

Business Directory

Studio Barber Shop
An experienced MARCELLER
in attendance
**FIRST CLASS WORK AT
REASONABLE PRICES**

**For Fine Watch Repairing and
Optical Work**
See **A. E. WILSON**
WATCHMAKER and JEWELER
On Broadway, First Door East
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BEAVERTON LUMBER CO.
Now Open For Business
Under New Management
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Collections—All kinds—Insurance
Beaverton, Oregon

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Tailor to Men and Women
PRESSING AND REPAIRING
Residence: 5th House West of
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Shop: 497 Washington Street,
Portland, Oregon

Mapes & Son
BILLIARD PARLORS
Cigars
Tobaccos
Confections
Soft Drinks
Cady Building Watson Street

BEAVERTON BARBER SHOP
C. J. Stevens, Prop.
Maintains the same old prices
Shave 25c Haircut 35c
Laundry in Connection
BEAVERTON, ORE.

W. E. Pegg
Undertaker and Embalmer
Grange Building
BEAVERTON, OREGON

F. W. BISHOP
Plumbing and Heating
HARDWARE, PAINTS
Phone 320 Beaverton

BEAVER WOOD CO.
Effective June 1, 1926, due to a
shortage, block wood and kiln
dried planer ends, good measure,
\$5.00 per load. Also have some
1st and 2nd growth fir, 4 ft.
and 16-inch. Phone 51-11.

DANCE
Every Saturday Night at
Kinton Grange Hall
Modern Music by
Easley's Five-piece Orchestra

LADIES AND GENTLEMEN
SHOE SHINING PARLOR
Just Step Right In to Mike's
Shoe Shop
Prompt Service is Our Motto

WOOD
For Your No. 1 Winter Wood
Phone Joe Kemmer, 51504
Beaverton

MARKET NEWS REPORTS

SHOW VARIED OUTLOOK
Continued dry weather is re-
ducing the northwestern wheat
crop now being harvested in the
earlier sections. Considerable
quantities of hard wheat and
pinched wheat are reported from
eastern Oregon. Plump hard
white wheat will likely be in
demand. The position of soft
common white and soft white
club wheat will undoubtedly be
strong before the season closes.
The general wheat market is
strengthened in spite of large
receipts of newly threshed wheat
from east of the Rocky moun-
tains because of continued un-
favorable weather in the hard
red spring wheat district. The
no official estimate is yet avail-
able as to the World's carry-
over as of July 1, it is thought
that the supply is materially
less than last year. Continued
demand for flour from the Ori-
ent is considered favorable to
Pacific northwest wheat. Feed
grain prices on barley and corn
in the east have been firm but
this reaction has not been felt
on the Pacific coast.

The Beaverton Review

Friday, July 16, 1926

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J. H. Hulet

Editor and Publisher

"Entered as second-class matter December 31st,
1922, at the Post Office at Beaverton, Oregon,
under the Act of March 3, 1879."

Subscription, \$1.50 per year.

Advertising rates on application.

Charity is a cloak that of-
ten proves to be a misfit.

An auto is a confirmed killer
—of human beings.

Long loose sleeves are be-
coming to fleshy arms.

Dancing is the kind of ex-
ercise usually taken by sheiks.

Study rooms are places to
match pennies and also to make
matches.

Fat is a material very de-
sirable when clothing is too
large to look well.

Doorbells are a means of
helping to make Halloween en-
joyable to the other fellow.

Face powder is a material
sometimes applied when a per-
son is too lazy to apply soap
and elbow-grease.

An apple is a vegetable made
by farmers. When with bad
companions it is often found to
be quite rotten.

It is more expensive to re-
move a stump that has been
burned to the ground than it
is a sound stump.

Rice and potatoes are not ex-
actly the same in food values.
Potatoes contain some minerals
and vitamins while milled rice
lacks these essential elements.

Principles of weed control:
prevent the introduction of new
weeds, keep weeds from
going to seed, keep perennial
weeds from making top growth.

