

BRIEF NEWS OF OREGON

The senate has confirmed the nomination of J. R. Woodford as postmaster at Medford.

The 40th annual reunion of the Oregon Pioneer Association was held in Portland Thursday.

The annual meeting of the Clatsop County Sunday School Association was held at Astoria.

Mabel Miller has been nominated as postmaster at Jacksonville, succeeding John F. Miller, whose term expired.

Crops throughout the Klamath country will be better this year than ever before in the history of that part of the country.

Struck by the Shasta Limited traveling at 30 miles an hour, Mrs. Mary Shepherd, of Oregon City, was thrown 16 feet and instantly killed.

Articles of incorporation for the Silver Falls Timber company, with \$5,000,000 capital, were filed at Salem. The principal place of business is Portland.

Heavy rains in eastern Oregon have done much damage to growing crops. Cloudbursts have added to the trouble and railroads have suffered severely from washed out trucks.

The bureau of statistics of the department of agriculture reports that crop conditions are particularly favorable in Oregon, the composite condition of all crops being 108.5.

The directors of the Clackamas Southern railway have entered into contract with Archie Mason of Portland to make the grade and build the bridges between Oregon City and Molalla.

A stay of execution has been granted in the cases of Charles and George Humphreys, sentenced to death for the murder of Mrs. Elizabeth Griffith of Philomath. The case has gone to the supreme court on appeal.

Dr. J. Dillon Plamondon, who was dispossessed of the position of superintendent at the Eastern Oregon Branch Insane Asylum, has made application to members of the state board to be reinstated in that position.

The Klamath Falls Commercial club has started a movement to build up the credit of the city, which is below par. The administration is in a bad way on account of the legal tangle following the adoption of two charters.

Pelican Lodge, the 1140 acre summer home and fishing and hunting retreat of the late E. H. Harriman, on Upper Klamath lake was transferred by Mrs. Harriman to the Fleischacker interests. The price was not divulged.

A co-operative meat-packing plant

to provide consumers in Portland and San Francisco with meat and meat products at wholesale prices was launched this week in Ashland, by a number of prominent capitalists of southern Oregon.

A tour of Coos county is to be made this month by Professors H. S. Jackson and H. F. Wilson of the entomology department of the Oregon Agricultural college, accompanied by F. C. Reimer, superintendent of the new southern Oregon experiment station.

Frank Spillman, a rancher, aged 30 is under arrest charged with the attempted murder of Charles Kirkpatrick, who was shot on the night of June 4, while walking on the street at Baker with Miss Birdie Rutak. Spillman was a former sweetheart of Miss Rusk.

Based on the showing of Medford merchants, the interstate commerce committee has ordered a reduction of from 11 to 12 cents per 100 pounds in class rates one to four, inclusive, on traffic over the Southern Pacific from Medford to Dunsmuir, Cal., and interconnecting points.

United States District Attorney McFurt has filed a suit in the United States district court in the name of the government against Willard N. Jones to recover \$123,000, alleged to be the value of nine claims in the Siletz Indian reservation that came into the possession of Jones by fraudulent means.

Announcement has just been made by the Brooks-Robertson and Scanlon-Gipson companies, holders of millions of feet of central Oregon timber, that a mill to cost \$1,000,000 will be built at Bend, construction to start within 18 months. The plant will have a minimum payroll of \$25,000 a month, employing 500 men.

Hood River will vote on the issue of \$90,000 worth of bonds for the purpose of constructing a municipal water system to take the place of the system recently purchased by the city from the Pacific Power & Light company, which has been found inadequate to supply the needs of the town.

A program replete in lectures by prominent authorities upon subjects teeming with interest to the mothers and teachers of Oregon, was announced by Professor Joseph Schafer, director of the summer school, for the Mothers' Congress, which is to be held at the university on July 2 and 3.

