

### AUTO LICENSE FEES SPENT ON ROADS

96 PERCENT OF TOTAL NOW APPLIED TO HIGHWAYS.

(Chronicle's Washington Bureau.) WASHINGTON, April 9.—Of the \$102,034,106.26 collected in the 48 states and District of Columbia last year for automobile, motorcycle and registered chauffeurs' licenses, 96 percent, or \$97,997,160.60 was applied to road maintenance or construction. In 1906, just 14 years ago, practically none of the automobile revenue was applied to road construction or maintenance. There has been a tremendous change in the last 14 years.

In 1906 the total registration of cars was 48,000, the total gross revenue of \$193,000, or just about what Arizona paid in 1920. Last year 9,211, 295 motor cars, including commercial vehicles, were registered. In addition to this number there were 249, 145 motorcycles.

The amount received from registration revenue last year was equal to approximately 25 percent of the total rural road and bridge expenditures for the calendar year of 1919. In 1906 the gross income from registration was only equal to three-tenths of 1 percent for expenditures on account of total rural road and bridge construction.

The most significant feature of the report, which has been compiled by the bureau of public roads of the United States department of agriculture, is that only 4 percent of the entire amount collected was applied to the administration expenses and purchase of metal number plates. All of the rest of the amount, almost \$100,000,000, went for road work and of this sum 79 percent, or \$77,531,582.57, was expended under the control or supervision of the several state highway departments.

For a number of years the general tendency toward devoting an ever-increasing portion of the motor vehicle revenues to road work under the control and direct supervision of the state highway department has been very noticeable. Prior to 1921 only a very small portion of the motor vehicle registration was devoted to this purpose.

In 1920, 76 percent of the revenue, or \$77,531,582.57, was applied to road work under the direct supervision of the state highway departments, and in addition \$20,465,578.04 was applied to road work by counties or other local supervision, but with little or no direct supervision from the state highway departments.

In most states the motor vehicle revenues are devoted to maintenance and repair of the state roads or other improved highways. These states seemed to have solved fairly well the difficult problem of securing funds for the maintenance of the more important roads under the ever-increasing traffic requirements. As both the traffic and the revenue increase with the number of cars, there apparently exists a possibility of so adjusting the registration rates as to keep pace with the ever growing maintenance changes.

A number of states having in general but a small mileage of improved roads have recently adopted the plan of capitalizing the motor vehicle revenues and devoting these funds to road construction. The states doing this are Illinois, Maine, Minnesota, Missouri, Nevada, Utah and Wyoming. In them bonds have been voted or issued for road construction, and the principal, in some instances also the interest is to be paid entirely from the motor vehicle revenue.

At the beginning of 1921 there were still seven states in which motor trucks were registered at the same rate as passenger cars, but in recent years there has been a very decided tendency in most states to increase the fees required for motor trucks over and above those required for passenger cars. This increase is usually based on the weight of the truck and its carrying capacity, its horse power or a combination of these factors.

The most general practice seems to be toward definitely limiting the maximum total road weight of the vehicle and basing the registration fee on the capacity of the truck.

Some few states have adopted a scale of fees which in the actual practice serves to make the operating of very heavy trucks impracticable.

In Colorado, New Mexico and Oregon, in addition to the registration fees, a state tax on gasoline or other products used for the propulsion of motor vehicles is also levied. In some states motor cars are taxed as

personal property in addition to the required registration fees. In Alabama, Delaware, Idaho, Iowa, Michigan, New Hampshire, New York, North Dakota, Oklahoma, Oregon, South Carolina, Pennsylvania, Tennessee and Vermont the registration fees are in lieu of all personal property.

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**VIOLENCE FLARES**

(Continued From Page 1.)

some impulsive, fiery youngster, not caring for communism, but rising against the capitalist system and stirring up the others by oratory until they also become impulsive.

"The miners hate capital now as never before. They distrust the government, believing it is incapable of being impartial. They are determined that if they fight at all they will fight hard.

"There may be some head breaking, but it won't be the result of planned, deliberate bolshevism, only the blind, impulsive fight for life."

By Ed L. Keen

(United Press Staff Correspondent) LONDON, April 9.—With Great Britain tottering on the verge of the greatest industrial strike in history, the government continued its efforts today to avert the plunge into the abyss.

Premier Lloyd George received a special deputation of the "triple alliance" in secret conference. The meeting adjourned shortly before noon and, while the labor leaders refused to discuss what had occurred, all delegates bore a serious mien and indicated that no progress had been made toward halting the general strike of railway and transport workers, called for midnight Tuesday in support of the miners' strike.

Immediately after the conference with the labor representatives, Lloyd George called into consultation the Marquis of Londonderry, vice-president of the air council, and Sir H. M. Trenchard, air marshal. The country's air forces were included in the military mobilization order and are expected to be utilized for communication with remote districts and transportation of food.

Refusal of the railway and transport workers of Liverpool and other centers to accept the general strike decision was pointed to in official quarters as indicating the correctness of the government's statement that not more than 50 percent of the men will respond to the strike order.

Meantime, there has been a big response to the king's call for volunteers for a defense force. Drill halls were presenting scenes similar to those in August, 1914, at the outbreak of the world war.

Destruction of mines, through cessation of pumping continued to grow. Most of the mines in the Rhondda valley were said to have been irretrievably flooded. All pumping had ceased in the Cardiff district.

Glasgow already was experiencing a coal famine. It was estimated that fully 500,000 persons were out of work in Scotland and that this number would increase to 2,000,000 if the general strike went through.

