

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	\$ 494,850.00	\$1,605,150.00	
1921..125,000	1,875,000.00	625,000.00	2,500,000.00	1,043,250.00	1,436,750.00	
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	742,632.50	
1926..185,000	2,775,000.00	925,000.00	3,700,000.00	2,937,347.50	650,820.00	
1927..190,000	2,850,000.00	950,000.00	3,800,000.00	3,149,180.00	570,257.50	
1928..195,000	2,925,000.00	975,000.00	3,900,000.00	3,329,742.50	570,945.00	
1929..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,429,051.00	603,157.50	
1930..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,508,392.50	691,607.50	
1931..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,219,942.50	780,057.50	
1932..200,000	3,000,000.00	1,000,000.00	4,000,000.00	4,000,000.00	868,507.50	
1933..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,043,042.50	956,957.50	
1934..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,954,592.50	1,045,407.50	
1935..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,866,142.50	1,133,857.50	
1936..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,777,692.50	1,222,307.50	
1937..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,689,242.50	1,310,757.50	
1938..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,600,792.50	1,399,207.50	
1939..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,412,342.50	1,587,657.50	
1940..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,323,892.50	1,676,107.50	
1941..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,218,442.50	1,781,557.50	
1942..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,068,492.50	1,931,507.50	
1943..200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,845,952.50	2,154,047.50	
1944..200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,161,475.00	2,838,525.00	
1945..200,000	3,000,000.00	1,000,000.00	4,000,000.00	793,275.00	3,206,725.00	
1946..200,000	3,000,000.00	1,000,000.00	4,000,000.00	513,012.50	3,486,987.50	
1947..200,000	3,000,000.00	1,000,000.00	4,000,000.00	244,000.00	3,756,000.00	
1948..200,000	3,000,000.00	1,000,000.00	4,000,000.00	56,237.50	3,943,762.50	
1949..200,000	3,000,000.00	1,000,000.00	4,000,000.00			

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 licenses, chauffers' 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 Dollars 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. 257, 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.

SUMMONS.

In the Circuit Court of the State of Oregon for the County of Umatilla.

Ethel M. Montague, Plaintiff, vs. John I. Montague, Defendant.

To John I. Montague, defendant herein: In the Name of the State of Oregon, You are hereby required to appear and answer the complaint filed against you in the above-entitled suit within six weeks of the date of the first publication of this summons, to-wit: on or before Friday, the 11th day of June, 1920; and you will take notice that if you fail to appear and answer said complaint, or otherwise plead thereto, within said time the plaintiff, for want thereof, will apply to the Court for the relief prayed for and demanded in her said complaint, namely for a decree of the said Court forever dissolving the bonds of matrimony now and heretofore existing between plaintiff and defendant and for the care and custody of Marjorie Montague, the minor child of plaintiff and defendant, and for other equitable relief.

This summons is published pursuant to an order of Hon. Gilbert W. Phelps, Judge of the Sixth Judicial District of the State of Oregon, duly made and filed herein on the 22d day of April, 1920; and the first publication hereof is made on Friday, the 30th day of April, 1920, and the last publication will be made on Friday, the 11th day of June, 1920, in the Weston Leader, a newspaper published at Weston, Umatilla County, Oregon.

Dated this 22d day of April, 1920.
HOMER I. WATTS,
Athens, Oregon,
Attorney for Plaintiff.

Wall telephone for sale. Inquire at this office.



Ten miles used to be a long way

WHAT a difference in these motor-car days, when every point in the county is hardly more than "just around the corner."

People's ideas are changing, too.

They're beginning to figure out how much it is costing them to keep a car. And the man who is doing the greatest amount of figuring is the man with the moderate-price car.

There still seems to be a notion in some quarters that any tire is good enough for a small car.

That's not what the man who owns it thinks.

In recommending and selling U. S. Tires we are trying to see his side of the propo-

sition—finding out what he wants in a tire and giving him that.

Large or small, U. S. Tires are built to only one standard of quality—the standard that produced the first straight side automobile tire, the first pneumatic truck tire.

Every tire that bears the name "U. S." is built the best way its makers know how. It isn't the car, but the man who owns the car, that counts with the oldest and largest rubber concern in the world.

As representatives of U. S. Tires in this town, we offer you the benefit of our experience and advice in settling your tire problem.