President Crooks of Albany college announces that \$100,000 has been secured to insure a \$250,000 endowment fund for the institution. James J. Hill has offered the college \$50,000 upon condition that it secure an additional \$200,000. The campaign for the additional \$100,000 will proceed actively.

STATE HIGHWAY BOND ISSUE ANALYZED

A few weeks since we were granted the favor of an open letter to Mr. Prall of the State Highway Association and read with interest his answer of the 28th of May, and another statement made a few days later, and with your permission. I would like to continue the discussion.

Taking up Mr. Prall's two letters first:—He says my statement that the grangers did not invite a talk feet is a remark for which I should be ashamed, etc., "that a certain element in the grange is prepared to die in the middle of muddy roads," etc. To a person who knows nothing about the road legislation of the state for the last four years that statement may be misleading. The committee of the State Grange assisted in getting a compromise or "harmony" measure through the last legislature after some very questionable manipulating of the bills, supposedly by agents of the State Highway project, but after having agreed to stand by these bills, the officers or representatives of the Highway Association interceded with the governor to secure its veto. Was that a "harmonious" attitude on the part of Mr. Prall's friends?

Then when the Highway Association had killed this compromise legislation, the Grange surely was at liberty to draft its own bill, and it did so several months before the Highway commission bill came into existence, and it is probable these would never have been any further proposition of "harmony" from the Highway Association had there been any chance for the commission bills to succeed. When it was evident that sufficient support could not be obtained a plan of "harmonizing" was developed to cover the withdrawal of the petition. As to the meeting and conduct of the Harmony committee, we have already explained and Mr. Prall has not denied our statements.

We concede that the city man has a right to good roads, paying a considerable portion of the taxes, but we very much doubt whether a majority of the city population favor a bonding proposition. We do not concede that opposition to bonding is due to ignorance. Perhaps it is not altogether clear to all opponents of a bonding plan just the extent of the values involved. Neither do those who support the bonding plan realize the magnitude of the indebtedness they propose. As a matter of fact we more than half-way favored a bond issue ourselves until we had computed the cost of such an issue, but with the figures before us we are convinced that any system of bonding you may mention would probably be unreasonable.

As to the 2 per cent limitation, we are in the dark as to his explanation, which was:—"The 2 per cent limitation was inserted in the amendment to the constitution as a check on the legislature and not for the purpose of raising a staggering fund for corrupt purposes. We understood it was placed there to avoid unreasonable issues of bonds and to satisfy the people, that the indebtedness would have a limit. As to our statement that the limit would be \$30,000,000 perpetually, under the "harmony" bills, there was and can be no dispute. The only limit is 2 per cent of the state valuation, which at present is about \$800,000,000, and 2 per cent of that is \$17,812,883. The following chart shows how the bond issue will (not) overtake the limit of issue. With a 2 per cent limit of \$17,812,883 in 1913 the state would catch up with its limit in 17 years, or 1929. But our "Harmony" road makers did not take into consideration that valuations in this state have increased over 200 per cent in the last ten

limit. In 1923 we notice an increase in valuation at the 200 per cent ratio, to \$1,781,288,388, 2 per cent of which is over 35 million dollars, and instead of the line of limitation in 1923 extending to the 17 million limit, it extends to a new limit, \$35,000,000. We also note that the divergence between the line of bonded indebtedness and the limit has just about doubled. The same is repeated in the next ten year period. By 1933, valuations will probably exceed \$3,500,000,000, 2 per cent of which would be over \$70,000,000. At the end of thirty years when the first bonds are payable, when \$50,000,000 of bonded indebtedness have been assumed, the limit will exceed this \$70,000,000 and probably be double that.

For the benefit of our friend of the Highway Association, and others who may be interested we have tabulated the figures on the proposed bond issue, beginning in 1913 and extending to 1947.

