

OREGON'S SYSTEM IS THE BEST AND IT WILL ENDURE FOR ALL TIME, TOO

lod embraced by the ensuing three or four years.

No Tax on Property—Motor Traffic Pays It All.

From the accompanying table it can readily be seen that no direct property tax whatsoever will be necessary to meet any part of the indebtedness proposed to be incurred by authority of this amendment.

Estimate Ar. Conservative.

Ever since auto registrations were commenced in 1911, the number of autos in Oregon has increased 33 per cent per year.

months of this year the registrations are 17,000 more than they were for the same period last year; and as they exceeded 83,000 in 1919, even without any proportional increase whatever—that is, if no new cars at all should be sold during the 19 months' period between March 1 and the end of the year—the number of registrations would be more than 100,000 for 1920.

Statement of Estimated Income to State Highway Fund Compared With Interest and Principal Requirements to Carry \$40,000,000 Bonds.

Table with 7 columns: 1. Year, 2. Motor vehicle license fee net income, 3. Gasoline tax net income, 4. Total amount estimated income, 5. Interest and principal requirements for bonds, 6. Surplus remaining after payment of interest and principal, 7. Total amount estimated income.

Explanation of Table.

Column 3 represents the net income to the state highway fund from motor vehicle license fees (Chapter 393, Laws 1919).

Column 4 represents the income from the gasoline tax (Chapter 159, Laws 1919), to the state highway fund.

Column 5 is the total amount of the state's net income from 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.

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

The 1/4 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.

Enables State to Match Federal Aid.

PERSONNEL OF THE OREGON STATE HIGHWAY DEPARTMENT IS ABOUT 500

- T. W. Hill, rodman, Ashland. L. E. King, paving inspector, Ashland. James Spencer, instrumentman, Ashland. C. W. Woodruff, locating engineer, Prineville. Walter Barney, chairman, Prineville. E. B. Brown, transitman, Prineville. Lloyd B. Hainline, rodman, Prineville. A. R. Schriver, draftsman, Prineville. Maurice Webb, rodman, Prineville. Chas. H. Wilson, resident engineer, Hugo. William Sears, chairman, Hugo. Roland Smith, chairman, Hugo. F. T. Young, resident engineer, Oregon City. W. C. Cowgill, instrumentman, Oregon City.

MILLIONS SPENT, BEING SPENT, AND MORE MILLIONS FOR ROADS

The State Highway Department is the Greatest and Most Important Branch of the Commonwealth Government—Oregon, Late in Commencing, Is Going Forward With Steady Strides in Paved Road Work

Oregon was late in getting into the game of providing her people with paved highways; but when she did get into this field she got in right—and she got in to stay; and she is just now beginning to get into her permanent strides with a full head of steam and all flags flying.

It was only three years ago, February 19, 1917, that Governor Withycombe signed the bill establishing the state highway commission.

S. Benson, Portland, chairman; R. A. Booth of Eugene, and E. E. Kiddle of Island City, are the present members of the Oregon State Highway Commission.

Herbert Nunn is state highway engineer. Roy A. Klein is secretary and assistant engineer.

The \$6,000,000 bonding act of 1917 started the ball to rolling in earnest.

Then came the Bean-Barrett bondings, enabling the state of Oregon to match fifty-fifty, any money offered by the government.

Next came the \$10,000,000 bonding act of the legislature of 1919.

There is a quarter mill direct state tax, the money from which is used mostly for field work and preliminary work.

The big thing as the reader may see from a reading of these pages, is the vehicle and gasoline tax.

The above, with interest money from bank deposits, and various incidentals, make up all the state funds at the command of the state commission and engineers.

There is a 1 mill direct tax also for market roads in the counties; but this all goes to the various counties. The state commission merely handles it and apportions it to the counties. The state commission also apportions one-fourth of the vehicle

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

A Salem business enterprise which is deserving of special mention in connection with road building is the Oregon Gravel company, which was organized in January, 1919, and is doing a very large business in the supplying of sand, gravel, crushed rock, screenings and lime for the community.

The plant draws practically all of its supplies from McClain Island, which is adjacent to their plant and which was recently purchased by the company.

McClain Island, which is owned by the company, shows enough gravel in sight to continue this plant in operation at capacity for the next 20 years.

Coach Mathews of Willamette university spoke to the players who carried the Commercial league series of this year to a successful finish.

Mathews talk deal with various forms of athletics, but mainly basketball. He spoke of playing the game in two ways—one in a haphazard fashion and the other by the rules.

"Little fellows, when just beginning to play games of sport have no rules, and as a result the games usually end in altercation," he said.

"When they grow older, rules of the game are decided on and when one or the other of the players disregards the rules, he is termed a poor sport."

"In playing the game of basketball the rules must be strictly obeyed to make a commendable player."

