

AUMSVILLE STARTS

ENROLLMENT OF 50 PUPILS REPORTED FIRST DAY

The Aumsville school opened on schedule time yesterday with an approximate enrollment of 50. This will be augmented within a few days by a number of youngsters now employed in the hop fields.

Professor P. C. Fullerton is in charge of the high school; Mrs. Ida Stewart is commerce teacher while the English, Latin and science classes are being taught by Mrs. Gertrude Hayden. Professor Fullerton is a graduate of the American Temperance University of Tennessee. Mrs. Stewart is a graduate of the University of Minnesota and has come to Aumsville from Vancouver, Washington, where she taught in the high school of that city for the past seven years. Mrs. Hayden is a graduate of Ann Arbor university where she received the M. A. degree.

In the grades, Mrs. Claxton has the 7th and 8th; Mrs. George the intermediate and Mrs. Denham the primary.

Aumsville school has a well equipped cafeteria which is used for all school functions, and also, during the winter months, is turned over to some person to furnish hot lunches to the students. Last year lunches were provided at five cents each. Arrangements for this feature have not yet been completed for the coming winter. The school also has a strong P. T. A. organization.

Loudest Loud Speaker Now on Marconi's Yacht

TORQUAY, England—(AP)—Senatore Marconi, the wireless wizard had one of the loudest loud speakers on his yacht Electra which has ever been heard off the southern coast of England.

The inventor thinks nothing of visiting friends in their seaside bungalows and having the boat's amplifier entertain his hosts during and after dinner and furnish music for dancing.

The music is from one of the various British or continental broadcasting stations, as picked up by the powerful radio set aboard the Electra in her rambles.

Senatore Marconi and his bride, who have been in this vicinity since their marriage in Rome, were guests recently at the summer home of Sir and Lady Gerald du Maurier at Fowey and provided an evening's entertainment by radio although the Electra was two miles off shore.

Bedlam of Honking Horns in Paris to Be Diminished

PARIS.—(AP)—The bedlam of honking horns on taxis and motor vehicles, the visitor's first impression of Paris, is to be diminished. Paris to toot in one tone and