Year	Bonds Issued	Interest	Sinking Fund	Int. and Sinking Fund	Total Int. and S Fund To Date
1913	1 000 000	45 000			45 000
1914	2 000 000	90 000			135 000
1915	3 000 000	135 000			270 000
1916	4 000 000	180 000			450 000
1917	5 000 000	225 000			675 000
1918	6 000 000	270 000			945 000
1919	7 000 000	315 000			1 260 000
1920	8 000 000	360 000			1 620 000
1921	9 000 000	405 000			2 025 000
1922	10 000 000	450 000			2 485 000
1923	11 000 000	495 000	50 000	545 000	3 030 000
1924	12 000 000	540 000	100 000	640 000	3 670 000
1925	13 000 000	585 000	150 000	735 000	4 405 000
1926	14 000 000	630 000	200 000	830 000	5 235 000
1927	15 000 000	675 000	250 0 0	925 000	6 160 000
1928	16 000 000	720 000	300 000	1 020 000	7 180 000
1929	17 000 000	765 000	350 000	1 115 000	8 295 000
1930	18 000 000	810 000	400 000	1 210 000	9 505 000
1931	19 000 000	855 000	450 000	1 305 000	10 810 000
1932	20 000 000	900 000	500 000	1 400 000	12 210 000
1933	21 000 000	945 000	550 000	1 495 000	13 705 000
1934	22 000 000	990 000	600 000	1 590 000	15 295 000
1935	23 000 000	1 035 000	650 000	1 685 000	16 980 000
1936	24 000 000	1 080 000	700 000	1 780 000	18 760 000
1937	25 000 000	1 125 000	750 000	1 875 000	20 635 000
1938	26 000 000	1 170 000	800 000	1 970 000	22 605 000
1939	27 000 000	1 215 000	850 000	2 065 000	24 670 000
1940	28 000 000	1 260 000	900 000	2 160 000	26 830 000
1941	29 000 000	1 305 000	950 000	2 255 000	29 085 000
1942	30 000 000	1 350 000	1 000 000	2 350 000	31 435 000
1943	30 000 000	1 350 000	1 000 000	2 350 000	33 785 000

The figures in the second column are for the number of million of bonds outstanding at that date; in column three, the amount of interest annually due at any date. Column four provides for the amount of sinking fund each year after the time (ten years) provision by taxation must be made to provide such fund. Taxation for interest amounts to \$45,000 yearly per million of bonds. Taxation for sinking fund will require a levy of \$50,000 annually on each million issued, this levy to begin in 1923. The next year the levy for the second issue of bonds will become due and will show an increase of \$50,000 each year till 1942 when the annual levy for interest will be \$1,350,000 and for sinking fund \$1,000,000. Column five shows the amount to be raised each year after 1923 to cover the interest and sinking funds, reaching the sum of \$2,350,000 in 1942. Column six shows the amount expended for interest and sinking fund to any year wit in the first thirty years. After 1942 the annual levy for interest and sinking fund will continue the same, since one million of bonds would be retired each year, but the total in column six will continue to grow. The really astounding thing to notice is that at the end of thirty years we will have the system perfected and each year will issue a \$1,000,000 in bonds and tax ourselves \$2,350,000 to pay interest and sinking fund. Would it not be just as well to lay a direct tax to provide state road funds. In that way we would be out \$1,000,000 per year; by these proposed "harmony bills" it will require us to raise an annual road tax of \$2,350,000 to attain the same end. With a direct tax based on the present valuation the annual tax would be about one tenth of one per cent to raise \$1,000,000 annually; to raise the \$2,350,000 it would cost about one fourth of one per cent annual tax. Of course as valuations increase the ratio would be lowered in both instances but in any case it will remain more than double on a four and a half per cent bond issue, what it would require if raised by a direct road tax.

Of course we must not forget the income from such portion of the sinking fund as may be invested. We are informed that it shall be invested at 6 per cent provided it can be invested at all, but since it shall be invested in real estate mortgages it is a little uncertain. Real estate values fluctuate about as badly as any other sort. It hasn't been 30 years since values dropped to less than half right here in Oregon, and it is altogether probable that a similar condition may occur again. How would our retiring fund look in depreciated, unsalable real estate?