What was regarded as a very significant incident was the fact that King George and Queen Mary today moved from Windsor Castle to Buckingham palace in London.

The fact that the "triple alliance" leaders consented to meet the premier after yesterday's general strike decision—which would call out nearly four million workers, including the miners now on strike—was accepted as a good omen in official circles. The meeting was ostensibly for the purpose of formally conveying the strike decision to the government but there was a feeling that it also represented a disposition on the part of the laborites to negotiate if they saw their way clear to do so.

LONDON, April 9.—A special session of the British cabinet was called for this afternoon, following the failure of a conference between Lloyd George and labor leaders to reach an agreement for averting the general strike called for Tuesday.

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### TOMORROW AT THE CHURCHES

**CHRISTIAN SCIENCE SOCIETY**—Seventh and Case streets. Services 11 a. m. Sunday and 8 p. m. Wednesday. Reading room maintained by the society in room 507 First National bank building is open to the public daily, except Sunday, from 8 a. m. to 6 p. m.

**ST. PETER'S CHURCH**—Third and Lincoln streets. Morning services, 8 and 10:30. Evening services, 7:30. Altar society first Sunday of month. Social circle, first Thursday of month. Young Peoples' club second and third Mondays. Knights of Columbus, first and third Mondays. Rev. P. J. O'Rourke, pastor.

**ST. PAUL'S EPISCOPAL CHURCH**—Holy Communion, 8 a. m., church school, 9:45 a. m., morning prayer, 11:00 a. m. Evening service, open forum and choir practice on Fridays at 7:30 p. m. Rev. G. G. Holsholt, rector.

**CHRISTIAN CHURCH**—Bible school, 10:00 a. m., morning service, 11:00 a. m., theme, "My Yoke is Easy." Evening service, 7:30 p. m. Theme, "Jonah and His Submarine." Christian Endeavor, 6:30 p. m. Prayer meeting, Thursday evening, 7:30. Rev. Carl C. Walker, pastor.

**CALVARY BAPTIST CHURCH**—Union and Seventh. Bible school, worship and preaching at the regular church hours. In the evening Rev. John L. Bogue will speak on "Evidences, external and internal that the Bible is of supernatural authorship." Rev. John L. Bogue, pastor.

**CONGREGATIONAL CHURCH**—Morning service at 11 o'clock. Subject, "Through the Shadows Into the Light." Evening service at 7:30. Pleasant Sunday evening service. A program in motion picture, "Paul Revere's Ride," and "Labrador and Newfoundland." Bible school at 10 a. m., Christian Endeavor at 6:30 p. m. Rev. E. Gouge, pastor.

**THE SALVATION ARMY**—Meetings, Tuesday, Thursday and Saturday at 8 p. m. Holiness meeting, Sunday, 11 a. m. Sunday school, Sun-

day, 2:30 p. m. Young People Legion, Sunday, 6:15 p. m. Salvation meeting, Sunday, 8 p. m. Captain C. Nielsen, Lieutenant M. Langdon, officers in charge.

**ENGLISH LUTHERAN**—Union street at Seventh. Sunday school, 10 a. m. Morning worship with sermon by the pastor, 11 o'clock. Prelude, (Lowe); offertory, (Bennett); anthem, "I Will Lift Up Mine Eyes," (Petrie), Girls' Choir; postlude, (Saunders). Luther League, 6:30 p. m. Vespers, 7:30 p. m. Rev. W. I. Eck, pastor.

**UNITED BRETHREN CHURCH**—Elm and G streets. Sunday school, 10 a. m. Morning service, 11 a. m. Subject, "The True Christian." Junior Christian Endeavor, 3 p. m. Christian Endeavor, 6:30 p. m. Evening worship, 7:30 p. m. Subject, "The Great Change." Ladies' Aid monthly social, Wednesday, 2:30 p. m. at church. Dr. F. R. Brazeau gives address. Prayer meeting Thursday, 7:30 p. m. Rev. G. K. Hartman, pastor.

**FIRST METHODIST EPISCOPAL CHURCH**—Fifth and Washington. Sunday school, 10 a. m. Morning service, 11 a. m. The Rev. R. E. Gornall of Portland will preach. Epworth League, 6:30 p. m. Evening service, 7:30, in charge of the high school Y. W. C. A. "In Sunrise Land," a motion picture will be shown in connection with the evening service. Special musical numbers; Anthem, "God's Boundless Love," (Wilson). Offertory solo, "Prayer Perfect." Miss Edith Bugger. The Girls' Quintette will sing three numbers in the evening. Rev. W. H. H. Forsyth, pastor.

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by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure catarhal deafness, and that is by a constitutional remedy. Catarrhal Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result. Unless the inflammation can be reduced and this tube restored to its normal condition, hearing will be destroyed forever. Many cases of deafness are caused by catarrh, which is an inflamed condition of the mucous surfaces. Hall's Catarrh Medicine acts thru the blood on the mucous surfaces of the system. We will give One Hundred Dollars for any case of Catarrhal Deafness that cannot be cured by Hall's Catarrh Medicine. Circulars free. All Druggists. W. J. CHENEY & CO., Toledo, O.

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### CHRISTIAN CHURCH

Bible School, 10 o'clock.  
Morning Service, 11 o'clock.

THEME:

"My Yoke is Easy"

C. E. 6:30. Norman Rossell, Pres.  
I. C. E. 6:30. Lois Griffin, Supt.  
Evening Service, 7:30.

"Jonah and His Submarine"  
Duet—Mr. and Mrs. Walker.

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