

W. J. E. Vick of Molalla, who is running for county commissioner, was born in Fond du Lac, Wis., in 1881, and came with his parents to this county when he was three years old, and the following year, 1885, they settled at Molalla, where he has been resident ever since. Mr. Vick has been engaged in a general store at Liberal, but principally at farming, road builder, steam and gas engineering. His slogan is "To be a servant of the public and not a political bully."

Mr. and Mrs. H. W. Morgan of Sellwood, were the Sunday guests of the editor and his wife. It will be recalled that Mr. Morgan addressed the Community Club last January on how he established a \$25,000 business in five years on \$1,200. The address was published in this paper, and it has been reproduced in the Pacific Coast Mercantile Co.'s publication of San Francisco, and also in the Chicago Dry Goods Reporter with flattering editorial comment. Mr. Morgan has also received congratulations on it from various wholesale firms.

**LOWER EAGLE CREEK**

Mrs. Alma Rhuland daughter Velda, of Portland, spent Sunday with Mr. and Mrs. W. A. Smith.

Mr. and Mrs. H. H. Franks and daughter Theda of Portland, spent Sunday with Mr. and Mrs. W. A. Smith.

Mrs. Berniece Stockley of Portland, spent several days with her parents, Mr. and Mrs. Geo. Duncan, this week.

Clyde Monger, who has been staying with his sister in Centralia for several weeks past, returned to his home in Eagle Creek, Sunday.

Fred Bates has recently sold his saw-mill to a party by the name of Hamlet, who has moved the mill across the river from its former location, and is now operating it there.

Mr. Test has been quite ill at his home for the past week. He was taken with an attack of hiccoughs on Sunday morning, and was not relieved of them until the following Saturday evening.

Representatives from the 5th, 6th, 7th and 8th grades from the Eagle Creek School came to Estacada on Thursday afternoon, where they entered the spelling and arithmetic contests. Lyle Smith scored in arithmetic for the 8th graders, and Henry Suter, of the same grade received the spelling diploma.

At the . . .

**Agricultural College State University and Ore. Normal School**

Classes are so overcrowded, rooms so overloaded, and teachers so few, that the three institutions will have to close the door on at least 1000 Oregon boys and girls, and perhaps upon twice that number next fall, unless the new millage support bill passes on May 21.

**These three institutions have, when compared with the year when the present millage support bill was passed, 150 per cent More Students but only 15 per cent More Classrooms and less than 4 per cent More Income**

The fact that higher education in Oregon is in a crisis cannot be said too strongly. You are urged to work for the Higher Educational relief measure, and to help it with your vote on May 21.

Paid advertisement inserted by Colin Dymont in behalf of the Joint Alumni Relief Committee for Higher Education in Oregon, 5.4 Pittock Block, Portland

**Special Runs at the Family Theater**

Manager Linn informs us that he has some good bookings for the near future, Marguerite Clark will appear Saturday night. On Sunday afternoon at 3 o'clock and in the evening at 7:30, Enid Barrett will appear in "The Haunted Bedroom." In addition to this film, there will be a Vaudeville act by the Boyles and Mr. Walker of Portland, consisting of monologues, character songs, etc.

**AUTOMOBILE OWNERS ATTENTION**

I have opened a Repair shop here in Estacada and at present am located in the old Cascade Garage. I work on any make of car, electrical troubles my specialty. I find your troubles and tell you free of charge. Have your car looked over, it may save you many dollars. Small troubles make large ones. I guarantee all work.

5-8 R. E. MOORE.

**\$100 Reward, \$100**

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is catarrh. Catarrh being greatly influenced by constitutional conditions requires constitutional treatment. Hall's Catarrh Medicine is taken internally and acts thru the Blood on the Mucous Surfaces of the System thereby destroying the foundation of the disease, giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in the curative power of Hall's Catarrh Medicine that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address F. J. CHENEY & CO., Toledo, Ohio. Sold by all Druggists, 75c.

**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	1,456,750.00
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	922,382.50
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	2,957,367.50	742,632.50
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	3,149,180.00	650,820.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	3,329,742.50	570,257.50
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,429,050.00	570,950.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,396,840.00	603,160.00
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,308,392.50	691,607.50
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,219,740.00	780,260.00
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,131,492.50	868,507.50
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,043,040.00	956,960.00
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,954,592.50	1,045,407.50
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,866,142.50	1,133,857.50
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,777,692.50	1,222,307.50
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,689,242.50	1,310,757.50
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,600,792.50	1,399,207.50
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,512,342.50	1,487,657.50
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,423,892.50	1,576,107.50
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,335,442.50	1,664,557.50
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,246,992.50	1,753,007.50
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,158,542.50	1,841,457.50
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,070,092.50	1,930,907.50
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,981,642.50	2,020,357.50
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,893,192.50	2,109,807.50
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,804,742.50	2,199,257.50
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,716,292.50	2,288,707.50

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, chauffeurs' 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.