

REPORT OF THE CONDITION OF THE MAUPIN STATE BANK

at Maupin, in the state of Oregon, at the close of business June 30, 1926.

RESOURCES

Table listing resources: 1. Loans and discounts, including rediscounts shown in item 29 and 30, if any... \$123,566.73

LIABILITIES

Table listing liabilities: 16. Capital stock paid in... \$25,000.00; 17. Surplus fund... 2,000.00; 18. (a) Undivided profits... \$11,459.16

Total... \$178,652.12 State of Oregon, County of Wasco, ss. I, F. D. Stuart, Cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

F. D. STUART, Cashier. Correct-Attest: F. S. FLEMING, J. M. CONKLIN, Directors. Subscribed and sworn to before me this 3rd day of July, 1926. GEO. McDONALD, Notary Public. My commission expires January 13th, 1928.

WAPINITIA NEWS

Rev. J. I. Parker, former U. B. minister here, with his family, is visiting in Wapinitia a few days.

Mrs. J. M. Powell, who has been very ill for the past three months, is at home again after a time spent in a hospital at The Dalles.

A new store building is going up six miles west of this place. Its owner will handle groceries and refreshments.

W. A. Mershon made a trip to Portland Friday and to Fossil and Arlington Saturday, returning Sunday.

This village was deserted Sunday and Monday, the people turning out en masse to the mountains and various other places.

Work on the new highway is progressing nicely in every department, and much progress is being made.

Roy Batty has just completed a modern dairy and hay barn.

A. L. Hartman made a flying trip to Portland Friday.

Harvest is starting and the yield of wheat promises to be good.

Mrs. Nova Bothwell, who has been quite ill, is much improved at this writing.

Oregon News Notes

Portland is estimated to have 347,781 population, one of the 12 fast-growing American cities.

Burns—More than 100 new homes have been built here, in 18 months.

Deschutes County votes \$185,000 road bond issue.

Cottage Grove—Discoveries reported of gold and quicksilver in Bohemia district.

Klamath Falls—Building permits totaling \$78,505, issued in one week.

Astoria—370 tons asphalt arrives from California, for highway improvements.

Marshfield Daily News pays 8 per cent dividend on preferred stock.

Hood River—Ideal company ships six large apple grading machines to Africa.

Wauna Channel, in Columbia River, blasted out to low-water depth of 33 feet.

Uncle Sam and His Nephews, the States, Are Collecting Over a Billion Dollars in Yearly Tolls on Motor Vehicles and Fuel

More Than Meets the Nation's Billion Dollar Highway Building Bill—Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, Tells Striking Details.

By JUDSON C. WELLS

America has reverted to the ancient system of collecting tolls wherewith to build and maintain highways.

In 1925 these tolls amounted to \$1,094,000,000, collected through motor licenses, gasoline taxes, property, corporation, income production and other taxes on automobiles, automobile manufactures, the petroleum industry, etc.

In the same year \$1,003,000,000 was spent on rural roads. It took near a century to build \$20,000,000 worth of railroads. A highway system costing that much will be created in twenty years at present rate.

These are some of the high points presented by Thomas H. MacDonald, Chief of the Bureau of Public Roads, Department of Agriculture, in an interview on highway development.

"The equipment of this continent with modern roads has been the most amazing provision of a public utility that any community ever accomplished in a similar period," said Mr. MacDonald. "Historians say the Roman Empire was held together by its highway system, radiating from Rome to the Provinces. But America has converted a continent into a neighborhood within a few years.

"This accomplishment really represents the inauguration of a new system of taxation; a system of licenses and excises levied against particular privileges or classes of property, the proceeds being dedicated to highway development.

"For 1925 state taxes on gasoline aggregated \$143,000,000. Add to that \$283,500,000 for automobile registration and licenses; \$150,000,000 as property taxes on the 20,000,000 automobiles; \$143,439,709 as the Federal excise tax on automobiles, parts and accessories for 1925; \$50,000,000 to represent wheelage taxes, special taxes on gasoline or cars, and fines collected from motor drivers. The total reaches approximately \$749,930,709.

Nearly \$1,100,000,000 Yearly Tolls "But these figures do not include income and corporation taxes derived from the motor car business. Nor do they include state, local, production, corporation or income taxes of the petroleum industry. Yet that industry has a capitalization of about

624 miles, were to be included in the national system, eligible for Federal aid. Nearly every mile of that 2,868,061 was a candidate for designation as a Federal highway. But in the end the system was laid out as a truly national one.

"When the map was published it showed nearly the 200,000 miles of designated routes. Since then 46,455 miles of these roads have been improved, nearly 13,000 more are under construction, and over 2,000 have been approved for early beginning of work. In addition to that many states have built, without Federal aid, extensive sections which are included within this national system. In fact, these state contributions aggregate 55,000 miles, so that approximately two-thirds of the 200,000 mile national highway system has already been improved.

Uncle Sam as Road Supervisor "Along with all of this, there is the Federal supervision over construction and maintenance. When Uncle Sam helps build a road he reserves authority to require its proper maintenance. Then there is the business of uniform marking along highways, which makes it possible for motorists to drive thousands of miles on a designated route whose markings become so familiar that after a few miles he need not ask directions.

"Finally Federal participation has made possible a great number of bridges at strategic points. Some of these have been needed for years, yet state and local authorities have been unable to provide them, partly because of the cost, partly because of competition between routes. When a

GASOLINE TAXES BY STATES

Table with columns: State, Gas Tax per Gal., Collections 1925, Collections 1926. Lists states from Ala. to Nev. and a Total row.

