

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 \$1,063,000,000 was spent on rural roads. It took near a century to build \$20,000,000,000 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 \$263,500,000 for automobile registration and licenses; \$150,000,000 as property taxes on the 20,000,000 automobiles; \$143,430,709 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

624 miles, were to be included in the national system, eligible for Federal aid. Nearly every mile of that 2,866,961 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 46,485 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 be-

GRADE SCHOOL NOTES

First Grade—

Florence Sagner and John Geil are absent from school on account of illness.

Mrs. Clara Hinicbothem spent Monday morning in the primary room.

The first grade are making dainty little booklets to be given their mothers in honor of Mothers' Day.

The first grade have read two primers, a supplementary first reader and are now beginning their Beacon first readers. The course of study requires only three weeks work in this book at the close of the year, as the book is to be completed in the second grade.

Second Grade—

Mrs. Petrasso visited the second grade this week.

Fourth Grade—

The children receiving the Palmer Method Button for acceptable work in writing are Ruth Saunders, Max Gilgan, Frances Wiley, Harold Perry, Ervin Douglas, Sam Whitehead and Malissa Sarver.

They will now try for the Progress Pin which is the next award.

The fourth grade have completed their text book work for this year according to the State course of study. The remaining time will be spent in review.

Fifth and Sixth Grades—

The following pupils received Palmer Pins for writing: Carol Yocum, Kelly Douglas, Paul Beck, Lloyd Kaake, Walter Sagner, Audrey Ingles, Cecil Cahill and David Eshelman.

Carol Yocum and Audrey Ingles received the Progress Pins and are writing now for improvement certificates.

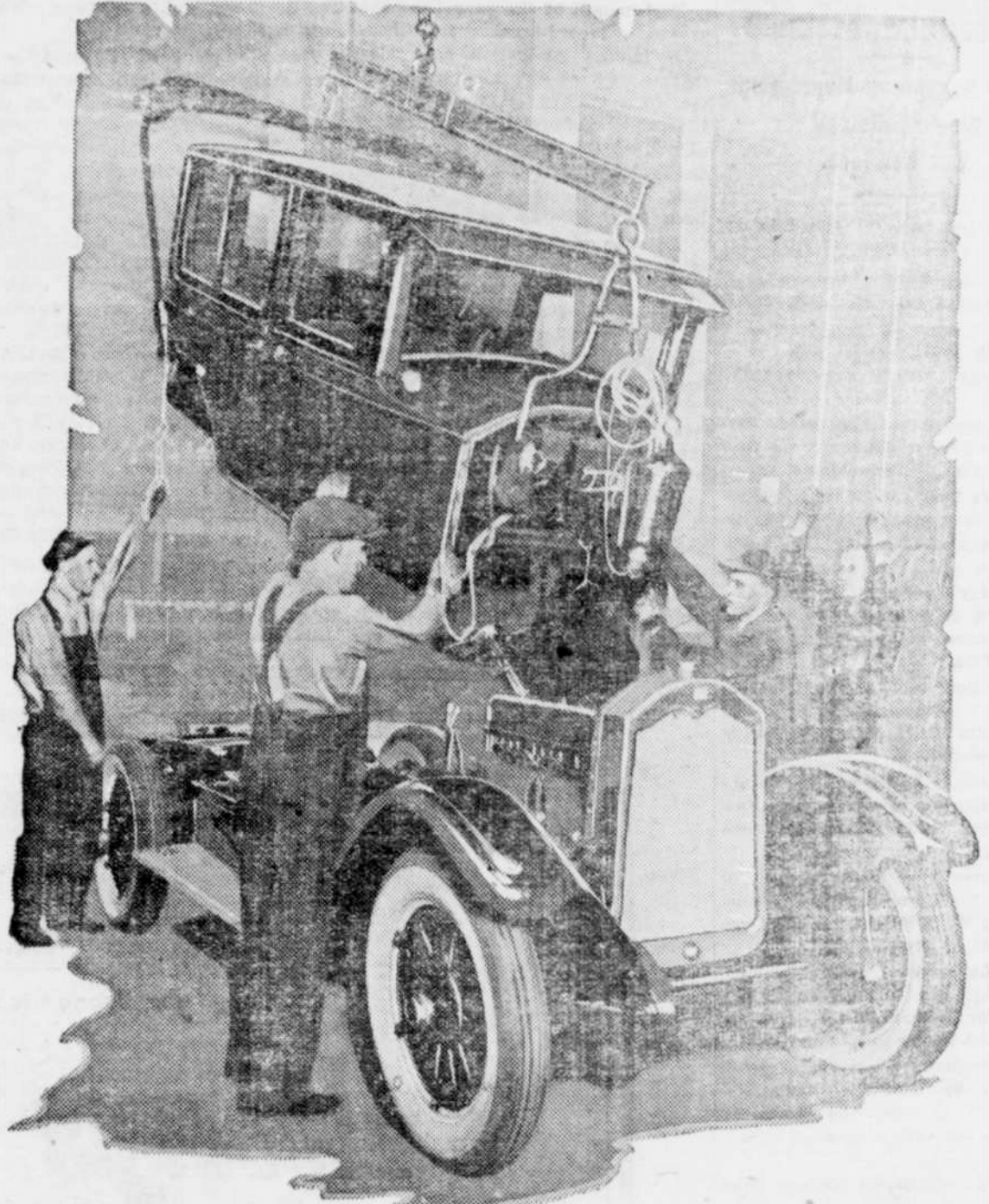
Wesley Jacobsen has been absent from school on account of illness.

