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GOLD HILL PUBLIC LIBRARY—

Open to the public Tuesday and Friday nights from 6:30 to 10 P. M. and on Thursday from 11:30 A. M. to 2:30 P. M. Mrs. K. J. Kellogg and

Uncle Sam and His Nephews, the States, Are Collecting Over a Billion Dollars in Yearly Tolls on Motor Vehicles and Fuel

More Than Meets the Nation's Billion Dollar Highway Building Bill—Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, Tells Striking Details.

By JUDSON C. WELIVER

America has reverted to the ancient system of collecting tolls wherewith to build and maintain highways.

In 1925 these tolls amounted to \$1,094,000,000, collected through motor licenses, gasoline taxes, property, corporation, income production and other taxes on automobiles, automobile manufactures, the petroleum industry, etc.

In the same year \$1,003,000,000 was spent on rural roads. It took near a century to build \$20,000,000,000 worth of railroads. A highway system costing that much will be created in twenty years at present rate.

These are some of the high points presented by Thomas H. MacDonald, Chief of the Bureau of Public Roads, Department of Agriculture, in an interview on highway development.

"The equipment of this continent with modern roads has been the most amazing provision of a public utility that any community ever accomplished in a similar period," said Mr. MacDonald. "Historians say the Roman Empire was held together by its highway system, radiating from Rome to the Provinces. But America has converted a continent into a neighborhood within a few years.

"This accomplishment really represents the inauguration of a new system of taxation; a system of licenses and excises levied against particular privileges or classes of property, the proceeds being dedicated to highway development.

"For 1925 state taxes on gasoline aggregated \$143,000,000. Add to that \$282,500,000 for automobile registration and licenses; \$150,000,000 as property taxes on the 20,000,000 automobiles; \$143,430,709 as the Federal excise tax on automobiles, parts and accessories for 1925; \$50,000,000 to represent wheelage taxes, special taxes on gasoline or cars, and fines collected from motor drivers. The total reaches approximately \$749,980,709.

Nearly \$1,100,000,000 Yearly Tolls "But these figures do not include income and corporation taxes derived from the motor car business. Nor do they include state, local, production, corporation or income taxes of the petroleum industry. Yet that industry has a capitalization of about \$9,000,000,000. A modest estimate for those, added to the preceding figures, makes a total of \$1,094,930,709, which is considerably more than the entire amount spent on country roads.

"You observe that I have not included the government's expenditures of nearly \$100,000,000 in Federal aid

624 miles, were to be included in the national system, eligible for Federal aid. Nearly every mile of that 2,866,061 was a candidate for designation as a Federal highway. But in the end the system was laid out as a truly national one.

"When the map was published it showed nearly the 200,000 miles of designated routes. Since then 46,455 miles of these roads have been improved, nearly 13,000 more are under construction, and over 2,000 have been approved for early beginning of work. In addition to that many states have built, without Federal aid, extensive sections which are included within this national system. In fact, these state contributions aggregate 55,000 miles, so that approximately two-thirds of the 200,000 mile national highway system has already been improved.

Uncle Sam as Road Supervisor

"Along with all of this, there is the Federal supervision over construction and maintenance. When Uncle Sam helps build a road he reserves authority to require its proper maintenance. Then there is the business of uniform marking along highways, which makes it possible for motorists to drive thousands of miles on a designated route whose markings become so familiar that after a few miles he need not ask directions.

"Finally Federal participation has made possible a great number of bridges at strategic points. Some of these have been needed for years, yet state and local authorities have been unable to provide them, partly because of the cost, partly because of competition between routes. When a stream separates two counties, or two states, it is often impossible to get them to agree where to build or how to divide the cost of a bridge. In such cases the Federal authority has repeatedly mediated differences and secured construction. Let me mention some instances.

