No Tax on Property-Motor Traffic the same period last year; and as Pays It All, can readily be seen that no direct whatever—that is, if no new cars at property tax whatsoever will be nec- all should be sold during the 10

building and maintenance. Estimates Are Conservative,

iod embraced by the ensuing three or months of this year the registrations are 17,000 more than they were for

plan is to continue building the state 100,000 for 1920. Therefore, the highways as we are now doing, by estimate of 105,000 motor vehicles requiring the motor vehicles to pay for 1920 contained in the table is the bills. Besides paying interest very conservative. It is far more and principal of the entire debt that likely to be over than under 110,000, can be created under the amend- but the committee feels that it is ment, there will be from year to year better to understate than to overesa large cash surplus to apply on road timate the income. The estimated Ever since auto registrations were placed on an extremely conservative commenced in 1911, the number of basis, and will in all probability be autos in Oregon has increased 33 per much greater than these figures

State	ment of E	stimated Incom	e to State H	ighway Fund	Compared With	Interest and	1
200		Principal Re	quirements to	Carry \$40,000,	000 Bonds.	-	٧
1	Total and a	***		m	Teterest and	Surplus	
	Estimated	Committee of the state of the s	Gasoline	Total amount	Interest and	remaining	\$
	number	Heense fees	tax	estimated	principal re-	after payment	
	of	net income	net income	income	guirements for \$40,000,000	of interest	3
	motor	to state	to state	to state	bonds	and principal	
Year	vehicles	highway fund	highway fund	highway fund	\$ 494,850.00	\$1,605,150.00	1
1920	105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	1.043,250.00	1,456,750.00	2
1921	125,000	1,875,000.00	625,000.00	2,500,000.00	1,393,250.00	1,466,750.00	,
1922	143,000	2.145,000.00	715,000.00	2,860,000.00	1,679,750,00	1,480,250.00	
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	2,007,340,00	1,393,000.00	i
	170,000	2,550,000.00	850,000.00	3,400,000.00	2,677,617.50	922,582.50	1
1925	180,000	2,700,000.00	900,000.00		2,957,367.50	742,632.50	1
1927	185,000	2,775,000.00	925,000.00	3,700,000.00	3,149,180.00	651,000,00	
1928	190,000	2,850,000.00	950,000.00	3,900,000.00		570,257.50	
1929	195,000	2,925,000.00	975,000.00	4,000,000,00	3,429,055.00	570,945,00	ı
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,396,842.50	603,157.50	ľ
1931		3,000,000.00	1,000,000,00	4,000,000.00		691,607.50	١.
1932		3,000,000.00	1,000,000,00	4,000,000,00		780,057,50	ľ
1933		3,000,000.00	1,000,000,00	4,000,000,00		868,508,50	1
1934		3,000,000.00	1,000,000.00	4.000,000.00		956,958.50	1
1935		3,000,000.00	1,000,000.00	4,000,000.00		1,045,407.50	Г
1936		3,000,000.00	1.000,000,00	4,000,000.00		1,133,858,50	1
1937		8,000,000.00	1,000,000,00	4,000,000.00		1,222,308.50	ľ
	200,000	0,000,000,00	2,000,000.00	4,000,000.00			ы

1,000,000.00 1,000,000.00 1,000,000.00 1,000,000.00 1,000,000.00 1,000,000.00 1,000,000.00 1,000,000.00

4,000,000.00

4,000,000.00 4,000,000.00 4,000,000.00 4,000,000.00

Explanation of Table.

8,000,000.00

Column 3 represents the net in- adopt the amendment now submitted apportions one-fourth of the vehicle them up for all time. come to the state highway fund from to the people does not mean in itself motor vehicle license fees (Chapter a new bond issue except for the \$10.-399, Laws 1919). The 1920 regis- 000,000 issue (Chapter 43, Laws of tration figures to date obtained from 1920), recently authorized by the the secretary of state's office indi-special session of the legislature, cate an average license fee of \$20 which is urgently needed in order to per vehicle. The law provides that keep the road program under way.

