

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	\$ 494,856.00	\$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	2,277,617.50	1,322,382.50
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	3,429,057.00	570,943.00
1930..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,396,842.50	603,157.50
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	3,219,742.50	780,257.50
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	3,043,042.50	956,957.50
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	2,412,342.50	1,587,657.50
1941..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,323,892.50	1,676,107.50
1942..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,235,442.50	1,764,557.50
1943..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,068,492.50	1,931,507.50
1944..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,845,952.50	2,154,047.50
1945..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,161,475.00	2,838,525.00
1946..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	793,275.00	3,206,725.00
1947..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	513,012.50	3,486,987.50
1948..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	241,000.00	3,759,000.00
1949..	200,000	3,000,000.00	1,000,000.00	4,000,000.00	56,237.50	3,943,762.50

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.

The Halsey Enterprise
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PUBLISHED EVERY THURSDAY
CHAS. BALLARD, Editor
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Dated and first published April 1 1920.
RODNEY SAVAGE
Administrator Aforesaid.
Amor A. Tussing,
Atty. for Administrator. 4-1 to 4-29

Our Sermonette.
He shall call upon me, and I will answer him: I will be with him in trouble; I will deliver him and honour him. Ps 91: 15.
It is always our blessed privilege to carry our sorrows and vexations to the Lord;
"For he knows how to steal the bitter from life's woes."
He does it by showing us, through experience, the vanity of all earthly things and their utter inability to satisfy the soul's cravings, or to comfort the wounded spirit. Then comes the thought that however vexing our experiences, they will soon be over; and if we permit them to do so they will only work out in us the peaceable fruits of righteousness, and develop in us strong and noble

characters, disciplined to thorough self-control, thoughtful consideration, patient endurance of affliction, and loving loyalty and faithfulness and trust in God.

Something About Taxes.

In Idaho with unrestricted taxation and budget making power, state appropriations in two years have been jumped from two to seven millions.

In Oregon, even with a six per cent increase limitation, measures are on the ballot to increase state taxes from 3.23 to 8 mills.

On top of this the Single Tax is put on the ballot to throw all the burdens, now largely collected from personal property, on land owners.

No wonder the people of California are trying to change the number of signatures required for initiative bills from 8 per cent to 25 per cent.

The total state taxes for 1920, is \$32,596,695, an increase of \$7,000,000 over 1919.

At Salem a new source of revenue is derived from collecting ten cents a load from gravel taken from the Willamette river. If this rule were applied to all streams in the state it would raise a large sum annually for the state treasury. A state license tax on dances that are now supervised by counties would also produce large revenues.

An appeal for the Blind.

"Give the blind in Oregon an opportunity to be self-supporting" is the plea of the committee working in behalf of approval of the legislative bill to be voted on at the next election May 21 providing for a tax levy of one sixth of a mill to erect and equip an industrial and employment institution in the State of Oregon for the benefit of the Oregon blind.

"A great number of the blind of Oregon," says Oscar W Horne, secretary of the citizens' committee, "are now almost wholly dependent upon charity. With the problem increased by the return of soldiers who have been rendered sightless, the majority of the states have awakened to the duty of providing some means whereby the blind can be taught useful trades and become self supporting.

"The voters are asked to give but a trifling amount and none should hesitate in voting favorably on this bill. Campaign funds are not available and a committee interested in aiding the blind is seeking cooperation of all organizations in presenting the merits of the bill to the public. Endorsements are being received from all over the state.

The bill will be before the voters at the primary election May 21 having been referred to the voters by the Legislature. It provides for one sixth of a mill for establishing and equipping the institution and an annual levy of one twenty-fifth of a mill for maintenance.

Peruvian Raintrees.

A tree in Peru possesses the remarkable characteristic of drawing moisture from the surrounding atmosphere and depositing it in drops on the ground at the rate of a gallon an hour. The trees can be in rainless desert; and as soon as they reach a considerable size, the ground beneath them and in the immediate vicinity will become marshy because of the moisture they gather and distribute.

The segregations of moisture are particularly pronounced in

the dry season, rivulets of water flowing away from the tree for a considerable distance. This feature is taken advantage of by the natives, although to a very limited degree. If the waste places were systematically planted with these trees, vast areas which are now totally unproductive could be made to yield food for man and beast.