Select your tires according to the roads they have to travel:
In sandy or hilly country, wherever the going is apt to be heavy—The U. S. Nobby.
For ordinary country roads—The U. S. Chain or Usco.
For front wheels—The U. S. Plain.
For best results—everywhere—U. S. Royal Cords.



United States Tires
For Sale by
Liberty Auto Co.

OREGON IS BACKWARD IN STATE SCHOOLS

Washington Pays \$30 a Year For Education of Each Child; Oregon \$11.85.

"It is the question of the undermost as against the uppermost, property values over human values," said M. H. Marvin, a member of the Washington State Industrial Welfare Commission, who made a plea at the Portland hotel recently before the Portland Ministerial association for the state two-mill elementary school measure, which is to be voted upon May 21 at the primary. He continued: "The church has made mistakes, but this is one place where the church must not err. You must get behind this measure so that the child of the poor man can have his or her deserved opportunity in life. Oregon is face to face with a crisis in its educational system, that, if not met, will put it back toward the dark ages instead of in the light of the twentieth century which it should hold. It is one of seven states which still holds to the antiquated idea of district school taxation plan. It must get out of the rut in which it finds itself today and place herself alongside the other 39 or forty states and make the tax for its schools equal throughout the state.

"Washington today pays per year \$30 for the education of each child within its boundaries. I am told you in Oregon pay toward this great work for the voter of the future only \$11.85. It is time for a change and I, from your sister state, urge you to announce from your pulpits, from the house-tops if you please, the benefits of this measure, and I hope it will be voted in by a big majority."

Rev. W. T. McElveen of the First Congregational church of Portland, also made a strong plea for the measure and declared that it was not only a problem for Oregon to solve, but "a national one, to handle this situation which Oregon now faces, namely—the education of the illiterate, of which there are today in the United States, 5 1/2 millions," said Dr. McElveen.

"Labor counts on the church in this crisis," said the speaker, "Oregon is behind the times in her educational system and every 'tightwad' citizen in Oregon is to blame for this situation which we now must face at the polls on May 21.

"Do you know how Boston Tech handles her students? They have one teacher to every six students. Oregon has one teacher to every 64. How's that for a contrast? Isn't it about time you and I went to the polls and voted for something new in this state? I think so."

Mrs. Alexander Thompson and Mrs. S. M. Blumauer also made striking addresses to the ministers on this measure, being followed by President

Campbell of the University of Oregon, who pointed out the necessity of aiding the elementary schools, that the higher educational institutions would have a basis on which to work, a groundwork on which to build the citizen of the future.

The ministers endorsed the measure unanimously.

OREGON NEWS NOTES

Sugar will go up to 40 cents a pound in the next three or four months, is the prediction of E. L. Knapp, vice-president of the Alsea Lumber company of Eugene and owner of a sugar plantation in Cuba.

More than 300,000 drivers of motor vehicles are expected to register on or before July 1 under the act passed at the last session of the legislature providing for the licensing of operators or drivers of these conveyances.

On the strength of a confession made by Jesse Mullinix, Mrs. Theodore Steiger, wife of a prominent rancher of north of Salem, was arrested by Sheriff Needham charged with complicity in an assault on Steiger with intent to kill.

Two men are dead and one injured, perhaps fatally, as the result of a log rebounding when it became snagged in the woods above the Haskell-Carpenter company lumber mill at Cherry Grove, a few miles west of Gaston. The dead men are: Lester Ridge of Beaver-ton and William Lane.

REBELS CAPTURE MEXICAN TOWNS

American Destroyers Move to Southern Waters to Await Events.

Washington.—With Mexico City, Vera Cruz and Tampico in the hands of the revolutionists, American destroyers were sent to Mexican waters to await eventualities and to afford protection to the American lives in the Mexican gulf ports. This gives the revolutionists control of practically all of the important cities.

Official confirmation of the fall of the Mexican capital was received by the state department from the American embassy which reported there was no disorder in the capital.

The revolutionary government in Mexico will ask for immediate recognition by the American government.

El Paso, Tex.—Mexico's newest revolution is in its final stage. The old regime has been overthrown. With the exception of Yucatan, Campeche, Chiapas and northern Lower California, all of the country is declared by revolutionist leaders to be under control of the new regime.

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