25 per cent be returned to the coun- and to enable the state to match both ty from which the vehicle is regis- the federal aid funds now available tered, therefore the net income per and funds which may be authorized vehicle to the state highway fund is by pending congressional legislation. approximately \$15 per car, which is the figures used in computing column 3. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle tion between means of communicalicenses, chauffeurs' badges, trans- tion and transportation on one hand

Column 4 represents the income on the other, that little need now oline tax (Chapter 159.

each year to pay off the interest and tor vehicle. The extent to which principal at maturity of state high- this implement of progress is now way bonds up to an estimated mate amount which could be issued is enormous and steadily increasing. with a 4 per cent limit on the pres- By its means the products of the ent assessed valuation of the state). farm goes to the factory worker and These figures are based on these the product of the factory to the premises: That the balance of the farm. The development of auto 16.000,000 bonds (Chapter 423, Laws truck service is as important to the 1917), the state co-operative bonds Oregon of today as railroad develop-\$1,800.000 (Bean-Barrett, Chapter ment was to a former generation. 175, Laws 1917), and the \$10.000. This cannot take place without good 900 bonds (Chapter 173, Laws 1919) roads, and roads cannot be built City. now unsold will be sold during the without money. year 1920. Also that further bonds will be sold as follows: 1920, \$5,-000,000; 1921, \$5,000.000; 1922. ance in Oregon has worked well at lem. No. 1924. home and has attracted favorable at-\$2,200,000; a total of \$40,000,000.

All of the bonds thus far authorized are serial bonds and, except the the proposed constitutional amend-Bean-Barratt issue, mature one ment is necessary in order that this twentieth each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The \$6.000,000 and the Bean-Barrett issues draw 4 per cent interest. All other issues 41/2 per

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

The 14 mill tax (Chapter 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 struc-Enables State to Match Federal Aid.

T. W. Hill, rodman, Ashland.

Ashland.

Prineville.

neer, Hugo.

Oregon iCty.

ville.

L. E. King, paving inspector, Ash-

James Spencer, Instrumentman, City.

PERSONNEL OF THE OREGON STATE

Estimates the Con (Continued from bage 1)

C. W. Woodruff, locating engineer, slon engineer, Lakeview.

Walter Barney, chainman, Prine- Klamath Falls,

H. B. Brown, transitman, Prine- The Dalles.

A. R. Schriver, draftsman, Prine- The Dalles.

Lloyd B. Hainline, rodman, Prine- Salem.

Chas. H. Willison, resident engi-

William Sears, chamman, Hugo.

Roland Smith, chainman, Hugo.

they exceeded 83,000 in 1919, even From the accompanying table it without any proportional increase essary to meet any part of the in- months' period between March 1 and debtedness proposed to be incurred the end of the year-the number of

by authority of this amendment. The registrations would be more than increase of motor vehicles and income from year to year has also been

2,600,792.50 2,413,342.50

2,218,442,50

2,068,492.50 1,845,952.50

,161,475.00

793,275,00

513,012.50

It should be borne in mind that to

Highways and Progress.

platform and in type as to the rela-

The present method of financing

tention abroad. It will bear reason-

able expansion, but the adoption of

State senator, 5th district.

State senator, 1st district,

Representative 15th, district.

Representative, 28th district.

G. Dwiggins, rodman, Oregon City

Earl Withycombe, assistant divi-

E. B. Bishop, division engineer

L. P. Campbell, resident engineer,

comprising Gilliam, Sher-

man and Wheeler counties.

comprising Washington

comprising Douglas county.

may be brought about.

W. H. GORE.

L. M. GRAHAM,

county.

HIGHWAY DEPARTMENT IS ABOUT 500

Willows.

JAS. S. STEWART.

LOUIS LACHMUND,

Jackson counties.

be added to a "twice-told tale."