Table with 4 columns: State, Gas Tax per Gal., Collections 1925, Collections 1926. Lists states from Ala. to Nev. and a Total row.

to road building. In the eight years from 1918 to 1925 inclusive, the Government has contributed \$460,000,000 to help the states build roads. That is considerably less than half of what the country spent on roads in either 1924 or 1925. Moreover, in the same eight years, while the Government was distributing that \$460,000,000 to the states, it collected \$773,000,000 in internal revenue taxes on motor cars, parts and accessories. Other hundreds of millions were collected in income and corporation taxes from motor car manufacturers and dealers. Thus it appears that Federal contribution to roads as compared to the contribution of people who make and use the cars and the gasoline has been decidedly modest.

"But, while Federal contribution is only about 10 per cent of highway expense, it has accomplished results altogether out of proportion to its amount. First, it was an incentive to the States. The Government required them to invest as much as it contributed. Then the Government takes part in a general supervision or construction and a share in determining routes. So we have built roads on better standards, and have got them organized into a truly national system instead of forty-eight state systems.

Unifying the Road System

"Some day it will be realized that this was the most valuable contribution. Driving from Boston to New York, a man may pass through four states. Every one might have a splendid highway system; but if these did not articulate at the state lines the trip would be almost impossible. Thanks to the systematization under Federal influence, country roads are as superior to state boundary lines as are railroads.

"The Federal highway act of 1921 required that a complete nation-reaching system of roads be designated within two years, as the roads to which Uncle Sam would give assistance. It was found that there were 2,866,061 miles of highway in the country.

"Missouri has been a state for over a century. Divided east and west by the Missouri river, communication between the two sections has been limited, to the state's disadvantage. Four bridges across the river were required in the national highway program, and Federal co-operation with the state of Missouri has made them possible. Two are completed, the others are under construction. The four will cost a little more than \$2,000,000, the Federal contribution being nearly \$1,000,000.

Getting Bridges Constructed

"Another bridge that has a peculiar importance, both locally and nationally, has been needed for generations across Raritan bay, New Jersey. It is one of the links in the chain of communication between New York city and the country at large. In 1924 New Jersey had some \$700,000 of Federal aid allotted to her roads and in 1925 over \$1,000,000. So the state agreed that this Raritan bridge should be built, costing about \$4,000,000. Federal funds made up about one-third of the amount. The bridge, over a mile and a half long, is now nearly completed.

"Such illustrations might be multiplied indefinitely. National participation has repeatedly made possible the accomplishment of vitally important highway development."

According to the American Petroleum Institute, the gasoline tax was first imposed in 1919 in Oregon. It has now been adopted by all the states except New York, Illinois, New Jersey and Massachusetts. The tendency has been continually to increase the rate of tax per gallon. As late as 1921 gasoline taxes for the entire country were only about \$5,000,000; in 1922, \$12,000,000; in 1923, almost \$37,000,000; in 1924, \$79,000,000 and in 1925, \$142,937,749.

With good prospects that the "gas" tax will be adopted soon by states which do not have it now and with the gallonage rates being increased in other states, it is calculated that this tax alone will soon reach \$200,000,000.

U For Upton And Upton for U

Senator Jay H. Upton, Republican Candidate for Governor is the logical man to lead the Republicans to victory in November.

Although Senator Upton is now a resident of Bend, Oregon, and as State Senator represents five Central Oregon Counties, he lived in Portland for thirty-five years and grew up in that city as a boy. There is perhaps no one in the State of Oregon who has more personal acquaintances and friends in that city than Senator Upton and because of that acquaintance he is one of the Up-State men who could expect a very general support from Multnomah County.

Senator Upton is an able, fearless man who is young, vigorous and energetic and the State of Oregon needs him at the helm of State affairs. He is an ardent sportsman and lives in a country where wild game is one of the chief assets. He voted against the "Tithing Bill" and is strongly against the control of the game by the Federal Government.

