

STATE NEWS - - - SPECIAL FEATURE SECTION

Under this Heading Each Week Will be Found Up-to-the-Minute News of the World in Picture and Text, Showing the Doings of the Great, the Near-Great and Those Who Are Striving to Become Great.—Items of General News Interest Gathered From Over the State at Large.—Women's Activities and Fashions.—Humor From the Leading Humorous Papers.

Dependable Power

Down to the last drop "Red Crown" is high-grade gasoline. It is made to meet the requirements of your engine.

"Red Crown" is all-refinery gasoline with the full and continuous chain of boiling points necessary for ready starting, quick and smooth acceleration, steady, dependable power and long mileage. Look for the "Red Crown" sign before you fill.

STANDARD OIL COMPANY (California)



RED CROWN GASOLINE The Gasoline of Quality

GEO. W. MILHOLLAND, Special Agent, Standard Oil Co., Heppner, Oregon

WILL SAIL AT LAST FOR THE ORIENT



She waited patiently and her faith in her husband never faltered, but that he would fill the place in public life to which his experience and ability seemed to be leading. It was in the year 1909 that Charles R. Crane of Chicago was first appointed U. S. minister to China by President Taft. He resigned before serving. Again in 1912 he was named ambassador to Russia. This he refused. Now he goes to China as minister from the U. S.—the third appointment before official conditions permitted his serving.

APPEAL OF SUMMER IN DAINTY FROCKS



What woman is there but likes summer best—well, because—oh, one's clothes look so much better—the crisp, clean freshness which all women like. If that white organdy—that voile—that georgette—has not been planned as yet—maybe these two new summer frocks in all their daintiness will help in the decision.

BASEBALL GAMBLERS FEAR THIS FACE



That baseball holds its place as the great American sport is due to the fact that despite all efforts the honesty of the game is always maintained. And here is one of the men who helps. It is Clay Folger of Cleveland, O., who is baseball's "Secret Service" man, hunting out all persons or groups attempting to promote gambling in connection with the game.

Heppner Churches Decide Not To Go In On World Movement

At a meeting of representatives of the protestant churches of Heppner and held in the Christian church on Sunday afternoon, it was unanimously voted not to support the Inter-

Church World Movement at this time. A lack of a thorough understanding of the movement is given as the main reason for such action being taken. The churches may decide to lend their co-operation and aid at a later date, when more light on the world movement has been received.

CITY FOLK DON OVERALLS TO BEAT H. C. L.



Back to the jeans and denim of our forefathers, now seems to be America's lynch pin of helping beat the ever-increasing high cost of living. The "Overall Club" is a movement gaining all over the land for city folks, but it was in the south where bigger cities took to the movement first. City, county and public officials donned overalls for street, office and general wear. Here are three members of Jefferson County Board of Revenue members of the Birmingham, Ala., Overall Club—and they're wearin' 'em too. They are Dr. J. B. Vines, J. R. Givir and W. B. Coia.

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	Gasoline Tax Net Income to State Highway Fund	Total 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	145,000	2,175,000.00	775,000.00	2,950,000.00	1,393,250.00	1,556,750.00
1923	158,000	2,370,000.00	855,000.00	3,225,000.00	1,679,750.00	1,545,250.00
1924	170,000	2,550,000.00	900,000.00	3,450,000.00	2,007,340.00	1,442,660.00
1925	180,000	2,700,000.00	950,000.00	3,650,000.00	2,277,617.50	1,372,382.50
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	2,429,180.00	1,270,820.00
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	2,549,180.00	1,250,820.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	2,649,180.00	1,250,820.00
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,729,180.00	1,270,820.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,779,180.00	1,220,820.00
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,829,180.00	1,170,820.00
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,879,180.00	1,120,820.00
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,929,180.00	1,070,820.00
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,979,180.00	1,020,820.00
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,029,180.00	970,820.00
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,079,180.00	920,820.00
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,129,180.00	870,820.00
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,179,180.00	820,820.00
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,229,180.00	770,820.00
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,279,180.00	720,820.00
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,329,180.00	670,820.00
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,379,180.00	620,820.00
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,429,180.00	570,820.00
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,479,180.00	520,820.00
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,529,180.00	470,820.00
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,579,180.00	420,820.00
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,629,180.00	370,820.00
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,679,180.00	320,820.00
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,729,180.00	270,820.00
1950	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,779,180.00	220,820.00

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 unissued 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. 237, 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.

