has made the Dayton-Godman Springs road slushy and muddy while routes from Walla Walla to the mountains are not so good after the climb in the foothills starts.

Southern Oregon

Schell & Calvert, contractors of the Josephine county to Gold Hill section of the Pacific highway are erecting a paving plant at Foothills creek. Over a distance of 12 miles much of the grading has been completed and about five miles of rock laid on which the hot stuff will be started in May. The new bridge at Rock Point, which was completed a few

weeks past, is now supplied with substantial approaches and can be used if travel cars to risk the newly graded highway down the north side of the river instead of going by way of the town of Rogue River. This stretch, including the north side of the river from the new bridge to Gold Hill, will be paved this season. With the exception of the overhead crossing at Tolo, where the approaches have been completed, and where the forms are being constructed for the pouring of a solid overhead crossing over the S. F. tracks, the paving is now complete from Ashland and Gold Hill, a distance of 24 miles. The completion of the Schell & Calvert section of the highway this summer will make the longest strip of completed pavement on the Pacific highway in Oregon.

Lane County

Although there has been 2.58 inches of rain in Lane county since the first of the month, roads are in as fine a condition as ever, and that means the best ever known for this time of year. The state highway force is doing some final work on the grade between Eugene and Junction City, but this does not interfere with travel, as the work is just in spots. During this week a road

GASOLINE EXPORTS DECREASE IN 1919


Mineral Oil Exports Also Slump, but Lubricating Oil Figures Show Marked Increase.

Mineral oil exports in 1919 show a small decline from the preceding year's figures, amounting to 2,492,754,397 gallons, against 2,714,619,746 gallons, a drop of 221,865,349 gallons. The decrease is accounted for by a falling off of about 50 per cent in fuel and gas oil exports

	1919	1918	Decrease
Fuel and gas oil	249,274,683	206,929,020	142,645,663
Kerosene	84,848,405	1,200,750,319	415,901,914
Lubricating oil	976,503,345	491,109,815	485,393,530
Gasoline	277,591,158	257,317,289	20,273,869
All other (naphtha, etc.)	112,348,798	207,401,691	95,052,893
Residuum	32,899,709	244,474	32,755,235
Total	2,492,754,397	2,714,619,746	221,865,349

1919 Increase. The value of oil exports in 1919 was \$343,776,385 compared with \$344,265,300 in 1918, a decline of only \$489,115, or not much over 1 per cent. The following table shows the value of crude and refined oil exports:

	1919	1918	Increase
Crude oil	\$ 14,825,202	\$ 12,084,200	\$ 2,741,002
Fuel and gas oil	36,818,877	66,015,713	29,196,836
Kerosene	114,706,775	59,334,414	55,372,361
Lubricating oil	89,491,380	75,803,024	13,688,356
Gasoline	61,757,065	83,232,374	21,475,309
All other (naphtha, etc.)	30,291,072	54,308,166	24,017,094
Residuum	1,834,296	14,208	1,819,988
Total	\$343,776,385	\$344,265,300	\$ 489,115



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