1,399,207.50 1,587,657.50

1,672,107.50 1,781,557.50

get into this field she got in rightjust now beginning to get into her very much larger. permanent strides with a full head of steam and all flags flying.

Steady Strides in Paved Road Work

Withycombe signed the bill estab- For Forest Roads. . . . 1.235,651.00 lishing the state highway commis-S. Benson, Portland, chairman; R. A. Booth of Eugene, and E. E. Kld- the act of July 11, 1916, provides

and assistant engineer. The \$6.000,000 bonding act of federal government for co-operative 1917 started the ball to rolling in work in the state.

ing act, enabling the state of Oregon commission in 1919: 375.8 miles of to match fifty-fifty, any money of- paving; 302.3 miles of macadam fered by the government.

tax, the money from which is used county.

mostly for field work and preliminsee from a reading of these pages, is tracts let that day.

the vehicle and gasoline tax. The above, with interest money ever, will be commenced till after the state outside of Multnomah counfrom bank deposits, and various in- May 21, when the people will approve ty. Polk county's quota is \$2300.

1,931,507,50 1,931,507,50 2,154,047,50 2,838,525,00 3,206,725,00 3,486,988,50 5,756,000,00 5,756,000,00 1,931,507,50 1, There is a 1 mill direct tax also but this all goes to the various coun- forward steadily-until all the main

Oregon was late in getting into the tax money to the countles; according game of providing her people with to the vehicle taxes coming from the paved highways; but when she did different counties.

The State Highway Department Is the Greatest and Most

Important Branch of the Commonwealth Government-

Oregon, Late in Commencing, Is Going Forward With

Then there is the government and she got in to stay; and she is funds. They are large, and may be

The federal government funds now apportioned for co-operative work in It was only three years ago, Feb- the state of Oregon are: ruary 19, 1917, that Governor For Post Roads \$4,362,178.27

Total \$5,567.829.27 In addition to the above amounts, dle of Island City, are the present \$127,794.00 for co-operation on formembers of the Oregon State High- est roads for the five years from July 1, 1921, to June 30, 1926, the Herbert Nunn is state highway en- total for the five years being \$638. gineer. Roy A. Klein is secretary 970. This makes a grand total of \$6,206,799.27 now provided by the

The following work was placed un-Then came the Bean-Barrett bond- der contract by the state highway 682.9 miles of grading. Total cost Next came the \$10,000,000 bond- of the above work, \$18,315,887.19. ing act of the legislature of 1919. Of the paving, 28.02 miles is to be There is a quarter mill direct state in Marion county, and 31.02 in Polk

New contracts are being constantly let. On Tuesday of this week nearly The big thing as the reader may a million dollars was involved in con-

No great new undertakings, howcidentals, make up all the state an etxension of the bonding system. The quotas of all counties have been funds at the command of the state as set forth in another article on these pages.

That will mark the consummation for market roads in the counties; of the great program, which will go general of the campaign. ties. The state commission merely roads and all the market roads of handles it and apportions it to the Oregon are paved; and then the pres- get made by the convention to incounties. The state commission also ent system will provide for keeping

ation at capacity for the next 20

in the "Y" dining room last night,

The affair marked the end of the

Coach Mathews of Willamette uni-

game in two ways-one in a hap-

hazard fashion and the other by

ning to play games of sport have no

rules, and as a result the games usu-

ally end in altercation." he said.

the game are decided on and when

one or the other of the players dis-

regards the rules, he is termed a

ball the rules must be strictly obey-

ed to make a commendable player.'

"In playing the game of basket-

Coach Schott of the Salem high

"The true character of the player

school spoke on the spirit shown in

is in evidence when he is engaged in

a fast game of basketball," he said.

The loser in any contest should

train himself to take defeat with a

smile. Blame only yourself for the lost victory, the most unlikable task

in the athletic field is that of offici-

the blame on the umpire or referee

when a good, hard contest is lost.

poor sport."