Do not use clothespins when
hanging out rayon underwear
after washing. You may tear
the material. Lay the garment
over the line without pinning it.

Try adding currant jelly to
lamb gravy. (We don't know a-
bout what happened to the grav-
y but we'll bet we can guess
what happened to the lamb.—
Editor's note.)

Expose samples of wash ma-
terials to the sun's rays before
investing much in such fabrics.
Cover half the sample with a bit
of card board and after a week
see how much the uncovered
part has faded.

FARM REMINDERS

Cutting lawns too close to
the roots has much the same
bad effects as pulling all the
leaves off a plant. The little
grass blade is a plant needing
its green top as well as its
roots to manufacture food and
make a healthy growth.

From 100,000 to half a mil-
lion bushels of potato seed are
used annually in Oregon. Of
this amount, not more than 15-
20,000 bushels are usually of cer-
tification quality. Not more
than 50,000 bushels are good
enough to be classed as stand-
ard seed. To remedy this de-
ficiency in good seed, use of a
potato seed plot is coming more
and more into use in this state.

The scientific Oregon dairy-
man has a balanced system of
feeding his cows. He expects
a certain expense for feeds,
which increases with the in-
creased cost of milled feeds.
Still he runs the risk of losing
some good milk customers if
he raises his milk prices ac-
cordingly. A cost accounting
system will indicate when such
risks are necessary.

An annual premium of \$212-
32 is made by the Oregon dairy-
man who ships five gallons of
sweet cream weekly in compar-
ison with a like amount shipped
sour, investigations by the O-
A. C. dairy department show.
The weekly premium at 3c a
pound amounts to \$2.12, and 2
such premiums will pay for a
good barrel and the cost of in-
stalling it as a cooling plant.
After this has been done, no
extra work is required for the
delivery of sweet cream over
that of delivering the cream in
a sour state.

The Gold Hill group of mine
claims have been leased at
Durkee and it is expected that
shipments of ore will be mov-
ing soon.

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. WELLIVER

America has reverted to the ancient system of collecting
tolls wherever 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 rail-
roads. 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 in-
terview 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 accom-
plished 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 repre-
sents the inauguration of a new sys-
tem 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
\$253,500,000 for automobile registra-
tion and license, \$150,000,000 for
property taxes on the 20,000,000 auto-
mobiles; \$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-
538,709."

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 indus-
try 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 in-
cluded 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 Gov-
ernment 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

Getting Bridges Constructed
"Another bridge that has a peculiar
importance, both locally and nation-
ally, has been needed for generations
across Raritan bay, New Jersey. It is
one of the links in the chain of com-
munication between New York city
and the country at large. In 1924
New Jersey had some \$700,000 of Fed-
eral aid allotted to her roads and in

GASOLINE TAXES BY STATES

States	Gas Tax per Gal.	Collections 1925	States	Gas Tax per Gal.	Collections 1925
Ala.	2	\$ 2,140,541	N. H.	None	\$ 700,000
Ark.	2	1,848,275	N. J.	None	537,354
Cal.	2	12,463,522	N. Y.	None	5,272,098
Conn.	2	1,844,521	Ohio	1	8,129,845
Del.	2	1,208,808	Ore.	2 1/4	\$143,517
Fla.	4	7,524,308	Penn.	2	2,886,532
Ga.	4	4,121,214	R. I.	1	196,484
Idaho	None	239,873	S. C.	2	1,196,756
Ill.	None	7,792,481	S. D.	2	2,925,112
Ind.	2	2,140,541	Tenn.	2	1,193,453
Iowa	2	2,140,541	Tex.	2	\$144,007
Kan.	2	2,140,541	Vt.	2	575,528
Ky.	2	2,140,541	Wash.	2 1/2	\$115,876
La.	2	2,140,541	W. Va.	3 1/2	2,155,799
Me.	2	2,140,541	Wis.	2	2,447,324
Minn.	2	2,140,541	Wyo.	3	460,971
Miss.	2	2,140,541	Dist. of Co.	9	787,654
Mo.	2	2,140,541			
Mont.	2	2,140,541			
Neb.	2	2,140,541			
Nev.	4	218,216			
			Total		\$142,987,749

