THE OREGON STATESMAN, SALEM, OREGON

THURSDAY MORNING, MARCH 18, 1926

## One drop of water fore not water waterfall---AND INDUSTRIES MAKES PAYROLLS One man's effort will not build a community How great this community may grow, how prosperous and complete it may become, depends upon us---our willingness and our desire to work together---**ONE** for ALL and ALL for ONE

## STATE HIGHWAY BUILDING AND UPKEEP IN OREGON HAS GROWN TO BIG THINGS five divisions, working in all an army of men, for the highways and of must be kept up the year through. Ical method of taking up first the most important highways and of giving precedence to the sections

The Collection of Auto Licenses and Gasoline Taxes to Keep the Work Going Has Become a Vast Business, That is on a Very Sound Basis, and Growing From Year to Year—Far Beyond All Original and Later Estimates

The automobile license and gas tax business of the state of Oregon, the net receipts of which go to the building and upkeep of the highways of the state, has grown to be immense-

In fact, the gross receipts for this year will likely be around \$9.500,000, or nearly twice as much as the taxes collected for general state purposes from all \$400.000 more. around \$5.000,000 a year.

In 1925 there were 199,517 for Oregon is made up of Wm. motor vehicles licensed in Oregon, Duby, Baker; H. B. Van Duzer, and 17,036 trucks, or 216,553 in all, and the gross license fees paid vallis. Roy A. Klein is state highon these last year were \$5,370,-201.78. This license fee money, after costs are deducted, goes three-fourths to the state highway fund and one-fourth to the highway work up to date, with counties in which the vehicles are owned.

The gas tax receipts for 1925 were \$3,065,151.10. This money after the collection costs are met.

So it is not a stretch of the imagination to estimate that the gas taxes for 1926 will be around \$3,500,000, and the vehicle taxes of all kinds around \$6,000,000; especially when it is known that up to March 15 for 1924 the total registered vehicles in the state their highway construction and were 145,774; for the same period upkeep program on the soundest in 1925, they were 162,492, and possible basis, may look forward for the present year, that is, up for still better things in the years to and including last Monday, to come, especially after the peak they were 177,876.

More Than Estimated Ever since Oregon had license

fees for auto vehicles and gaso- ginning of the year of \$1,452,458. roads program, the estimates have been exceeded.

The license fees up to date for this year are now running around \$400,000 more than they were for the same period of last year, from all license sources-likely quite a few thousand dollars above State Highway Department

The state highway commission Portland, and W. H. Malone, Corway engineer, with, of course, headquarters at Salem.

There is an article in this is sue giving an outline of the state mileage and costs, etc. It is well worth reading.

The peak load of bond payments, principal and interest, will following year they will be about \$40,000 less, and the year after that about \$132,000 less, shading down each year to 1950, when they will be wiped out with a payment of \$51,062.50. So the people of Oregon, having

load year of 1930.

The headquarters for these maintenance divisions are as follows: No. 1 and No. 2, Salem; No. 3, Grants Pass; No. 4, Bend; No. 5, La Grande. The repair forces gram will consist of work which is work out of those places, and are required to connect up the more directed from those headquarters.

**OREGON LEADING IN MATTER OF HIGHWAYS** med from page B)

men each to operate them.

For the repair work, there are

line taxes, to pay for her good 44. This total income was made up as follows: Balance on hand,

1917 .....\$ Bond sales and ac-Motor vehicle li-Gasoline and distillate tax ..... One quarter mill

Interest on bank balances ..... 259,524.67 Fines for traffic law violations ...

Total .....\$69,512,283.79 ures that property has paid a direct tax for the carrying on of the work of only \$1,724,032.23, or less than 2 ½ per cent of the total. While the point is not susceptible

to exact measurement, it is not to be doubted that improved highall goes to the state highway fund, be reached in 1930, when the ways have increased the property total will be \$3,343,314.70. The values by much more than the tax has amounted to.