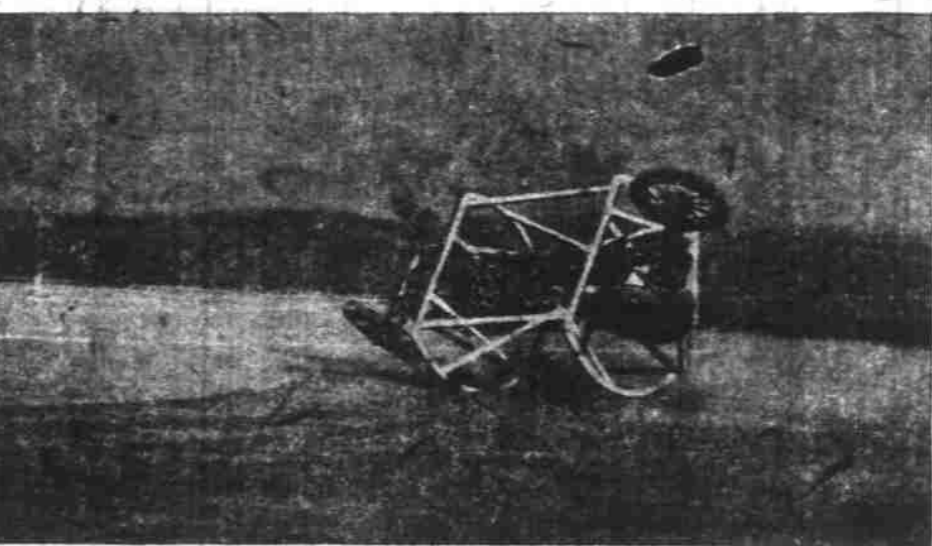
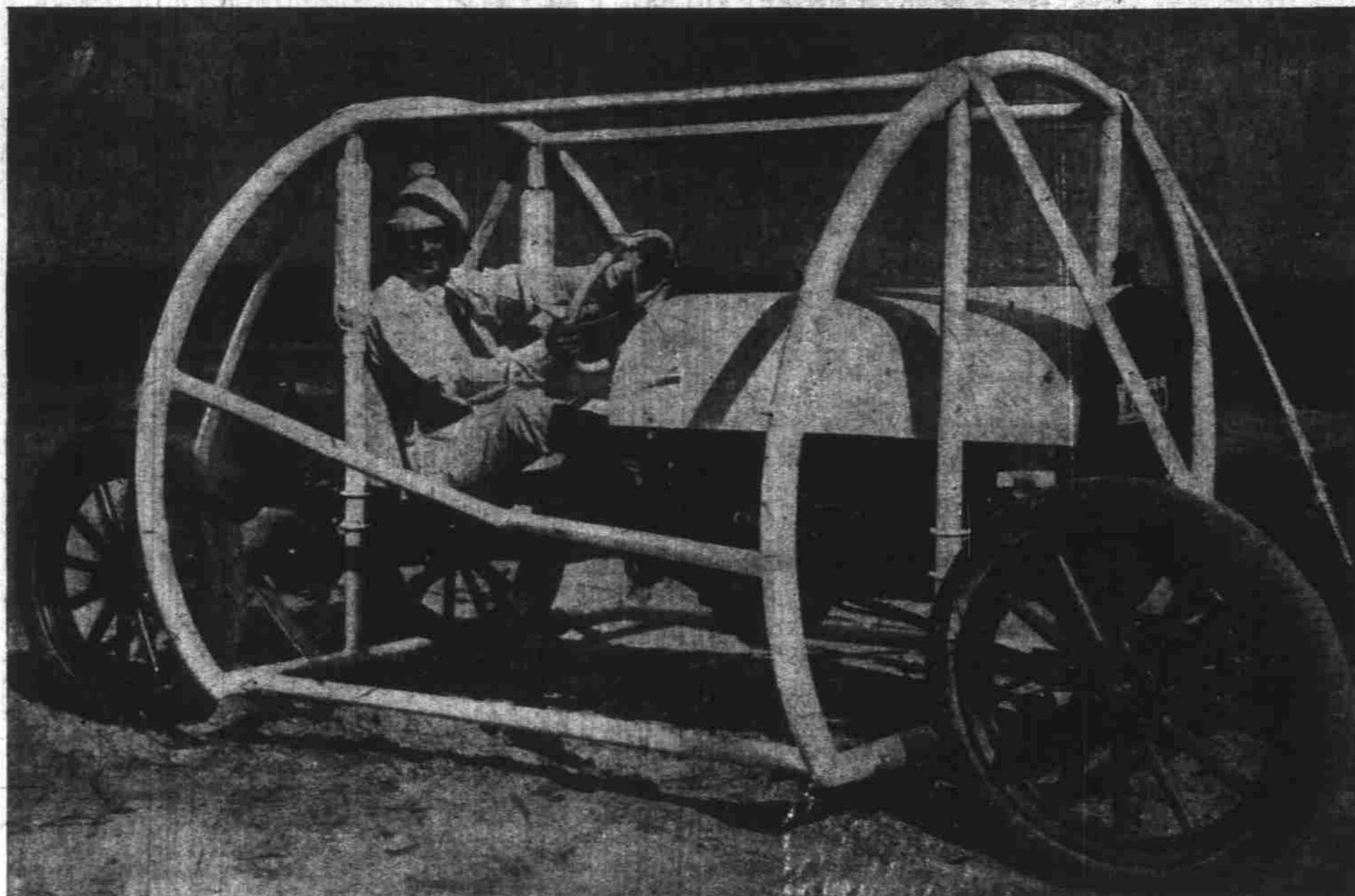


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SOMERSAULTING AUTO COMING TO STATE FAIR



Miss Eleanor Kerns of Seattle will introduce her somersaulting auto to the state fair crowds here next week. This machine turns somersaults, rolls over and cuts capers that will amaze all who see her perform. She will issue an invitation to any spectator to take a ride with her.

toot less often if the investigation of the French board of inquiry into traffic problems comes to anything.

All kinds of noise-makers are to be examined. One will be chosen for all public vehicles. M. Chiappe, newly appointed prefect of police, declares that at present the noise makes conversation almost impossible on Paris boulevards.

\$3 AUTO LEVY BILL ASSAILED, PATTERSON

(Continued from Page One)

surfaced, and eight hundred miles are unimproved.

Bond Issue Voted
The legislature of 1917 provided for the establishment of a State Highway Commission and a State Highway Department. At this time the legislature also authorized a bond issue of six million dollars for highway purposes which was submitted to the people, and ratified by popular vote. In addition, state cooperative bonds were sold to meet federal aid in 1917 in the sum of \$1,200,000.00. In 1919 ten million dollars in highway bonds were sold, and in 1920, the proceeds from another ten million dollars in bonds were made available for highway purposes, along with five million dollars in state cooperative bonds to meet federal aid.