\$9,000,000,000. A modest estimate for these, added to the preceding figures, makes a total of \$1,094,930,709, which is considerably more than the entire amount spent on country roads.

"You observe that I have not included the government's expenditures of nearly \$100,000,000 in Federal aid to road building. In the eight years from 1913 to 1925 inclusive, the Government has contributed \$460,000,000 to help the states build roads. That is considerably less than half of what the country spent on roads in either 1924 or 1925. Moreover, in the same eight years, while the Government was distributing that \$460,000,000 to the states, it collected \$373,000,000 in internal revenue taxes on motor cars, parts and accessories. Other hundreds of millions were collected in income and corporation taxes from motor car manufacturers and dealers.

Thus it appears that Federal contribution to roads as compared to the contribution of people who make and use the cars and the gasoline has been decidedly modest. "But, while Federal contribution is only about 10 per cent of highway expense, it has accomplished results altogether out of proportion to its amount. First, it was an incentive to the States. The Government required them to invest as much as it contributed. Then the Government takes part in a general supervision of construction and a share in determining routes. So we have built roads on better standards, and have got them organized into a truly national system instead of forty-eight state systems.

Unifying the Road System "Some day it will be realized that this was the most valuable contribution. Driving from Boston to New York, a man may pass through four states. Every one might have a splendid highway system; but if these did not articulate at the state lines the trip would be almost impossible. Thanks to the systematization under Federal influence, country roads are as superior to state boundary lines as are railroads.

"The Federal highway act of 1921 required that a complete nation-reaching system of roads be designated within two years, as the roads to which Uncle Sam would give assistance. It was found that there were 2,868,061 miles of highway in the country. Of these 7 per cent, or 200,

stream separates two counties, or two states, it is often impossible to get them to agree where to build or how to divide the cost of a bridge. In such cases the Federal authority has repeatedly mediated differences and secured construction. Let me mention some instances.

"Missouri has been a state for over a century. Divided east and west by the Missouri river, communication between the two sections has been limited, to the state's disadvantage. Four bridges across the river were required in the national highway program, and Federal co-operation with the state of Missouri has made them possible. Two are completed, the others are under construction. The four will cost a little more than \$2,000,000, the Federal contribution being nearly \$1,000,000.

Getting Bridges Constructed "Another bridge that has a peculiar importance, both locally and nationally, has been needed for generations across Raritan bay, New Jersey. It is one of the links in the chain of communication between New York city and the country at large. In 1924 New Jersey had some \$700,000 of Federal aid allotted to her roads and in 1925 over \$1,000,000. So the state agreed that this Raritan bridge should be built, costing about \$4,000,000. Federal funds made up about one-third of the amount. The bridge, over a mile and a half long, is now nearly completed.

"Such illustrations might be multiplied indefinitely. National participation has repeatedly made possible the accomplishment of vitally important highway development."

According to the American Petroleum Institute, the gasoline tax was first imposed in 1919 in Oregon. It has now been adopted by all the states except New York, Illinois, New Jersey and Massachusetts. The tendency has been continually to increase the rate of tax per gallon. As late as 1921 gasoline taxes for the entire country were only about \$5,000,000; in 1922, \$12,000,000; in 1923, almost \$37,000,000; in 1924, \$79,000,000, and in 1925, \$142,987,749.

With good prospects that the "gas" tax will be adopted soon by states which do not have it now and with the gallonage rates being increased in other states, it is calculated that this tax alone will soon raise \$200,000,000 a year, quite possibly during 1926.

PORTLAND Painless Dentists 305 SECOND STREET Over Pound's Jewelry Store, The Dalles Oregon, will mak you A Full Set of Teeth fully guaranteed to fit and give satisfaction for \$40.00 Bridge Work \$9.00 per Tooth Painless Extraction \$1.00 W. T. Slatten, D. D. S. Proprietor

Don't Throw It Away We mean that old tire that's gone haywire We have the latest equipment for Balloon and High Pressure Vulcanizing F. D. Frazier's Tire Shop DUFUR, OREGON

AUTOMOBILE and General Machine Work Cylinder Grinding, General Machine Work, Truing Crankshafts, Making Pistons and Rings, Bearings, All Sizes Made to Order. Sheet Metal Workers Complete Line of Parts for All Makes of Cars Full Line of Lahers Springs Electric and Oxy-Acetylene WELDING READ & GALLOWAY 609 East Second Street Phone 400 THE DALLES, ORE Phone 883J

Vacation Days are Here! School is out and it's time to take the little folks to the ocean beach for that vacation so long counted on. Clatsop Beach Seaside Gearhart the premier beach resort of the Northwest invites you. Hotels, cottages, golf, surf, bathing, etc. \$13.30 Round Trip via Oregon Trunk Ry. Return Limit Oct 31 Trains leave 12:58 A. M. daily except Saturday, 11:48 P. M. Saturdays. Tickets, Reservations, Folders, etc., of E. W. Griffin, Agt. J. C. Wright, T. F. & P. A. OREGON TRUNK RY. Central Oregon Line

Delarhue Optical Company "Strictly Optical" Voght Block, The Dalles, Ore. The 'movers' caught to rest you. If you find they tire you your eyes are using up more energy than they should. Fred H. Pageler