

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 thousand 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 house 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 central 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 Precipi-
tation 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-

**Don't Throw
Away
Old Shoes!**

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

**Champion Shoe
Repair Shop**
Wright Hotel Bldg.

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.

Estimated Number of Motor Vehicles Year	Motor Vehicle License Fees Net Income to State Highway Fund	Gasoline Tax Total Amount Net Income to State Highway Fund	Interest and Estimated Income to State Highway Fund	Requirements for Interest and Principal \$40,000,000 Bonds	Surplus Re- maining After Payment of Interest and Principal
1920...105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,850.00	\$1,605,150.00
1921...125,000	1,875,000.00	625,000.00	2,500,000.00	1,043,250.00	1,456,750.00
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	3,706,000.00	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	3,429,057.50	570,945.00
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	780,057.50
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	2,412,342.50	1,587,657.50
1941...200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,327,892.50	1,672,107.50
1942...200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,218,442.50	1,781,557.50
1943...200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,068,492.50	1,931,507.50
1944...200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,845,952.50	2,154,407.50
1945...200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,161,475.00	2,838,525.00
1946...200,000	3,000,000.00	1,000,000.00	4,000,000.00	793,275.00	3,206,725.00
1947...200,000	3,000,000.00	1,000,000.00	4,000,000.00	513,012.50	3,486,987.50
1948...200,000	3,000,000.00	1,000,000.00	4,000,000.00	244,000.00	3,756,000.00
1949...200,000	3,000,000.00	1,000,000.00	4,000,000.00	56,237.50	3,943,762.50

OFFICIAL EXPLANATION OF TABLE

Column 3 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 license, chauffeur's 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 fee 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 Dollars Bonds (Chap. 423, Laws 1917), the State Co-operative Bonds \$1,800,000 (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollars Bonds (Chap. 173, Laws 1919), now unsold will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$3,000,000; 1921, \$3,000,000; 1922, \$3,000,000; 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 4½ 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

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."

There is a strong demand at the present for used cars, according to the Pioneer garage, which, this last week, disposed of a large number at its sale to local purchasers.

H. J. Power, manager of J. C. Penney company, is driving a new Essex touring car, purchased from the Pioneer garage.

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