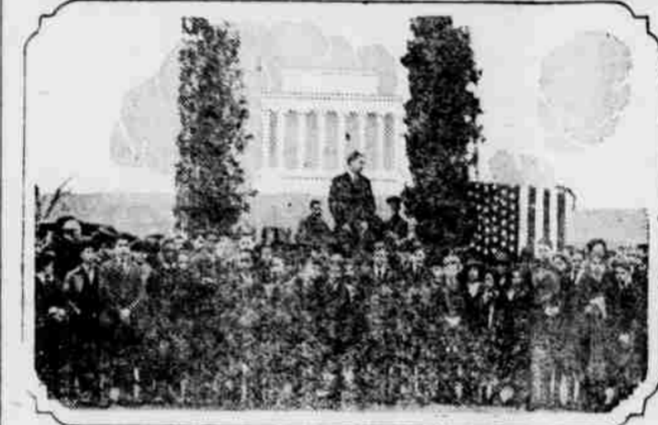
WE HEREBY CERTIFY that we have examined the official records of the State of Oregon as regards Income from Motor Vehicle Licenses and Gasoline taxes and believe the estimates above set forth in columns 1 to 5, inclusive, to be conservative. We further certify that based upon these estimates the tabulations set forth above in columns 6 and 7 are true and correct.



WHITFIELD, WHITCOMB & CO.
Certified Public Accountants.

Portland, Oregon, April 14, 1920.

PLANTING "THE GREATEST POEMS OF ALL"



The greatest memorial of all is a tree. In the words of the poet, Joyce Kilmer—"I think that I shall never see, A tree that looks at God all day, And lifts her leafy arms to pray. Poems are made by fools like me, But only God can make a tree." Arbor Day at Washington this year meant the planting of 61 trees by school kiddies. Secretary of Agriculture Meredith making the principal address. Shown in the background is the new Lincoln memorial.

WINS TITLE AS CHAMP OF ARMY RECRUITERS



The race for army recruiting service is finished, the General Hospital squad No. 31, stationed at Carlisle, Pa., winning. This squad of 24 men recruited 900 men for army service. And here is the champion of the champions, Captain Griffith, who commanded the squad.

STATE NEWS

Baker County Man Kills Wife and Self.

Baker, Ore.—Til Stratton, a well known resident of the John Day district, shot his wife, 32, and committed suicide in a hotel here, following a quarrel here of several hours, during which it is believed Stratton tried to effect a reconciliation with the woman, who left him about a month ago. They leave three children. Mrs. Stratton was a sister of John Hudson and Mrs. J. S. Hunsaker, Baker county residents.

Boardman—A Hoover club has been organized here.

Portland—The estate of the late Phil Metchan of this city has been estimated at \$300,000. Mr. Metchan was the principal owner of the Imperial hotel.

Governor Dons Khaki.

Salem, Ore.—Governor Olcott, together with many other state officials and employees, appeared at their desks dressed in khaki suits and other garments intended to sweat the high cost of living. While the local campaign has been advertised in the light of an overall club, it is in reality an old clothes movement and carries with it the pledge that no person admitted to the organization will purchase any new clothes until November 1.

Through R. B. Goodin, state purchasing agent, nearly 100 khaki suits were purchased from a Portland manufacturer. They were later distributed among the officials and employees. The suits cost the purchasers an average of \$6.50 each.

Salem firemen, policemen and many business men also have re-

turned to the simple life and old clothes are in fashion.

Housewives have joined the movement to whittle down expenses, and in not a few instances these guardians of the home have tabooed potatoes, sugar, certain cuts of meats and other commodities for which the prices are deemed excessive.

