

Wasco County's Greatest Celebration

Historical Pageant will be staged at the
Dalles Illehee

The Dalles Auto Camp Ground

MAY 27 at 6:30 P. M.

1000 Men, Women and Children

100 Indians will take part in this Great Production

ADMISSION

FREE

BASE BALL

BETWEEN

The fast Warm Spring Indian Team
and The Dalles City Team, Friday, starting at 2:30 P. M.
CITY WILL BE CLOSED AT 4:30 P. M.

The Dalles, Oregon, May 2nd, 1921.

TO THE TAXPAYERS AND VOTERS OF WASCO COUNTY,

That you may have a better understanding of the proposed \$800,000.00 Bond Issue TO BE VOTED ON JUNE 7TH, the carrying of which means a permanent macadamized road through Wasco County, we submit some statistics which we believe will prove of interest and conclusive as far as your influence and your vote is concerned.

These figures are based on the cost to you when the entire \$800,000.00 in Bonds are SOLD.

The 1920 assessed valuation of Wasco County was	\$29,162,072.44
The interest on \$800,000.00 at six per cent per annum is	48,000.00

The \$800,000.00 Bond Issue (should the entire issue be sold at once--and it will not be) will cost YOU PER YEAR ONLY \$2.40 for each thousand dollars of assessed valuation.

For each unit of \$100,000.00 of Bonds sold, YOUR taxes will increase per year ONLY 30 cents for every thousand dollars of YOUR assessed valuation.

By voting this Bond Issue The Dalles-California road will be built as a State Highway, which means that it will thereafter be MAINTAINED ENTIRELY by the State.

ALL COUNTY, MARKET, POST and LOCAL ROAD FUNDS may then be spent on other county roads as none of these road funds will be needed in maintaining this main Highway.

If this Bond Issue carries, it means further that the State will put up an equal amount or \$800,000.00, making \$1,600,000.00 to be spent largely here at home for material, labor, etc. We then secure two dollars worth of road for every dollar we spend and the money left in our own county.

In conclusion, you should realize that The Dalles-California Highway WILL BE DIVERTED through Sherman County if this Bond issue fails to carry in Wasco County, and we will pay our proportionate share. Sherman County along with other counties throughout the State will have a STATE HIGHWAY which Wasco County has helped to pay for but receives no direct benefits.

Are you going to allow this opportunity to get away--an opportunity which may never come again--the opportunity of having a trunk highway built and maintained upon our paying only fifty per cent of the building cost?

Shall Wasco County take its place with other counties or shall we remain an isolated section of the State?

IT CANNOT, MUST NOT, WILL NOT fail to carry.

WORK FOR IT --- TALK IT --- VOTE FOR IT
BOND ISSUE COMMITTEE
The Dalles-Wasco County Chamber of Commerce

BLACKSMITHING
and General Repairing
Chilled Shears Ground
HORSE SHOEING
All Prices Way Down
A. F. Martin

Jackson Rice was a Maupin caller from Wapinita Monday.

The Maupin Times

Published every Thursday at
Maupin, Oregon

Jessiline R. Morrison, Publisher
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Entered as second class mail matter September 2, 1914, at the postoffice at Maupin, Oregon, under the Act of March 3, 1879.

Some Features of Bond Issue

Of the total assessed value on rolls for Wasco County amounting to \$29,162,072.44 percentages paid by incorporated cities, public utilities and farming interests are as follows:

Public Service Corporation	\$5,210,072.44 or 25.8 percent
Values in Cities	4,155,440.00 or 20.6 percent
Remainder of County, (Farming & Timber)	10,796,560.00 or 53.6 percent
Total	\$29,162,072.44, 100 percent

1. From this you will see that the farmers pay approximately 50 percent of the taxes of the county. The state matches the bond issue. Therefore, for \$1.00 which the farmer pays on this road he receives back \$4.00 in permanent roads. A chance for the farmers to obtain their own road at 25 percent of the actual cost. The cities receive \$10.00 worth of road work for every \$1.00 expended and the public service corporations pay 25 percent of the total cost of the road to this county.

2. Even if the entire bond

issue should be sold at one time--which it cannot be--the yearly cost to a tax payer for interest on the bonds--will be \$2.40 per \$1000.00 of assessed valuation. Thus a man with \$10,000.00 assessed valuation would pay \$2.00 in taxes for the road. The road as it stands causes more than the loss of a Ford casing per year to every farmer who owns a car. Gasoline savings would be equally as great.

3. If we do not get the road another county will, and we will be forced to pay for part of it just the same.

4. The state will maintain the road after building it and will thereby release more money for keeping up lateral roads so that all roads will benefit. This highway in the winter especially, will draw all the traffic possible thereby leaving other roads in better condition.

5. The cost of maintaining the present dirt road with the ever increasing wear due to auto trucks will amount in 20 years to a large share of the total road money in the county goes into the present road and in 20 years the road as it stands will be worse than now due to truck traffic.

6. This is the most important of the six points. Think it over carefully. Truck and auto traffic will continue to grow and even now our roads cannot stand it. Our soil is too light and no dirt road in the county will remain passible under heavy truck hauling. Our present plan of a "Budget System" with a maximum increase of 6 percent per year makes it impossible to obtain permanent roads in any other way. By building this main highway we can get on a permanent road building program with the aid of market road money and money saved in maintaining the present road. All roads will soon feel the benefit.