Limit Raised
"In May, 1920, after three years of state highway construction, the people of Oregon began to realize the benefits to be derived from the highway program, and raised the limitation on bonded indebtedness for highway purposes to four per cent of the assessed valuation of the property of the state. This measure carried by a vote of more than two to one. Bonds in the amount of \$6,500,000.00 were au-

thorized in 1921, making a total up to date of \$38,700,000.00 in bonds issued for highway purposes.

"By October first of this year \$4,233,250.00 of these bonds will have matured and been retired, which will leave a balance of bonded indebtedness in the sum of \$34,466,750.00. This amount takes into consideration an annual payment to be made on October first of this year at \$1,600,000.00 in principal and \$1,633,199.75 in interest, making a total payment for 1927 of \$3,233,199.75. Yearly payments of principal and interest on bonds will increase until 1930 when the peak will be reached with an annual payment for that year of \$1,925,000.00 in principal and \$1,418,314.70 in interest, making a total of \$3,343,314.70. After 1930 the annual payments on highway bonds will gradually decrease until the bonds have matured and been retired.

Sources Cited
"Consider for a moment the sources from which the State Highway Department draws its revenue. Motor vehicle license fees constitute 42% of the receipts; gasoline taxes amount to 32%; federal aid, 13%; county cooperation 11%; and miscellaneous revenue 2%. You will note that the largest source of revenue, in fact nearly half the revenue available for state highway purposes, comes from motor vehicle license fees.

"Expenditures are distributed as follows: interest and maturities on bonds 27%; paving 13%; rock surfacing 9%; grading 20%; bridges 7%; maintenance 21%; betterments 4%; forest roads 4%; administrative and engineering expenses 5%; miscellaneous 2%.

"Through federal and county cooperation since 1917 the state has

spent approximately \$100,000,000.00 in the construction of roads and highways. The members of the Highway Commission who have had direction of the disbursement of these funds have at all times been high-minded, and capable men. No slightest criticism has ever been directed at the manner in which this large sum of money has been handled, which is a remarkable tribute to the conscientious and efficient administration of the highway commission, and we have a right to assume that this condition will prevail in the future.

Program Mapped Out
"With the present motor vehicle license fees and gasoline tax we can continue conservative road construction, pay the principal on bonds as they mature, provide for the maintenance necessary to preserve our roads, and go ahead steadily and constructively in the future as we have in the past adding, as time goes on, the new roads which the progress and development of the state will demand.

"Now let us contrast the present situation with the condition which will prevail if the proposed three dollar license bill becomes a law. In 1926 the gross income from motor vehicle licenses was \$6,017,759.00. The net income from this source was \$5,576,883.00. Of this net income \$4,257,662.00 went to the state highway department, and the counties received \$1,419,220.00. If the three dollar license bill should be enacted the gross income would be cut down to \$1,801,049, and the net income would be reduced to \$1,406,173.00. The state highways would lose \$3,162,532.00 and the counties would lose \$1,054,177.00. Marion county, which now receives \$87,590.00 annually for highway purposes would receive approximately \$23,000.000. This county would suffer a loss of \$64,000.00 per annum.

Construction Crippled
"If the measure became a law it would practically stop any further road or bridge construction. The amount of funds available to the commission would be exhausted by necessary maintenance without any betterment. In other words, the highway program of Oregon would be wrecked. But this is not the most disastrous feature. As I outlined previously, large payments of principal and interest on outstanding bonds must be made each year.

"Should the three dollar license fee become a law, the only possible way to meet these payments would be by means of a direct tax on the property of the state. It must be remembered in this connection that levies can and will be made in excess of the constitutional six per cent limitation where such action is necessary to cover the payment of principal and interest on bonds. Thus the tax-paying public will be required to pay up the indebtedness for our highway program by direct taxation, with the burden falling heavily on general property, instead of having it paid, as at present, by motor vehicle license fees.

Former Failure Cited
"Some people will say that automobiles should be placed on the tax rolls, but when they were on the tax rolls, a very large number of them were never assessed, and it is quite probable that the same condition would again exist. An increase in the gasoline tax may be suggested to make up the deficit created by the reduced license fee, but the proposed bill does not provide for anything of the kind.

"Those who are thoroughly conversant with the matter consider that it would be unwise for Ore-

gon to increase her gasoline tax to any substantial amount above that collected by contiguous states.

"When the California gasoline tax stood one cent lower than that of Oregon a considerable amount of bootlegging in gasoline took place at our southern border. California has just recently raised her gasoline tax to conform to that of Oregon, and it would certainly be undesirable for Oregon to overthrow the beneficial effects resulting from uniformity among the states in this matter.

Tourist Held Asset.

