

TENT MAKERS HELP RENTERS

COUNTRY NOW SHORT A MILLION HOMES

Canvas Houses May Solve Problem During Summer Months—Lack of Dwellings in Cities is General.

(By United Press to The Bend Bulletin.)

CHICAGO, May 1.—Tentmakers were doing a landoffice business here today as thousands of America's millions of homeless families prepared to camp out this summer.

Short a million homes throughout the country because of lack of transportation and of sufficient building materials, builders, architects, and government and city officials agreed today that some drastic step to remedy the situation is necessary if a chilly existence is to be avoided by the country next winter.

A repetition of the housing shortage in the freezing months of next winter will mean unrest and perhaps riots in cities where the situation becomes extremely serious, it is feared.

In the interim homeless families here are preparing to camp out in vacant lots on the city's outskirts or at nearby shady watering places. Tentmakers say they are being besieged for canvas tents by families who say they haven't a house and intend to live out this summer.

So serious is the housing famine here that many owners of homes are contemplating putting up a canvas on the roof and living there, renting out their present rooms to less fortunate families.

Some home-owners have rented out their roofs for the summer at prices ranging from \$25 to \$50 a month.

Charles Bostrom, building commissioner here, estimates that 40,000 families are homeless in Chicago.

"These people are living in one room apartments, on fire escapes and on roofs," he said.

Bostrom advocated legislation which would lay a heavy tax on vacant property to stimulate building.

Tentmakers say their business this year is double that of last and that tents are costing two and three times the value of a year ago.

Banks have under consideration a plan to raise \$100,000,000 to build homes here. It provides for the formation of a corporation which would sell stock to would-be-homeowners on installment payments and the corporation would build their homes.

Chicago is not the only city in the west suffering from a housing famine.

Milwaukee, Kansas City, St. Louis, Omaha, Denver, Des Moines, Indianapolis and many other centers builders say, are experiencing Chicago's difficulties on a smaller scale.

CHILLY WEATHER NOTED IN APRIL

Mercury Registered 11 Above Zero on Two Nights—Total Precipitation 1.13 inches.

Unusually cool weather marked the month just past, records taken here for the weather bureau show. This was noted all the more by contrast with the few ideal spring days which were enjoyed. On two nights—the 17th and the 19th—the mercury dropped to 11 degrees above zero, while on the 26th the maximum of 75 degrees was reached.

The only rainfall was recorded in the first half of the month, total-

ing 1.13 inches. The highest range of temperature was 49 degrees, on April 26, when the maximum and minimum thermometers showed extremes of 75 and 26 degrees. Eleven days were clear, 14 partly cloudy and 5 cloudy.

PRESENT AUTO AND GAS FEES WILL PAY INTEREST AND PRINCIPAL OF \$40,000,000 ROAD BONDS

Approximately \$40,000,000 of state road bonds can be issued under a 4% limitation on the present assessed valuation of the state, including bonds already issued. The constitutional amendment to be voted upon at the May 21 election provides for this 4% limitation.

Interest and principal of the entire \$40,000,000 of bonds can be paid from revenues from auto license fees and gasoline tax, based on conservative estimates of that income.

Following is an official estimate of the income to the State Highway Fund from auto license fees and gasoline tax, compared with interest and principal requirements for the entire \$40,000,000 of state road bonds. This table has been audited and certified by Whitfield, Whitcomb & Co., certified public accountants, whose attestation is subscribed below. It verifies the claim made that voting for the 4% state road bond limitation will not involve any tax on property, as principal and interest will be paid from the auto license fees and the gas tax, leaving an actual surplus above the amount required.

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

Year	Estimated Number of Motor Vehicles	Motor Vehicle License Fees Net Income to State Highway Fund	Gasoline Tax Net Income to State Highway Fund	Total Amount Estimated Income to State Highway Fund	Interest and Principal Requirements for \$40,000,000 Bonds	Surplus Remaining After Payment of Interest and Principal
1920	105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,856.00	\$1,605,144.00
1921	125,000	1,875,000.00	625,000.00	2,500,000.00	1,943,256.00	1,556,744.00
1922	143,000	2,145,000.00	715,000.00	2,860,000.00	1,393,250.00	1,466,750.00
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	1,679,750.00	1,480,250.00
1924	170,000	2,550,000.00	850,000.00	3,400,000.00	2,007,340.00	1,392,660.00
1925	180,000	2,700,000.00	900,000.00	3,600,000.00	2,677,617.50	922,382.50
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	2,957,367.50	742,632.50
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	3,149,180.00	650,820.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	3,329,742.50	570,257.50
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,429,057.00	570,943.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,396,842.50	603,157.50
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,308,392.50	691,607.50
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,219,742.50	780,257.50
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,131,492.50	868,507.50
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,043,042.50	956,957.50
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,954,592.50	1,045,407.50
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,866,142.50	1,133,857.50
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,777,692.50	1,222,307.50
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,689,242.50	1,310,757.50
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,600,792.50	1,399,207.50
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,512,342.50	1,487,657.50
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,423,892.50	1,576,107.50
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,335,442.50	1,664,557.50
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,246,992.50	1,753,007.50
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,158,542.50	1,841,457.50
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,070,092.50	1,930,907.50
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,981,642.50	2,020,357.50
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,893,192.50	2,109,807.50
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,804,742.50	2,199,257.50
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,716,292.50	2,288,707.50

OFFICIAL EXPLANATION OF TABLE

Column 1 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 399, Laws 1919). The 1920 registration figures to date obtained from the Secretary of State's office indicate an average license fee of twenty dollars (\$20.00) per vehicle. The law provides that twenty-five per cent be returned to the county from which the vehicle is registered, therefore the net income per vehicle to the State Highway Fund is approximately fifteen dollars (\$15.00) per car which is the figure used in computing Column 3. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle licenses, chauffeurs' badges, transfers, etc.