"Little fellows, when just begin-

THE OREGON GRAVEL COMPANY **INCREASING ITS CAPACITY**

It Will Soon Be in Position to Supply 4000 Cubic Yards Daily of Gravel-Where Marion County Gets Much of Its Road Material

So much has been said from the A Salem business enterprise which its supplies from McClain Island, is deserving of special mention in which is adjacent to their plant and and social development and somfort connection with road building is the which was recently purchased by the Oregon Gravel company, which was company. The ownership of this is-Laws 1919), to the state highway man or woman who does not value organized in January, 1919, and is land puts the Oregon Gravel comfund. Figures obtained from the good roads must live a hermit's life doing a very large business in the pany in a very enviable position, as secretary of state's office indicate the in the hills. or in a 10-story apart- supplying of sand, gravel, crushed they do not have to pay the 10c a average tax per vehicle in 1919 was ment, a stranger to his fellow men, rock, screenings and lime for this yard royalty which is exacted by the approximately \$5, and this figure to the great realm of the out-of- community. A very large part of the state of Oregon from the gravel comhas been used in computing column doors, and to those material inter- output of this plant is taken by the panies for each yard of gravel taken ests of humanity which are so vastly county for its road building program. from the bed of the Willamette river. Column 5 is the total amount of promoted by and vitally dependent However, private institutions also In addition to being centrally locatthe state's net income from motor upon highways for interchange of draw upon this company for their re-led, the Oregon Gravel company is vehicle license fees and the gasoline ideas and commodities. The great quirements in sand, gravel, etc. The reached by side tracks from the Oretax based on the estimated number modern movement for better roads plant is located at 1405 Front street, gon Electric railroad and the county of vehicles as shown in column 2. has, of course, received its great im- and at its inception had a capacity paving plant is also located on their Column 6 is the amount required petus from the perfection of the mo- of 2,000 cubic yards a day. The property. Although the company plant has been operated at capacity caters principally to supplying the ever since starting operations and county's needs, it accepts private orbeing used for the transportation of large improvements are now being ders which are delivered either by amount of \$40,000,000 (the approxi- freight, to say nothing of passengers, made which will increase its capacity auto truck or wagon as preferred. to 4000 yards daily. Mr. B. C. Miles, McClain Island, which is owned by manager of the institution, is very the company, shows enough gravel in optimistic as to the future outlook sight to continue this plant in operfor his company. The plant draws practically all of years.

Mervyn Stevenson, inspector, Sa-| basketball league of the Y. M. C. A. Albert Skelton, inspector, Oregon

Burt Wilkes, inspector, Leona. Harold J. Larson, computer, Sa-

highway construction and mainten- lem. Marvell W. Allen, computer, Sa-

> N. H. Williams, instrumentman, of this year to a successful finish. Henry H. Morse, assistant engi-

neer, Portland. J. G. O'Mara, draftsman, Portland. C. E. Andrew, draftsman, Portland W. M. Luce, draftsman, Portland. the rules. E. L. Alspaugh, resident engineer. Quinook.

H. Bevans, resident engineer, Eu-W. T. Coates, resident engineer, "When they grow older, rules of comprising Marion county. Tillamook. H. B. Glaisyer, resident engineer,

Heppneer. Representative 9th district. A. H. Knight, resident engineer, comprising Douglas and Canby.

Don C. Marriott, resident engineer, Elgin. Stuart McKissick, resident engineer, Klamath Falis. A. J. Olsen, resident engineer,

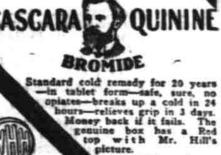
Wauna. J. H. Scott, resident engineer, Hood River. W. K. Wright, resident engineer, Sweet Home. J. L. Shaska, resident engineer,

Commercial League Players

ating. It is a very good example of Are Banqueted at Y. M. C. A. poor sportsmanship to try to shift

A dinner was served by the mem-

bers and guests of the Commercial A, Fryrear, chainman, Oregon City C. G. Norris, draftsman, Oregon COLDS breed and Spread INFLUENZA KILL THE COLD AT H. F. Miller, resident engineer. ONCE WITH HILL'S



Turner Freshmen Hosts to High School Classes TURNER, Or., March 23 .- The

freshmen of Turner high school were hosts to the high school students and a number of other young people Friday night at the school Justus Robertson is home from

Oregon Agricultural college during spring vacation. Nat Hyatt who is in the Deaconess hospital at Salem will soon be able to come home.

