



Wall Paper and
Paint

Spring Time Necessities

Perkins' Pharmacy

If we haven't got it
we'll get it. Ask us.

PRINTING OF ALL
Kinds
not the cheap kind
but the
good kind done here



Mr. B. Wise Says:
Why Don't You
Sleep at Night

"Sleep, O Gentle Sleep—
Nature's Soft Nurse, how
have I
Frightened Thee,
That thou no more wilt weight
my eyelids down,
And steep my senses in for-
getfulness."

Nature

Has provided sleep, that great
balm to hurt minds—sleep that
knits together the nerves for another
day's arduous duties.

But

Many cannot sleep.

Sleeplessness

Or insomnia, is one of the prom-
inent symptoms of eye strain.

There

is danger that it will lead to
other disorders.

Glasses

Carefully fitted to the needs of
the eye, will so often soothe the
nerves and make sleep possible to
the sleepless.

Henry E. Morris & Co.
Eye Sight Specialists
305 State Street, Salem, Oregon



It's a Swell Job

for a man to try and fix his own
plumbing. He stands about as
much chance of succeeding as he
would of crossing the ocean in a
tub. Don't try to be your own
plumber. The minute anything
goes wrong send for us and save
yourselves a lot of time, trouble,
temper and money.

RICH & ELLIS
Dallas Ore.
512 MAIN ST. PHONE 457

**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 of 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 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	1,193,250.00	1,666,750.00
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	1,279,750.00	1,880,250.00
1924	170,000	2,550,000.00	850,000.00	3,400,000.00	1,340,000.00	2,060,000.00
1925	180,000	2,700,000.00	900,000.00	3,600,000.00	1,393,750.00	2,206,250.00
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	1,429,750.00	2,270,250.00
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	1,469,750.00	2,330,250.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	1,509,750.00	2,390,250.00
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,549,750.00	2,450,250.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,589,750.00	2,410,250.00
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,629,750.00	2,370,250.00
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,669,750.00	2,330,250.00
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,709,750.00	2,290,250.00
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,749,750.00	2,250,250.00
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,789,750.00	2,210,250.00
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,829,750.00	2,170,250.00
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,869,750.00	2,130,250.00
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,909,750.00	2,090,250.00
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,949,750.00	2,050,250.00
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,989,750.00	2,010,250.00
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,029,750.00	1,970,250.00
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,069,750.00	1,930,250.00
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,109,750.00	1,890,250.00
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,149,750.00	1,850,250.00
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,189,750.00	1,810,250.00
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,229,750.00	1,770,250.00
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,269,750.00	1,730,250.00
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,309,750.00	1,690,250.00
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,349,750.00	1,650,250.00

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 com-
puting 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 ma-
turity of State Highway bonds up to an estimated amount of \$40,000,000 (the approxi-
mate amount which could be issued with a 4 per cent limit on the present assessed valua-
tion 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, \$2,000,000; 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 obliga-
tions 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, en-
gineering 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.

ELECTION, MAY 21
STATE ROADS
Vote 302 X Yes
For 4% State Road Bond Limit

BALLOT TITLE IS AS FOLLOWS:

302 X Yes CONSTITUTIONAL AMENDMENT—Referred to the people by the
Legislative Assembly.
303 No LIMITATION OF FOUR PER CENT STATE INDEBTEDNESS
FOR PERMANENT ROADS.—Purpose: To amend Section 7 of
Article XI of the Constitution of the State of Oregon so as to permit the
creation of debts and liabilities including previous debts and liabilities
for the purpose of building and maintaining permanent roads to the
amount of four per cent of the assessed valuation of all the property
in the State of Oregon, instead of two per cent as now provided by law.

NO PROPERTY TAX—NO DIRECT TAX
NO INCREASE IN AUTO LICENSE FEES
NO INCREASE OF GASOLINE TAX

Keep these three facts in mind. The present auto license fees and
gasoline tax will pay both the principal and interest on all the bonds
under this amendment, and will yield an annual surplus besides for other
state highway work. No additional taxation of any kind.

FEDERAL FUNDS MUST BE MATCHED

Oregon must have sufficient Highway Funds to match Federal apportion-
ments or Oregon cannot get the benefit of Federal money for Oregon Roads.
Increasing this constitutional limit is a necessity. Unless limit is increased,
either state roads cannot be completed for many, many years, or must be finished
by direct property taxation. This measure averts direct property tax for state
highways and makes early completion possible. Let's get the roads built now.

Income from Present Sources Sufficient to Pay Principal and Interest.

The fact that revenues from auto license fees and gasoline tax, without increase of present rates,
will be ample to pay both principal and interest on these bonds, is clearly set forth by official figures
in the State Pamphlet, mailed to every registered voter. Refer to State Pamphlet for verification.
Examine the table carefully. It proves that no property tax is required and that present rates for
auto license fees and gas tax will redeem principal and interest and yield surplus besides.

For Interest Tables, Pamphlets or further information, write to
OREGON ROADS AND DEVELOPMENT ASSOCIATION
W. L. THOMPSON, President, 245 Reg. St., Portland C. C. CHAPMAN, Cassius Executive Committee, L. I. Andy
Campaign Headquarters, 311 Worcester Building, Portland, Oregon

VOTE 302 X YES—For 4% State Road Bond Limit



Patronize
the merchants who ad-
vertise in this paper
They will treat you right

**FARM
POULTRY**

CONSTRUCTION OF HEN HOUSE

More Fowls Can Be Kept on Small
Floor Area Under Colony Than
on Intensive System.

(Prepared by the United States Depart-
ment of Agriculture.)

A house constructed for the conven-
ience of the attendant, will have
enough cubic air space provided 2 to 5
square feet of floor space is allowed
per fowl. Fresh air should be se-
cured by ventilation rather than by
furnishing a larger amount of cubic
air space than is required for the con-
venience of the attendant. The neces-
sary amount of floor space depends
upon the system, on the size of the
pens, the weather conditions, and the
size of the birds. More birds can be
kept on a small floor area under the
colony than on the intensive system,
where the colony system is used in a
mild climate and the hens have free
range throughout most of the year.
Colony houses holding from 30 to 75
hens are about as large as can be



An Open-Front Poultry House Keeps
Hens Healthy.

easily moved, but larger numbers may
be kept in one flock in a long house.
Flocks of from 60 to 150 are well
adapted to the average conditions for
the production of market eggs. Large
numbers require less labor, fewer
fences, and a lower house cost than
small flocks, but there is a greater
chance for disease and the individual
hen receives less attention.

No interest to serve but the
people's interest

D. E. Fletcher

Republican Candidate for
Member of the Legislature

12th District
Lincoln and Polk Counties

Primary, May 21, 1920
Paid Advertisement

B. F. Jones

Newport, Oregon

Republican Candidate for

Secretary of State

More and Better Roads
More Irrigated Lands
Deeper Rivers and Harbors
A Bigger and Greater Oregon
One hundred percent American.

I solicit the support of my old
neighbors in Polk County.

Paid advertisement

Get You a Tailor Made Suit

\$45 to \$60

20 percent less than the same
goods cost in Salem.

I have the samples of the
Chicago Woolen Mills

They are a fine assortment
and satisfaction is guaran-
teed or money refunded.

See them at the hotel or let me know
and I will call with the samples,

A. J. BABB Monmouth Hotel

For any thing you want or don't
want try our bargain column. It will buy or sell for you.

Read your own Herald \$2.00 per
year