Section 12 of the "harmony" bills provides that before any county can participate in a portion of the state fund it shall have raised and spent a certain varying apportionment, and in the event of failure to do so it forfeits its right to any part of the state apportionment for that year. But it is not relieved of its portion of state road tax. Here is an instance where you will pay

whether you receive or not. It will be a sort of coercion that does not set well with the ordinary citizen.

A great deal is being said about the benefits the counties outside of District 3 will receive from the division of the State Highway fund. That will also deserve attention. Let us consider an instance or two. Counties are to be divided into two classes, those having an assessed valuation of less than ten millions, and those having a valuation exceeding that figure. Those counties of the first class shall raise an amount equal to one half that to be drawn from the state, and those of the second class an amount equal to that apportioned to them. Wheeler county comes in the first class. Its valuation would entitle them to \$11,662. They would be required to raise annually \$5831, and whatever interest was due. This we believe, is more than Wheeler County has ever raised in one year for road purposes. This, however, is not all it will raise under this plan. The whole state will be required to provide for the interest and sinking fund and Wheeler County will come in for its proportion. Since Multnomah county pays about one third of the taxes in the state the other parts of the state will have to pay about two thirds of what

state are likely to turn the entire proposition down and make their own roads, locally, each county deciding what it shall use for road purposes and paying its own bills.

Just here is where the Grange Road bills may be of some use. When these bills were first proposed, not having been connected with their formation, we were not very well satisfied with them. The more we have time to consider their merits, and observe the protection they offer to the people the better they look. These bills do not place the people under any obligations to bond themselves, but in the event of bonding they do place limitations upon the use of the funds to be expended. All money so raised shall be placed in the construction of such roads as the people by election shall determine to have improved. If they do not wish to build roads by bonding they have the liberty to say so. If they do bond they pay for just what they get, and the fact that they miss one or more years without bonding does not put them at a disadvantage of having to continue payment on something they do not get. These bills might be improved, but they are the best for the taxpayers that are in the field and the man that votes for them can assure himself at least that he is not imposing unjust taxation upon those who will receive no benefits therefrom.

GRESHAM WILL GET CARNEGIE LIBRARY

The Outlook has received word direct from the Portland Library authorities that the fund of \$10,000 or more for a Carnegie library building in Gresham is now available and the plans are already being prepared by well known architects. The first draft has been made and is acceptable. It now only remains to work out the details for the building. The building as planned is said to be a most beautiful edifice. It will be constructed of stone or other durable material. The work can begin as soon as the site is available and if there is no delay the building can be ready by about October first.

All this is conditioned on the deeding of the site to the trustees of the fund. The full site as required by the committee who selected the location on Main street is demanded.

There should now be united, hearty and immediate action on the part of committee and citizens to take up the options secured on the site some months ago.—Outlook.

Receipts

Received of S. Fund.....	\$ 11 662
County Fund.....	5 831
Interest on Co. Fund, 10 years	
Additional Third.....	
Interest.....	
Total receipts.....	17 493

The "Additional Third" may not be clear to everyone. One third of the money raised for the state fund by the proposed "harmony bill" is reserved from proportional distribution to be used at the discretion of the State Highway Board. Thus it is evident that the advantage to other counties by Multnomah's one third of all tax raised is lost in the one third reserved for the proposed State Highway Board, and the county will be required to pay to the state fund its portion of its road money practically in full so we may as well put the one third back in the column of costs. If all of the third were used in the county it might then be something ahead. But this \$3887.33 may never come into the county, and yet the county must assist in paying its proportion of the reserve which would not be less than the amount stated, together with the interest. Some objection might be urged against the statement of the county fund. By the conditions named in the bills the county bond issue must be paid off in 20 annual installments, and an average of 10 years interest is at least fair.

