






## OUR PEERLESS HIGHWAY PROGRAM

Oregon is exceeding all estimates and expectations ne carrying on of her highway program. The license fees nd gasoline taxes are constantion and upkeep work is being
they would be and construction
maintained at less cost than it was thought possible for effiiepey inpast years-
And this holds
Marion county, the leader ar the state as a whole and for Woad, There mat now least a readjustmentergd a little lessening of the And the first thing in this line
Aext Legislature, in making a graded license scale for the cars, commencing with say 85 per cent at the third year, and going down to say 50 per cent at the sixth or seventh year, and perhaps staying there. This would be a matter of would cause more used cars to be licensed, thus making
for part of the loss in reduced license costs for old carsAnd the grading would carry the state over the peak load in 1930, after which either more concessions might be
made, or a larger program of construction work mapped out.
The Slogan editor has said and repeated many times that Oregon has the best highway program in the world-
Shie started right and has been going right ever since, and there is every indication that she will continue to go
right in the future; sticking to the principle that the user should pay. He does pay in Oregon, in license fees and gasoline taxes. He pays as he uses. Excepting thos
or ride bicyeles or drive horses. They go free.

Oregon's paved road building system is the best in th world because it rests upon money received from license taxe upop gasoline and distillate taxes. These taxes will retire al the bonds and finally pay for all the paved highways and for nding them and keeping them in repair.
There will never be a direct tax; though the
There will never be a direct tax; though the taxing power of the state is behind the bonds issued for the greater part of
the money so far expended by the commonwealth in the conthe money so far expended
struction of the highways.

The State Highway Commission, consisting of Wm Duby, Baker City, chairman, and H: B. Van Duzer of Port
land and W. H. Malone, Corvallis, with Roy A. Klein State Highway Engineer, and a splendid corps of assistants, has been making a wonderful showing, as their predecessors did also.
In state bond and interest payments we are approaching
most important arm of the state service is carrying on-
The federal funds are being met; repairs are being kep up, and new work is being done, in places where the conven
ience of the public calls loudly for it. We have to thank the ience of the public calls loudly for it, We have to thank the
increasing number of automobiles and trucks and the growing travel for this, The money is coming in faster fo expect, when the system was adopted.
syitem, ater the peak load is pasce, under the presen system, there will be ample funds
work that ought to be undertaken.

Every one in Oregon ought to be proud of the state high way system and

Especially are the people of Marion county proud of thei paved markêt roads, tn the building of which they are ahea of all the counties of the coast, in cheapness and thoroughnes

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\begin{aligned}
& \text { of construction; and in extent of mileag } \\
& \text { fiom of one or two California counties } \\
& \text { In And in the program for the fu }
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IF. And in the program for the future Marion county
passed her peak load in 1924, in payment of serial bonds and interest on bonds. In seven more years after this the county five and a half per cent serial road bonds will have a
been paid̃. In the mean time Marion county is carrying on been paid. mileage planned for this year, and a program fo with new mileage planned for this year, and a program fo
continuous market road paving work. In the carrying ou of this program, Marion county will finally have alr of her that day is coming. This is going to be one of the influence that will make Marion county finally the richest county in th United States outside the limits of a great city: will help to

## the e the Salire world.

- Salem will always have many direct benerits from the fact that she is headquarters for state highway construction and, Marion county highway construction. The m
and shops are here, and they will always be here.

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Modern Boy Has Harder

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a lessening load in the future.


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