eight years, while the Government
was distributing that \$460,000,000
to the states, it collected \$749,538,709
in internal revenue taxes on motor cars,
parts and accessories. Other hun-
dreds of millions were collected in in-
come and corporation taxes from mo-
tor car manufacturers and dealers.
Thus it appears that Federal con-
tribution 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 ex-
penditure, it has accomplished results al-
together out of proportion to its
amount. First, it was an incentive to
the States. The Government required
them to invest as much as it con-
tributed. Then the Government takes
part in a general supervision of con-
struction and a share in determining
routes. So we have built roads on
better standards, and have got them
organized into a truly national sys-
tem instead of forty-eight state sys-
tems."

Unifying the Road System
"Some day it will be realized that
this was the most valuable contribu-
tion. 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 systemization 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-reach-
ing system of roads be designated
within two years, as the roads to
which Uncle Sam would give assist-
ance. It was found that there were
2,865,061 miles of highway in the
country. Of these 7 per cent, or 200,
684 miles, were to be included in the
national system, eligible for Federal
aid. Nearly every mile of that 2,865-
061 was a candidate for designation
as a Federal highway. But in the end
the system was laid out as a truly na-
tional 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 im-
proved, nearly 15,000 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

WANTED AND FOR SALE

Ads in this column a word
Minimum charge of 25c for
any ad.

Piano Must Be Sold—Will sac-
rifice fine piano in storage
near here for immediate sale.
Will give easy terms to an
established home. For full
particulars and where it may
be seen, address Portland
Music Co., 227 6th St., Port-
land, Ore. Adv c 29-32

For Sale—Or will trade for a
good, four-cylinder touring
car, a 1923 Chevrolet Ton
Truck. Might consider a
Dodge-Dwight Sellers, Banks,
Oregon. Adv c 25 tr

If you want slab wood I have
it. If you want cord wood I
have it. If you want short
wood I have it. A. E. Hanson,
the wood man. Telephone
0445. Adv c 161f

For Sale—A few choice build-
ing lots in one of Beaverton's
choice residential district, at
bargain prices, \$200 and up
F. H. Hocken, 727 Sprague
Ave., Spokane, Wash. Adv c 201f

For Sale—Team of young
mares. Inquire, A. E. Han-
son, Wood & Fuel. c321f

New Beaverton Garage, gen-
eral auto repairing, acetylene
welding and brazing. Storage.
Adv c 2

For Sale—Barred Rock cock-
erel. Price, \$2.00 and worth
it. Inquire first house north
of Highway on right side of
Gedar St. C33-34

NOTICE

To all users of Bull Run wa-
ter users in Beaverton and vic-
inity:

Notice is hereby given that
water for sprinkling purposes
is to be used only on alternate
days. Those living on the east
of Watson St. to sprinkle on
Mondays, Wednesdays and Fri-
days while those on the west
of that street to sprinkle on
Tuesdays, Thursdays and Sat-
urdays, and on the days speci-
fied only.

By Order of the Town Coun-
cil acting under instructions of
the City of Portland. c331f

Jersey and Massachusetts. The ten-
dency has been continually to in-
crease 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, al-
most \$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.

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Fly Spray per gal. 1.00
Dropping-board Scrapers 1.35

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*6:06 A. M., *6:45 A. M., 7:29 A. M., 9:26 A. M., 1:06 P. M.,
3:53 P. M., 4:52 P. M., 7:22 P. M., 8:59 P. M., 10:48 P. M.

RETURNING, LEAVE PORTLAND:-

7:55 A. M., 10:45 A. M., 1:25 P. M.,
3:45 P. M., *4:45 P. M., 5:15
P. M., 6:00 P. M., 8:03 P. M., 9:33
P. M., 11:30 P. M.

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