Eighth Grade—

The following pupils have made exemptions in spelling, grammar and arithmetic in the recent county tests: Ruby Bates, Eugenie DuBois, Charles DuBois, Vera Chandler, James Guttridge, Edith Demoy, Herbert Fifer, Helen Perry, Alta Darrow and Thurston Yocum.

The eighth grade county examinations will be given next week.

Yearly Record Smashed in 8 Months



This is the 181,324th Buick of the current series. It marked the setting of a record in shipments for Buick cars in eight months, which exceeds that of any entire fiscal year in the history of the company.

This month was October, 1925, when 22,850 cars were loaded and sent out. The October record was also broken in each of the three months of 1926. In January the shipments set a new record of 23,265 cars which is 415 cars better than the October mark. In February the record of January was beaten by 29 cars. The March record smashed the February mark by 2,011 cars.

Manager, gave some indication of what the company was accomplishing in an interview a few weeks ago. He stated that Buick dealers throughout the country had been unable to stock cars in anticipation of the Spring demand for the first time he could remember. These Buick records bear out Burong's statement that 1926 would be an exceptional year both for the auto industry and for every other branch of business.

GASOLINE TAXES BY STATES					
States	Gas Tax per Gal. 1925	Collections 1925	States	Gas Tax per Gal. 1925	Collections 1925
Ala.	4	\$ 2,146,801	N. H.	2	\$ 700,000
Ark.	4	8,668,995	N. J.	None	None
Ariz.	4	848,275	N. Mex.	None	537,356
Cal.	2	13,869,952	N. Y.	None	None
Col.	4	1,861,521	N. C.	4	5,272,093
Conn.	4	1,908,808	N. D.	1	657,202
Del.	4	350,580	Ohio	2	9,129,345
Fla.	4	7,024,308	Okl.	2 1/2	5,143,517
Ga.	4	4,213,314	Ore.	2	2,886,532
Ia.	None	939,873	Penna.	1	10,300,000
Ill.	3	6,792,481	R. I.	1	196,084
Ind.	3	3,215,494	S. C.	5	3,195,758
Iowa	3	2,376,924	S. D.	2	1,299,112
Kan.	3	2,376,924	Tenn.	3	2,198,453
Ky.	3	2,040,000	Tex.	4	2,744,007
La.	3	2,330,542	Utah	1 1/2	975,565
Ma.	3	2,200,000	Vt.	2	519,308
Me.	3	2,022,985	Va.	3	3,515,870
Mass.	None	None	Wash.	3	3,000,000
Minn.	3	3,563,940	W. Va.	2 1/2	2,155,790
Mich.	3	9,000,000	Wis.	2	2,447,274
Miss.	3	2,439,633	Wyo.	4	460,971
Mo.	3	4,224,250	Dist. of Co.	1	787,666
Mont.	3	738,000			
Neb.	3	2,200,000			
Nev.	4	318,216			
			Total		\$142,987,749

BORDEN WOULD REPRESENT FIRST DISTRICT IN CONGRESS

Newton W. Borden of Medford will be a candidate for the Democratic nomination for congress in the May primaries, it was announced Saturday by Carl C. Donough, president of the Democratic club of Oregon, who has received a letter from Borden, indicating that he will seek the office now held by Congressman Hawley.

Jackson county on the Democratic state central committee. The date for filing having expired it will be necessary for the Democratic voters of the first congressional district to write in Borden's name on the ballot in order to give him the nomination. No candidate filed this year for the nomination.—Journal. Subscribe for the News.

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petroleum industry. Yet that industry has a capitalization of about \$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 1918 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 \$873,000,000 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 2,866,961 miles of highway in the country. Of these 7 per cent, or 200,

cause of the cost, partly because of competition between routes. When a 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 now by states which do not have it 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.

Alfred E. Clark of Portland Candidate for the Republican Nomination for the United States Senate



Read a few of the many unsolicited press comments—

THE Portland Daily News, speaking of the Senatorial candidates, said:

"If we were entirely business-like in the conduct of our public affairs intent only upon getting the best man available for the money, there is no doubt whom we would employ.

"We would employ a man of proved achievement, proved honesty, proved fearlessness and trustworthiness. We would employ a big man.

"And that man is Alfred E. Clark of Portland."

The TOLEDO LEADER: "Mr. Clark is a man who has had a world of experience, has the age, the dignity and ability to represent the people of this great state in the national law making body as they should be represented."

The EASTERN CLACKAMAS NEWS: "There are few men in the state who are as well qualified for Senator as Mr. Clark."

The CONDON TIMES: His (Mr. Clark) knowledge of public affairs, his prominence as a lawyer and his reputation as a speaker will prove valuable assets should the people desire to send him to Washington.

Ad. Adv. Alfred E. Clark for United States Senator Campaign Committee

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Clackamas	2:30	6:50	Eagle Creek	8:15				4:45 8:45
Carver	2:40	7:00	Barton	8:25				4:55 8:55
Barton	3:05	7:25	Carver	8:45				5:15 9:15
Eagle Creek	3:15	7:35	Clackamas	8:55				5:25 9:25
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