It is suggested that if these trees were planted at intervals of twenty five yards apart they would provide all the moisture needed to raise crops in the unoccupied space. This tree grows rapidly and survives the greatest atmospheric fluctuations without injury. The foliage of the tree is remarkably luxuriant.

Possibly here is a means that may be used in desert regions in many places of the world to cause vegetation to bloom where now all is barren. It is a well recognized fact that all vegetation draws rainfall to some extent, and it is possible that the general planting of these trees in a desert region would entirely alter the climate. In any event such changes are on the way and sure to come in the Lord's own due time. When the Golden Age is in full swing there will be no barrenness anywhere. —The Golden Age.

James Willoughby Passed Away Sunday, April 25th.

James Willoughby of Harrisburg died Sunday afternoon at 3 o'clock and was buried at the Odd Fellows' cemetery at 2 o'clock Tuesday afternoon.

He was born in Sheridan county, Mo, June 10, 1838. He crossed the plains with an ox team in 1852 and came to Oregon. In 1857 he was married to Barbara A Allen.

He served in the Rogue River Indian war under Capt Keeney. He was a member of the I O O F and Rebekah lodges and also a member of the Baptist church.

His wife preceded him Sept 18, 1916.

His surviving children are; Mrs Frankie Long, Eugene; Mrs G E McCullough, Harrisburg; J O Willoughby, Brownsville; J E Willoughby, Shedd; James and John, at home.

Shedd Items.

A M Kendall transacted business in Albany last Friday.

The Jersey jubilee tourists who will leave Portland May 4, on a three day trip, will stop at the Shedd school house at 9:15 on the morning of May 6, where they will inspect the Shedd Jersey Calf Club in charge of W H McConnel.

The club has 29 members, 14 of which own pure-bred registered heifer calves and the others with high grade heifer calves.

Arrangements for obtaining the stock were made through Mr McConnel and J L Allen, state live stock club leader. The 20 club members will have their calves at the school house on exhibition and each member will be able to tell about his calf and answer any questions which may be asked of him.

W W Poland was unanimously re-elected president of the Linn county farm bureau last Friday afternoon at the third annual meeting of the county bureau. Mr Poland, besides being president, will have charge of the crop improvement work of the bureau. J B Cornett was elected chairman of the livestock improvement committee.

School Notes

The Woodworth Music Co of Albany, is letting us use a new

If--

An Oregon family of four had \$100 a month to get along on in 1913, but had grown into a family of ten with only \$45 a month income in 1920, how in the world would it live?

That is the Case with

The State University, the Agricultural College, and the Oregon Normal. In 1913 they had 2250 students; now they have 5400. And \$1 in 1913 is only as good as 45 cents today, in purchasing power.

If You Yourself Were Responsible

could you carry on the work of the College, University and Normal on the same state support as in 1913?

You Could Not

Neither can the State University, the Agricultural College, and the Normal School do it. Will you not help these three institutions to continue their useful and productive work for Oregon by voting on May 21st for the Higher Educational relief measure?

Paid advertisement inserted by Colin Dymont in behalf of the Joint Alumni Relief Committee on Higher Education in Oregon, 514 Pittcock Block, Portland.

F. M. GRAY, Drayman.

All work done promptly and reasonably. Phone No. 269.

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Before you sign for Life Insurance see D M John, Dist Mngr, Corvallis, Ore.

Brunswick victrola. We expect to buy a new one from them.

The whole school had a house cleaning day, Friday afternoon. Each person was responsible for his own desk.

The general science class took their final examinations Wednesday, Thursday, and Friday. That period will be used for algebra now.

The Caesar class took a two days' vacation the latter part of last week. They have begun Book IV, which is the last book to cover this year.

The Latin I class is learning some songs in Latin now.

The entertainment Monday night proved a great success. There was a good crowd in attendance. The first on the program was the "Modern courtship of Miles Standish" which was written last week by John Standish and Byron Taylor.

Mr Davis played several selections on the chimes accompanied by Mrs Hayes.

The High School rendered a song and the girls rendered two or three songs and the girls quartette rendered one number.

High School Reporter.

After all is said and done about the high cost of living, there is just one remedy, increased production and a full day's work for a full day's pay.

G W Mornhinweg received a car of machinery this week.