## **Oregon** a Pioncer

It will also be seen that practically the entire revenues have been received from the motor vehicle license fees, gasoline and disand will be retired from the revenues to be received from the li-

velt coast highways in Curry coun-94,418,14 ty. Grading and surfacing had been completed from Port Orford crued interest .. 40,708,819.37 to Euchre creek and a contract

South of Gold Beach the Myers 47,974.18 Creek-Burnt Hill and Burnt Hill-Chetco river sections have been placed under contract-for grading. It is to be noted from these fig- The first section should be completed during the present year, and the other will be finished dur-

> river section involves one of the ever undertaken by this department. The work was awarded in four units, with a combined length of 23 miles, and is estimated to cost a total of \$1,000,-

000. Work in Willamette Valley While the major work done. during 1925 has been outside of the limits of the Willamette valparticular interest.

gon was one of the pioneering between Oregon City and Cane- they desire to participate in the out the required forms for rein-

new highways. They require 45 | cedure for constructing the state highway system, the state highway commission followed the log-VETERANS ADVISED between important centers of pop ulation. In such a plan of construction it necessarily follows that the later years of the pro-Kenneth Cooper, of United States Bureau, Urges Time Limit Nears important sections previously constructed, and to finish out the con-

tinuity of the particular highway SILVERTON, Or., March 17.as a whole. During the very recent years the work of the department has consisted largely of this of the talk given here recently by class of work, with the exception, Kenneth Cooper, of the United perhaps, of the major construc-States veterans' bureau, has been

tion put under way on the Roose received: World war veterans who have

not reinstated their war risk insurance or converted term policies for grading from the latter point into permanent forms of governcense fees ..... 16,683,329.92 to the Rogue river was awarded. ment insurance were warned in a This work was awarded in two statement made here by Kenneth 9,994,185.28 sections, with a combined length L. Cooper, Oregon regional manaof 11 miles, and is estimated to ger of the United States veterans' property tax ... 1,724,032.23 cost \$211,000. It is expected that bureau, that the time limit to take construction will be completed advantage of the insurance benefits offered by the government exduring the present year. pires July 2 of this year. He

> urged that every world war veteran who held government insurance during war service protect himself and his dependents by sethe opportunity is withdrawn. "Provisions of insurance rein ing 1927. The Burnt Hill-Chetco

> statement are so lenient, the terms heaviest pieces of grading work of policies so liberal and premiums so low as to bring one of the reach of every veteran," declared Mr. Cooper.

"We want every ex-service man

cense fees and fuel taxes. Ore- these is the paving of the section manent policies before this date if ther information or wish to fill

world war veterans. "Despite this tremendou: amount of insurance in the hands

of war veterans, there are stil! thousands' of ex-service man in Cregon who are entitled to insur- Georgia Mellon Growers ance but who so far have failed to secure permanent forms of government insurance," continued the bureau manager. "Unless these vterans take action before July 2 there may come a time when either the veteran or his dependents, or both, will regret the failure of the former soldier or sailor Special.)-The following report to obtain government insurance before it, was too late.

"The record of death awards shows that beneficiaries of 141,-384 veterans who held term insurance are receiving government insurance payments, the amount since the war being well over a billion dollars. Certainly no exservice man with dependents who had insurance while in the service can afford to let this opportunity of securing a permanent form of government insurance slip by. These policies carry no restrictions such as hazardous occupations. airplane flights or military experience, and this insurance is free from all taxation."

Mr. Cooper declared that this insurance is given to war veterans at cost, the government paying curing a permanent policy before overhead expenses in connection with the department from other sources than premiums received. Dividends of nearly three million dollars were paid holders of converted policies during the last fissix converted policies within the life insurance. This insurance cal year. There are six forms of contains a liberal total permanent disability clause which is not limited as to age and provides for in the state of Oregon to know waiver of payment of premiums about this time limit. . It means so long as the veteran lives and is that those who have not renewed so disabled. All policies provide their war insurance must rein- for loans at any time after the state and convert to a permanent first year, the loan value increasform of government insurance be- ing as time goes on. The form of tillate taxes, and from bonds ley, there are a few projects with- fore July 2. Those who have re- any converted policy may be in the valley which may prove of instated their war risk insurance changed within five years from articular interest. One of the most important of required to convert same into per- Ex-service men who desire fur-