Coach Schott of the Salem high school spoke on the spirit shown in games.

"The true character of the player 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 officiating. It is a very good example of poor sportsmanship to try to shift the blame on the umpire or referee when a good, hard contest is lost."

Commercial League Players Are Banqueted at Y. M. C. A.

A dinner was served by the members and guests of the Commercial League at the Y. M. C. A. last night.

Turner Freshmen Hosts to High School Classes

QUICK RELIEF FROM CONSTIPATION

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 a colonel's old-time enemy, discovered the formula for Olive Tablets while treating patients for chronic constipation and torpid liver.

Dr. Edwards' Olive Tablets do not contain calomel, but a healing, soothing vegetable laxative.

No griping is the "keynote" of these little sugar-coated, olive-colored tablets. 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 \$13,240 for Salvationists' Home Service

Marion county's quota in the Salvation army home service financial program is \$13,240, the largest in the state outside of Multnomah county.

Polk county's quota is \$2300. The quotas of all counties have been announced by the state advisory board after a conference with Pohn L. Etheridge of Portland, director general of the campaign.

The quotas are revised on the basis of the increase in the Oregon budget made by the convention to include 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 districts of the state was declared insufficient to handle the big program outlined by the state board after a study of the county board confidential reports.

The quotas by counties follow:

Table with 2 columns: County Name, Quota Amount. Baker: 5,680; Benton: 3,390; Clackamas: 7,810; Clatsop: 8,950; Columbia: 3,150; Cook: 1,420; Curry: 5,680; Deschutes: 2,250; Douglas: 5,970; Gilliam: 1,880; Grant: 2,020; Harney: 1,500; Hood River: 2,540; Jackson: 6,270; Jefferson: 870; Josephine: 2,350; Klamath: 3,390; Lake: 2,250; Lane: 7,810; Lincoln: 1,050; Linn: 6,840; Malheur: 2,670; Marion: 13,240; Morrow: 2,470; Multnomah: 14,000; Polk: 2,300; Sherman: 2,350; Tillamook: 2,130; Umatilla: 8,210; Union: 4,200; Wallowa: 2,810; Wasco: 5,480; Washington: 5,450; Wheeler: 6,840; Yamhill: 6,210; Total: \$254,000.

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 and storage department for her road machinery and appliances. There are now four buildings, occupying about 6000 feet of floor space, located on county property at the east end of Center street, near the state asylum for the insane.

There is a good assembling shop, a blacksmith shop, a lathe shop, and a welding outfit.

At the present time, there are two men employed in the county shops, and they have a Ford roasting car for their use—the only car of this kind now owned by the county; the employees have to get about in their own cars, for the most part.

There is no doubt that the county mechanical plant will grow—will have to grow, with the steady movement of the paving program; the paving of the market roads of Marion county.

A few days ago, there was turned over by the state highway department to Marion county some \$26,000; about two-thirds of what will be her share of the auto license money for this year.

Later will come from the same source Marion county's share of the 1 mill state tax for market roads.

As stated elsewhere, the time will come when the money derived from the state taxes and licenses will build and repair all the paved roads in Marion county, and in all other Oregon counties; which in due course

homes when visited by death were comforted by its prompt financial contribution. In the readjustment of rates, to which all such orders were forced to come, the A. O. U. W. lost a large number of members and for a long time its activities have been dormant, but under a modern system and energetic leadership the order in Oregon and in Salem has taken on new life during the past few months and is resuming its place among the live organizations of the country.

The grand lodge of Oregon has a very able organizer at its head, D. C. Herrin of Portland, who is mentioned as a possible member of the legislature this year, and he has aroused enthusiastic interest by the introduction of a new degree in the order, similar to the "playgrounds" of other big orders, which is said to be a hummer. It is known as "The Shieks," and has a degree

If you want to buy or sell a used car, try a classified ad in The Statesman.

SHIEKS WILL CAVORT HERE

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 organizations of the country and was very strong in Salem, where a great many

Don't ask for Crackers—say SNOW FLAKES



Look for this and label on all P. C. B. Packages

SOME MORE P. C. B. PRODUCTS

A Teasing Dash of Salt

—a crispy just-out-of-the-oven distinctness—the most delicious soup is enhanced when Snow Flakes are served!

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

Table with 2 columns: Item, Price. 5 CANS TALL SALMON: \$1.00. Pure Lard: 25c. Ladies' Fancy Hose: 23c. THURSDAY BASEMENT SNAPS: DISH PANS, HEAVY GRANITE: 63c. NOTIONS: ONE-HALF PRICE. SELECTION TO COFFEE VALUE 52c POUND: 40c. 4 POUNDS WALNUTS: \$1.00. MEN'S HATS: \$2.78. REGULAR \$5.00, FOR.

Peoples Cash Store

186-194 North Commercial Street 186-194