Mrs. Esther Neal spent Saturday and Sunday with her daughter. Mrs. Parrish in Jeferson. Mrs. Daisy Wilson and children risited Mrs. A. M. Busby a few days last week.

QUICK RELIEF FROM

Get Dr. Edwards' Olive Tablets

That is the joyful cry of thousands since Dr. Edwards produced Olive Tablets, the substitute for calomel.

Dr. Edwards, a practicing physician for 17 years and calomel's old-time enemy, discovered the formula for Olive Tablets while treating patients for chronic constipation and torpid livera. Dr. Edwards' Olive Tablets do not

containscalomel, but a healing, soothing vegetable laxative. No griping is the "keynote" of these little sugar-coated, olive-colored tab-

lets. They cause the bowels and liver to act normally. They never force them to unnatural action. If you have a "dark brown mouth"-

bad breath—a dull, tired feeling—sick headache-torpid liver-constipation, you'll find quick, sure and pleasant results from one or two of Dr. Edwards' Olive Tablets at bedtime.

 Thousands take them every night just to keep right. Try them, 10c and 25c.

MARION'S QUOTA IS MADE KNOWN

County Is Expected to Raise be her share of the \$13,240 for Salvationists' Home Service

Marion county's quota in the Salvation army home service financial program is \$13,240. the largest in Marion county, and in all other Ore- and patrolmen in the several dis announced by the state advisory board after a conference with Pohn L. Etheridge of Portland, director

The quotas are revised on the basis of the increase in the Oregon budclude the purchase of the property to be made into a Salvation Army Industrial and Agricultural school for boys. The first budget of \$244,-000 which contemplated the extension of the Salvation army home service program to the remote disricts of the state was declared insufficient to handle the big program outlined by the state board after a study of the county board confiden-

ial reports.	
The quotas by counties foll	ow:
Baker	5,680
Benton	3,390
Clackamas	7.810
Clatsop	8,989
Columbia	3,180
rook	1.420
Coos	5.680
Curry	6.80
Deschutes	2,250
Douglas	5,970
Gilliam	1,889
Grant	2,030
Harney	1,500 (
Hood River	2,540
Jackson	6.274
Jefferson	870
Josephine	2,250
Klamath	3,390
Lake	2.250
Lane	7.810
Lincoln	1.060
Linn	6.640
Malheur	2,670
Marion	13,240
Morrow	2.470
Multnomah	
Polk	2,300
Sherman	
Tillamook	2,180
Umatilla	8,210
Union	
Wallowa	2,810
Wasco	5.480
Washington	5,489
Wheeler	840
Yamhill	6,210

ried the Commercial league series SHEKS WILL CAVORT HERE Mathews' talk deal with various forms of athletics, but mainly basketball. He spoke of playing the

Social Degrees of A. O. U. W. to be Conferred Saturday Night

Some years ago the Ancient Order of United Workmen was among the leading fraternal insurance organization of the country and was very strong in Salem, where a great many

MARION COUNTY ALSO HAS HER OWN REPAIR SHOPS

There Are Four Buildings Now, Occupying About 6000 Feet of Floor Space, and This Department Is Bound to Grow With the Years of the Future

Marion county has a mechanical will be all the roads; for paved rook and storage department for her road, will finally be all the roads. machinery and appliances. There are In the meantime, Marion now four buildings, occupying about has provided herself by vote of her 6000 feet of floor space, located on county property at the east end of ing of the first 100 miles of pared Center street, near the state asylum roads, and 50 miles of manufactured

There is a good ascembling shop. blacksmith shop, a lathe shop, and thorized bond money was used, then welding outfit.

men employed in the county shops, year, 26-odd miles more will and they have a Ford roustabout car paved; making something the es for their use—the only car of this miles of paving to be done in Marie kind now owned by the county; the county this year, including that at employes have to get about in their ready under way on the own cars, for the most part.