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> sociation desires to keep flooding markets in the north Try Not to Flood Market

MOULTRIE, Ga .--- Efforts are being made to keep the production of the Inscious Georgia watermelon, which Mark Twain insisted was the subsistence of angels, from increasing, notwithstanding that last year's crop was one of the most profitable ever marketed. The Sowega Melon-Growers' association, which controls virtually



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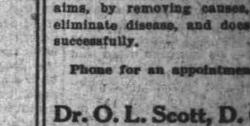
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Has 299 Trucks and 126 Passenger Cars and a Vast Amount of Equipment to Keep in Repair-Has 53 Snow Plows—Takes Many People and a Great Deal of Machinery to Keep the State Highways in Repair

The equipment department of are bought in the rough and finthe Oregon state highway com- ished at the Salem plant. Some mission has its headquarters and lines of equipment are made availmain plant in Salem, on five acres, able in this way at half the cost of state property opposite the they would stand the state if penitentiary on the south side of bought fully finished. the extension of State street. The department manufactures

Here are four main buildings outright a heavy road planer for for shop and storage purposes, maintaining crushed rock surfaced three storage sheds in parts of roads. It was developed here. It which are located repair shops, a is so good that a number have general service building, and an been sold to counties, and seven office building. service in Alaska.

A Lot of Equipment.

L. P., Campbell; assistant engineer, is in charge of this department. E. A. Hinz is chief clerk ter the World War. in charge of the office. S. B. Gillette is purchasing agent, and E. F. Halik is master mechanic. Eighty to 85 people are employed there.

The reader will get an idea of the extent of the operations that center there when he is told that old style graders. the equipment valuations run to \$552,611.57 at the present time. and that the parts and accessories and general stock run up in value to \$308,638,73.

There are 299 trucks now in service, and 127 passenger cars. There are two portable paving plants.

Two Branch Plants

There are two branch equipment and repair plants, at Klamath Falls and La Grande, and one under construction at Co-employs 12 people now, and Hir-am T. Smith is shop foreman there. The one at La Grande employs 20 people, and Roy A. Farnham is shop foreman.

Does Big Business

The fotal receipts of the Salem plant for the years 1923 and 1924 \$1,245,993.07. For the fis-cal year up to Oct 1 1925 11 I year up to Oct. 1, 1925, \$1, 012,692.68. The net profits for 1928 and 1924 were \$143,501.28. For the year up to Oct. 1st last the net profits were \$32,906.55. The smaller amount was due to the charging of lower prices for

repair work; the difference going to the roads. The ideal way

Make Their Own The paving plants are in use Certain tractor and truck parts seven months in the year, Building

lowed by approximately thirtyfive other states. The Oregon plan of basing the retirement of bonds on the income to be derived. from license fees and fuel taxes is fundamentally sound and is suitable in placing the burden of paying for improved roads upon the shoulders of those who derive the benefits.

hicle fuel tax, and has been fol-

Reducing the Load

As given in the table above, in come to the amount of \$40,708,-819.37, has been secured from the sale of bonds. This amount, how-

ever, includes \$3,011,805 which was secured from bonds which were recently issued to retire previous short term bonds. These short term bonds were sold when interest rates were high and their

retirement by the sale of later bonds materially reduces the interest rate to be paid on the outstanding indebtedness.