Column 4 represents the income from the Gasoline Tax (Chap. 159, Laws 1919) to the State Highway Fund. Figures obtained from the Secretary of State's office indicate the average tax per vehicle in 1919, was approximately five dollars (\$5.00) and this figure has been used in computing Column 4.

Column 5 is the total amount of the 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 (the approximate amount which could be issued with a 4 per cent limit on the present assessed valuation of the state. These figures are based on these premises: That the balance of the Six Million Dollar Bonds (Chap. 423, Laws 1917), the State Co-operative Bonds (\$1,800,000) (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollar Bonds (Chap. 173, Laws 1919), now unsold will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$5,000,000; 1921, \$5,000,000; 1922, \$5,000,000; 1923, \$5,000,000; 1924, \$2,200,000; a total of \$40,000,000.

All of the bonds thus far authorized are serial bonds and, except the Bean-Barrett issue, mature one-twentieth each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The Six Million and Bean-Barrett issues draw 4 per cent interest. All other issues 4 1/2 per cent.

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

The One-Quarter Mill Tax (Chap. 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 as this fund is used principally to meet administrative expenses, surveys in the various counties, engineering supervision of county construction, and design and inspection of county bridges and structures.

WE HEREBY CERTIFY that we have examined the official records of the State of Oregon as regards income from Motor Vehicle Licenses and Gasoline taxes and believe the estimates above set forth in columns 1 to 5, both inclusive, to be conservative. We further certify that based upon these estimates the tabulations set forth above in columns 6 and 7 are true and correct.



WHITFIELD, WHITCOMB & CO.
Certified Public Accountants.

Portland, Oregon, April 14, 1920.

WITH SPARK PLUGS

The Bend garage this week received a carload of six Chevrolet touring cars, of which three have already been sold to B. E. Davis, Ed Gentry and E. T. Hartley.

The following are purchasers of Allen cars this week from the Pioneer garage: Jim Allen, brakeman on the Oregon Trunk, and Walter Knox.

H. S. Cram, who resides near Prineville, has purchased a Maxwell from the Pioneer garage.

Stood for Religious Toleration.

On the 5th of February, in 1831, Roger Williams, founder of Rhode Island, arrived at Boston. He was the first advocate and leader among the Puritans for the principle of religious toleration.

With the beginning of the active motoring season there are many times that an automobile dealer can give valuable hints to automobile owners. This is what Walter Coombs of the Bend garage has done in sending to all automobile owners on his list a letter, stating the things they can do to keep their motor cars in good running condition for the season, and hence lowering the expense attached to their operation. In general, these are the hints given to owners:

"The gasoline we are getting now is of very low gravity and a portion of it does not burn. The portion that does not explode runs down the cylinder walls, drops into the crank case and becomes mixed with the lubricating oil. This reduces the quality of the oil and, if allowed to continue, will cause your bearings to burn out and the cylinder walls and pistons to wear. We strongly suggest that you change the oil in your crank case at least every 1000 miles, wash it out with distillate or kerosene and refill with fresh oil.

"Remove your front wheels every 2000 miles, clean the spindles and bearings with kerosene and put in fresh cup grease. In replacing wheels, tighten the adjusting nut, and don't forget the cotter pin.

"Don't forget to put oil in the clutch collar and the small, square clutch shaft every 300 miles. Put oil in your transmission and differential every 1000 miles. Frequently oil your springs with good lubricant—kerosene and oil, mixed equally.

"Don't fail to have your batteries inspected and filled with distilled water every two weeks.

"Keep your tires inflated to 65 pounds for lighter cars and 75 pounds for heavier cars."

Your Big Left Foot.

Your left foot is larger than your right, in 99 cases out of 100. Science explains it in many ways; but we accept the easiest one, which is that we are a world of left-footed loungers. We lean against posts and door jambs and we do most of our leaning on our left foot; consequently, through the years it has grown to support the weight that the lazy foot doesn't. The next time you buy shoes, have your left foot measured first.

Why Indeed?

A boy of eight was dining with his father at a hotel where the manners of the guests were not remarkable for their elegance. Soon after they had seated themselves at the table, the youngster piped up with, "Daddy, why do all the men say 'whoop' to their soup?"

Put it in The Bulletin.

A Knock-

in your engine tells some strange tales when you look into the motor and give it a thorough looking over.

When it comes to handling motor troubles we DO know our business. We like to see a car leave our shop in perfect running order. That is why we specialize on motor ills.

BUT WE ALSO do acetylene welding, spring repairing, grind valves, and all work connected with the repair of an automobile.

H. R. RILEY

Electric Service Shop
Greenwood Avenue.

FOR REAL BARGAINS

—IN—

USED CARS

TALK TO US

TOMORROW AND SUNDAY

WE OFFER

THREE FORDS

ONE MAXWELL

ONE MODEL 90 OVERLAND

ONE 1 1/2 TON TRUCK

Pioneer Garage

Phone 221

DANCE

AT GYMNASIUM

Wednesday, May 5

Initial Tour of the West PROF. R. G. WALTON and MISS. SEVAH PEETZ of CASTLE SCHOOL, New York City, in Fancy Ball Room and Classic Dancing, with Victor Nigro's celebrated Broadway (Melody Jazz-Orchestra) Novelty Orchestra. Don't forget the date.

Gentlemen, \$1.50
Ladies - - 50c

Don't Throw Away Old Shoes!

Add six months to a year's wear by having your shoes re-soled and heeled by

Champion Shoe Repair Shop
Wright Hotel Bldg.