Will The Farmer Strike?

We have seen the foregoing head line in a great many papers, as well as some articles in the current press. It seems of sufficient interest to call forth a little comment. Personally we think the farmer will never strike. We believe that this is simply a stage joke. To be sure he has just as much right to strike as anybody else, which is really no right at all. Personally I have never been able to see that the principle of a strike, of a laborer throwing down his tools and refusing to work, as a measure of demanding adjustment of wages, had any more right than one man taking a club and beating his neighbor over the head to get a good price for a bushel of wheat. The public is vitally interested and a strike is never considered when a public is never considered when a strike is being conducted. The public is vitally interested in the welfare of the farmer. We believe in farm organization as a means of working out the troubles with which a farmer comes in contact, but we hope that no farm organization will ever be made that will call for a strike. In the problems of re-adjustment of which we are facing a great many, we believe that the farmer will do his full part, and that he should assume his full responsibility in assisting in the working out of these problems. To do this, organization is absolutely necessary. The labor difficulties which are besetting the country at the present time affects far-

mers as fully as anybody else. Necessarily his production will have to be curtailed, it is impossible for one man to do more than so much work, even with the advent of more and better machinery for handling agriculture there is a limit to the best laid plans. It is commonly stated that a day's work at the present time does not mean more than one-half a day's work six years ago. We believe that this is true, and yet wages are comparatively more than twice as high. If this is a statement of fact it will show that the cost of production of the farmers today is at least four times as great as it was six years ago. It is a fact that is recognized by every employer that the raising of wages under present conditions does no good. The more wages, apparently the less work. The solution of the present high cost of living, and the present labor unrest, is more production for each hour of labor performed. There are a good many men at work, enough men at work to produce all that the country requires, if they did really work, but we are facing a condition in which production is not keeping up with consumption the world over. Many of the forces of production, in the last two years, have been expended along lines that do not give immediate results in life's necessities. That is the reason that prices are mounting day by day, at least it is more nearly the reason than any proposition so far advanced. Let every man give his best thought to the working out of the best possible solutions for the problems of re-adjustment which face our country.

F. A. McMenamin left on Tuesday afternoon for his sheep ranch near Alderdale, Wash.

E. E. Lowry of Portland was a business visitor in Heppner this week.

HELLO DAD!

HELLO DONALD, WHAT'S UP?

SAY DAD! - YOU'RE A FINE DAD! DO YOU KNOW IT?

WELL YOU'RE A PRETTY FINE BOY TOO!

GEE DAD, I'M GLAD I AIN'T CHUCK BROWN - HIS DAD TREATS HIM LIKE A DOG!

OW NO HE DONT!

YES HE DOES - HE BOUGHT CHUCK A PUP-TENT FOR HIS BIRTHDAY!

HOME SWEET HOME

by Jack Wilson

Willard Service Station
BATTERIES RECHARGED
The Lexington Garage
FREDERICKSON BROS, Props.
We Sell Goodyear and Racine Tires
Repair Work Oils Greases

C. W. McNAMER B. F. SORENSON
CENTRAL MARKET
McNamer & Sorenson, Props.
BEEF, PORK, MUTTON, VEAL, POULTRY
—and—
FISH IN SEASON
Give Us An Opportunity to Serve You
Gilman Building Willow Street

Transfer and General Hauling
We do a transfer and general hauling business of all kinds.
Let us figure with you on that next job.
We will GUARANTEE SATISFACTION.
BARNARD & EMRY

For the Young Business Man

Some day the young business man will be a big business man.

Right now, perhaps, there isn't any money profit in carrying his checking account. But some day, as that account grows, and as the owner grows with it, the bank will be repaid for having counseled the young man and cooperated with him in his business success.

So, this bank invites the young business man who wishes to grow. We have seen many a small account grow into a large one and have earned the thanks for helpful-service cheerfully rendered at all times.

We want your account. But, what is more, we want you as a growing business man to associate yourself with this bank.

FARMERS & STOCKGROWERS NATIONAL BANK
Heppner Oregon