It will hardly appeal to any one that a county shall obligate itself to raise more than three times what it is to get back from the state. Yet under the proposed "harmony" bill the county is better off at that than not to obligate itself at all, for it will have to pay its proportion of the \$11,662 anyhow.

We have also figured out the probable income and cost to one of the wealthier counties, Clackamas, which must raise an amount equal to that apportioned by the state. The statement is as follows:

Expenditures

Two Thirds of which is.....	\$ 7 774 66
Interest for 30 years.....	10305 70
.....	5831 00
at 5 per cent.....	2915 00
(Offset by Reservation).....	3887 33
30 years at 4 1/2 per cent.....	5197 85
Total cost to County.....	36 001 74

NO MORE BIG INDIAN CHIEFS

Lewiston, Idaho, June 18—At a general council of Nez Perce Indians held at Lapwai, Idaho, this week, through the selection of 12 commissioners the tribe has definitely abandoned the method of control by chiefs, and these commissioners in the future will represent the sentiments of the tribe. In a statement issued by H. W. Wheeler, secretary of the council, he says: "The commissioners will meet from time to time, perhaps once each month, but that has not yet been definitely decided. They will also call the general council when necessary."

These commissioners are located in various sections of the reservation so that they can reach every Indian and thus gain their ideas dealing with tribal affairs.

PREMIUM LIST OUT FOR COUNTY FAIR

Premium lists for the Multnomah County Fair Association have been issued from the press of The Herald and are being distributed by E. L. Thorpe, of Gresham, in whose charge the arrangement of the premium lists was placed. The premium list for this year's event composes 90 pages, aside from the cover. It carries by far the best lot of premiums

Received from State Fund.....	\$19 033 12	2-3 of which is.....	\$12 648 74
Interest at 4 1-2, 30 years.....		17 076 00
County Fund to Balance.....	19 033 13	19 033 13
Int. on Co. Fund, 10 Yrs.....		at 5 per cent.....	9 516 55
Additional Third offset.....		by Reservation.....	6 344 27
Interest on same.....		80 years, 4 1-2 per cent.....	8 864 70
Total income for roads.....	38 066 26	Total cost to Co.....	73 483 39

We Are HEADQUARTERS

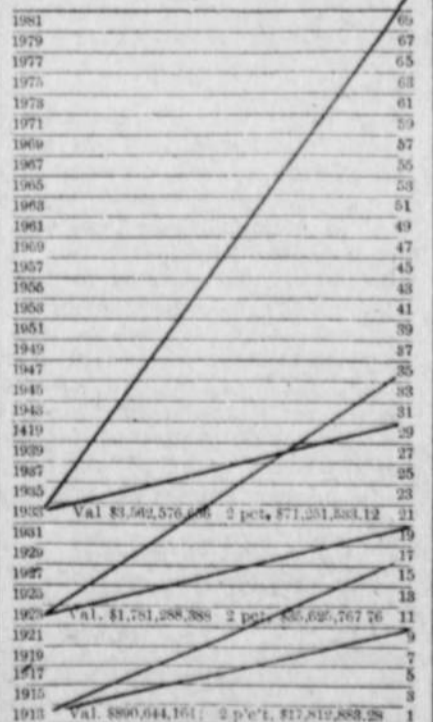
For all kinds of building materials, including rough and dressed lumber, doors, windows, builder's hardware—In fact everything required in building a home.

Here you will find everything you need at the lowest possible prices.

Remember, we will build you a \$1200 residence for \$300 down, the balance payable in monthly installments of \$20 without interest. Could you ask for a more liberal proposition

Miller Lumber Company

Opposite The Bright Realty Company, Lents, Oregon



The figures are given for alternate years to reduce space. The column at the right represents No. million issued years. In the chart we notice a divergence between the oblique lines following 1913, representing the ten million issue or ten years and the possible 17 million