"While the tourist traffic is by no means our only consideration in financing a highway program, nevertheless we must recognize that the large number of cars bearing foreign licenses which are seen on our highways represent a tangible asset to the state, and it would be a poor advertisement for Oregon to discourage their presence by an exorbitant gasoline tax. We should be defeating our own purpose if we built roads to encourage tourist traffic with revenue derived from a gasoline tax so high that it would discourage visiting motorists from entering the state.

"There is a demand from all parts of Oregon for road construction and the building of bridges. Take, for instance, the Roosevelt Highway, which, when it is completed, will be unsurpassed as an example of fine road building and as a scenic route, and which will benefit the entire state by increasing the value of property on the tax rolls. On this road alone there is a need for the construction of many bridges calling for the expenditure of large sums of money. It is estimated that the bridge across the Rogue River at Gold Beach will cost six hundred thou-

sand dollars. At present a ferry is being used, but when the road is opened it will be entirely inadequate to handle the traffic. This is only one of a number of bridges along the road which must eventually be built, and which will call for a large financial investment.

Local Work Promised

"You here in Marion county are demanding road construction which will come in due time. I have in mind the road on the west side of the river to meet the paving at Dayton, or some point in Yamhill county, the Santiam road to eastern Oregon, and the new road through Champoc which will materially shorten the distance to Portland. I point these out just as a sample of the demands from all counties.

"Every thoughtful citizen recognizes that a progressive highway program has a vital bearing on the prosperity and development of the state. Oregon is well launched in the construction and proper maintenance of a highway system which will serve her needs and develop her resources. Our citizens are utilizing our roadways to the fullest extent for business and for pleasure. Increasing numbers of foreign cars are bringing visitors to our state from the north and south and east, who are praising the highways which are making our scenic and industrial resources accessible.

No Hardships at Present

"This highway program is being financed under a system which works no undue hardship on anyone. In fact, in these days when the purchase of an automobile frequently precedes the purchase of a home, the motor vehicle license fee constitutes the only contribution which many persons

make to state revenue. Our present plan for financing state highways anticipated the continuance of motor vehicle license fees as they now stand. If these fees are arbitrarily reduced, it will not only be necessary to curtail future improvement and expansion but it will be necessary to throw onto the tax-paying public the burden for paying for completed construction in the form of principal and interest on thirty-five million dollars worth of outstanding highway bonds.

"All of us want Oregon to expand and to invest in public improvements to the full extent of her ability to pay for such benefits. We consent to curtail state activities only where it is necessary to do so to keep the tax burden equably distributed and within reasonable limits. If the proposed three dollar license bill is enacted, we shall not only curtail public benefits, but will, at the same time, not decrease, but increase the burdens of the tax-paying public.

Work to be Halted

"If the proposed measure gets a place on the ballot, the highway commission will immediately stop all highway construction except that under contract, since, with the result in doubt, it would be necessary to discontinue work until after election.

"In face of the disastrous results which will ensue to our highway program, and in face of the increased tax burden which will be imposed on general property, I believe that every taxpayer should be interested to the extent of trying to supply to his fellow citizens the information which will prevent them from signing the petition to place this measure on the ballot."



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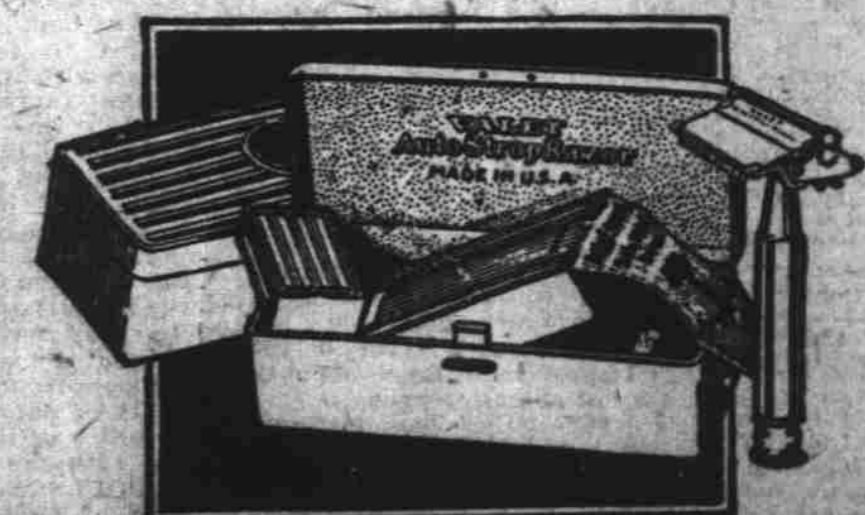
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