Disregarding short term issues to the bureau of public roads for have been sold. Of this amount A large part of the equipmen of the state came from the way \$37,263,750 at the present time. the moving office. department of the government af-Payment of interest and retire-ments will amount to \$2,919,761.-

65 during 1926. The peak year This department has about 135. will be reached in 1930, when the graders, used mainly in maintaining roads. It now has graders payments will amount to \$3.343,-314.70. Subsequent to this the that one man operates; does the yearly payments will progressively grading as he drives the tractor. decrease until the last retirement This work took two men on the is made on April 1, 1950. Construction Going On While the construction pro

on each year is amply sufficient to

make highway construction still

ing 1935. Of this \$2,598,819.24

was for interest and retirements

There are 53 snow plaws. One is a rotary machine; four are V gram of the department has been gradually decreasing from the shaped plows on 10 ton tractors; 17 on five ton tractors, and 31 high water mark of 1921, owing truck plows for light snows. to the gradual decrease in the funds available, the work carried

A Big Problem During some winters, especially in eastern Oregon, the problem of keeping the state highways clear seeping the state highways clear of snow is a big one. The snow plows are located at the spots \$13,328,356.37 was expended durwhere there is likely to be need for them. Take, for instance, Meacham, where at one time two feet of snow fell in two hours.

known by the markers.

on long term bonds and \$3,000,-000,00 was for refunding of short The department has also show term issues, leaving a balance exels for slides; portable shovels uded of \$7,729,537.13, exclusiv A slide near Coquille is be of bond requirements. The estimated expenditures for 1926 are cleared away now that will result pproximately \$10,000,000.00, of hich bond interest and retirein the removal of perhaps 100.000 yards of earth and rock-working ments will require \$2,919,761.65. The grand total expenditures from both ends. These portable shovels have their own power and track. Hydraulic pumps are also during 1925 were made up of on hand, to use in removing slides, \$10,611,283.45 from state funds, where plenty of water is available. \$1,327,328.95 from government One such slide was so removed re- funds, \$1,327.243.26 from county ently where there was plenty of funds, and \$62,500.74 from funds of railroads and industries. The total estimated expenditures for water-the whole Pacific ocean. There Is Much Work

Every mile of the state highway 1926 will be made up of \$7,950,is marked. The markers are 000 from state funds, \$1.300. made here. Thus where there is 000 from government funds, \$700. puld be to make the receipts and an accident the place can be 000 from county funds and \$50,-spenses balance. known by the markers. 000 from railroad funds.

To Connect Up Se In formulating a plan of p

mah. This was the last gap exist insurance benefit offered by statement or conversion of war ing between Salem and Portland, government. and its completion provides a con-

"In the latter case no physical tinuous paved highway between examination is required, but such the two cities. an examination is required for re-On the south the new bridge instatement. The medical examat Harrisburg has been completed, ination will be given without and the new pavement between charge at the office of the U.S. Harrisburg and Junction City has veterans' bureau."

been finished and thrown open to Mr. Cooper stated that during traffic. The completion of the the fiscal year 1925, 461 applicabridge eliminates the use of the tions made by Oregon veterans and ferry at Harrisburg with the waits amounting to \$1,848,500, were apattendannt upon that method of proved. At the end of the last crossing the Willamette river, and fiscal year 5674 ex-service men in the new pavement supersedes the this state had taken government policies amounting to over \$20,previous rock surfacing.

At Albany, the Willamette river 000,000, he announced. The total bridge on the Albany-Corvallis amount of such insurance now highway has been opened to traf- held in the United States amounts fic and supercedes the old county to nearly three billion dollars and bridge across the same stream.

MOTOR REALTY OFFICE

A Chicago realty firm uses a bus fitted like an office, having now retired, a total of bonds to three rooms furnished with desks, the net par value of \$38,700,000 drapes, furniture and even electric fans. Prospects are taken to \$1,436,250 have been retired, leav-ing the outstanding indebtedness transaction can be conducted from

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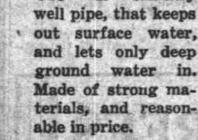


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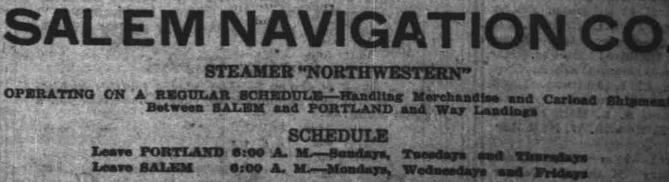
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