There is no doubt that the county nechanical plant will grow-will plants, located at Salem, August have to grow, with the steady move- and Mt. Angel. ment of the paving program; the paving of the market roads of Mari-

over by the state highway department to Marion county some \$24.-000; about two-thirds of what will been purchased. be her share of the auto license

mill state tax for market roads. the state taxes and licases will build bert, F. O. Johnson and Hedda Swart and repair all the paved roads in are deputies, and there are fores gon counties; which in due course tricts.

people, with \$850,000 for the batte. market roads.

Last year, before any of this unmiles of paved roads, on this fire At the present time, there are two year program were constructed The highway.

Marion county has three parks

She has four large caterpillar true tors and with each of these he graders and scarifiers, together win A few days ago, there was turned much other road building equipment Ten new trucks, four large rel lers and several crushers have be

All of this work is, of course, us. der the direction of the county court Later will come from the same County Judge Bushey is hims source Marion county's share of the serveyor and has had a great deal of

experience in road work As stated elsewhere, the time will W. J. Culver is the very off ome when the money derived from county roadmaster, and L. S. Law

organizations of the country. The grand lodge of Oregon has a meeting Saturday night to C. Herrin of Portland, who is men- big social time. tioned as a possible member of the Frank G. Deckebach Jr. is that legislature this year, and he has man of the committee having charge aroused enthusiastic interest by the of the preparations, which is a introduction of a new degree in the nal of success. order, similar to the "playgrounds"

homes when visited by death were team for the initiation of case comforted by its prompt financial dates in the minor degrees.

contribution. In the readjustment On next Saturday evening Me of rates, to which all such orders Herrin and his degree team of Shich were forced to come, the A. O. U. are coming to Salem to confer the W. lost a large number of members minor degrees on a number of see and for a long time its activities members and the local brothers are have been dormant, but under a all on their tip-toes in antimodern system and energetic lead- of the event. The past win ership the order in Oregon and in membership of dormant lodge at Salem has taken on new life dur- Dallas, Gervais and Woodburn w ing the past few months and is re- consolidated with Protection b suming its place among the live of this city, and it is expected that they will be all here for the apvery able organizer at its head, D. the new work, and there will be a

of other big orders, which is said If you want to buy or sell a week to be a hummer. It is known as car, try a classified ad in The St "The Shieks," and has a degree man

Don't ask for Crackers-say SNOW FLAKES

SOME MORE P. C. B. PRODUCTS knimate weibach vanilla Wafere

A Teasing Dash of Salt

a crispy just-out-of-the-oven daintiness-the most delicious soup is enhanced when Snow Flakes are

PACIFIC COAST BISCUIT CO.

These Are Clear-Away Days

Proving the value of the Great Savings we are giving throughout the entire store. Continuing until Saturday night

5 CANS TALL SALMON

Pure Lard BRING YOUR PAILS 25c

Ladies' Fancy Hose RECEIVED

100, SPECIAL......23c

THURSDAY BASEMENT SNAPS

DISH PANS, HEAVY GRANITE NOTIONS ONE HALF PRICE SELECTO COFFEE VALUE 52c POUND..... WALNUTS MEN'S HATS REGULAR \$5.00, FOR............

Peoples Cash Store

186-194

The Dalles. F. T. Young, resident engineer. Wm. D. Hoffman, superintendent Oregon City.
W. C. Cowgill, instrumentman, of construction, Amity. A. A. Clauson, inspector, New-

Christ Fauerso, resident engineer, Stewart Mitchell, resident engi-Maurice Webb, rodman, Prineville, neer, Oregon City. L .H. Allen, resident engineer, J. C. Kinersley, resident engineer,