He was president of the Oregon Irrigation Congress for two terms and owns a large irrigated alfalfa ranch near Prineville. He is the only Candidate for Governor who understands the irrigation problems of the state and because of that intimate acquaintance and because of his interest in the game and fish resources of Oregon, the People of Josephine and Jackson Counties would know that they had a Governor who was vitally interested with them in the problems most likely to affect their localities.

Senator Upton is opposed to secret conventions which attempt to nullify the Direct Primary and has always fought the battle for the right of the people to select their own candidates.

He will be a governor for all the people. He is only 47 years of age and he is a Spanish War Veteran who saw active service in the Philippine Islands during the Spanish War.

"Agent wanted for fire, automobile, casualty and surety bonds by old established Oregon General Agency."

Census figures show great variability in kind of crop and yield per acre in western Oregon, but they show a general shortage of legume hay and in some sections a shortage of succulents. Forage production to meet the real need of Oregon must provide more legumes for hay, silage, and summer succulents. Successful inoculation lime, manure and early planting are given as the best practice for good results.

NOTICE FOR PUBLICATION

(014787) Department of the Interior. U. S. Land Office at Roseburg, Ore. April 7, 1926

NOTICE is hereby given that Oswald D. Whalley, of Trail, Oregon, who on May 3, 1923, made Homestead Entry, No. 014787, for Lots 1, 2, SW 1/4 NE 1/4, NW 1/4 SE 1/4, Section 5, Township 33S, Range 1 East, Will, Meridian, has filed notice of intention to make three year Proof, to establish claim to the land above described, before Chauncey Florey, U. S. Commissioner, at Medford, Oregon, on the 21st day of May, 1926.

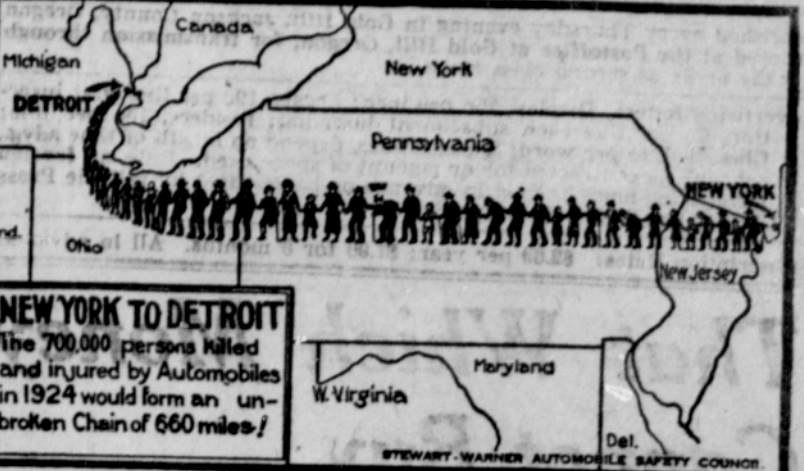
Claimant names as witnesses: Paul E. Sandoz, George F. Hall, John H. Mallory, George W. Laidley, all of Trail, Oregon. non-coal Hamill A. Canadian Register

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It needs a man familiar with its resources, agricultural interests, industries, harbor and reclamation projects. It needs a man with the energy, industry and ability to secure governmental recognition and aid for the development of these resources, various interests, industrial enterprises, projects.

Alfred E. Clark, candidate for the Republican nomination for United States Senator, the people of Oregon have such a man.

HE HAS THE ENERGY. HE HAS THE INDUSTRY. HE HAS THE ABILITY.

Moreover he already has his credit a record of faithful and efficient public service.

He has courageously opposed in this campaign those who would deprive the people of the right to select their own candidates under the direct primary law and who seek to dictate party nominations.

These factors have made him the leading Republican candidate for the senatorship and his nomination seems assured.

A vote for Alfred E. Clark for Senator is a vote for the general welfare of Oregon and its people.

Paid Adv.—Alfred E. Clark for United States Senator campaign com.

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