

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 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 manufacturers, the petroleum industry, etc.

In the same year \$1,003,000,000 was spent on rural roads. It took near a century to build \$20,000,000,000 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 \$262,500,000 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 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 \$373,000,000 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 19 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 2,366,061 miles of highway in the country. Of these 7 per cent, or 200,

624 miles, were to be included in the national system, eligible for Federal aid. Nearly every mile of that 2,366,061 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 because 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 Haritan 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 Haritan 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 \$27,000,000; in 1924, \$79,000,000, and in 1925, \$142,957,749.

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 1925.

MORGAN NEWS

Mr. and Mrs. Bert Palmateer and children arrived home Tuesday from Estecada where they have been visiting.

R. Smith, H. O. Ely, Chester Dutcher, A. F. and W. F. Palmateer, and F. D. Ely have started harvesting.

Mr. and Mrs. Wid Palmateer of Jasper, arrived Thursday to assist Mr. Ralph McCormick with his harvest.

Mr. and Mrs. H. O. Ely and daughters spent Saturday evening with Mr. and Mrs. F. D. Ely.

Mrs. Pat Medlock was calling on Mrs. Grace Medlock, Saturday.

Hershal Townsend returned home from Portland, Tuesday last.

Miss Helen Pearl and Mr. Ted George left Friday night for Penitentiary where they will visit for a short time before going to their home in Eugene.

Mr. and Mrs. Ralph McCormick, Jr. and Mrs. W. G. Palmateer, and Earl Morgan spent Saturday in Heppner.

Mr. Pat Medlock and daughter of Lexington, spent Sunday at home.

Mr. and Mrs. F. D. Ely and Mr. and Mrs. Bert Palmateer were the dinner guests of Mr. and Mrs. H. O. Ely Sunday.

FROM THE GOVERNOR

TO ALL PEACE OFFICERS IN THE STATE OF OREGON:

I know full well that all peace officers in the state have been aggravated of late by the boldness of law breakers, their refusal to submit to arrest and the general defiance of the law manifested. Nevertheless, recent attempts to arrest law violators have resulted, unfortunately, in the killing of human beings, which is always to be deplored.

Section 1790, Oregon laws, provides: "If after notice of intention to arrest the defendant, he either flee or forcibly resist, the officer may use all necessary and proper means to effect the arrest."

It has been held in the case of Lander vs. Miles that "firing a gun upon a person, in order to secure his arrest, is justifiable only where it is necessary. It is not justifiable where the arrest can be secured by less dangerous means."

Your attention is also called to sections 1908 and 1900, Oregon Laws, which contain the law showing when an officer is justified in killing.

In the case of the State v. Doherty, 52 Oregon 591, it was held: "A threatened injury, to warrant a homicide in self defense must involve imminent peril to life or limb; fear of a slight injury or of a mere assault not felonious furnishing no excuse, but in considering the relative age and strength of the parties or the ferocity of the attack, the intended beating is of such character as to endanger life or limb, it

IN THE COUNTY COURT OF THE STATE OF OREGON FOR MORROW CO. CITATION

IN THE MATTER OF THE ESTATE OF FRANKLIN P. ROSS, DECEASED.

To Anna R. Ross, Rachel E. Ross, Duncan A. Ross, Franklin P. Ross, Belle Ross, Margaret E. Ross, John H. Ross, Anna M. Ross, and June I. Ross, heirs at law and next of kin of Franklin P. Ross, deceased, and to all others unknown, interested in said estate, if any such there be.

IN THE NAME OF THE STATE OF OREGON: You are hereby commanded and required to appear in the county court room, in the County Court House, at Heppner, Morrow County, Oregon, at the July, 1926, term of said Court, on Saturday the third day of July, 1926, at the hour of 2 o'clock in the afternoon of said day, to then and there show cause, if any there be, why a license should not be granted to F. H. Robinson, administrator of the Estate of Franklin P. Ross, deceased, for the sale of the following described pieces, parcels or tracts of real property, at private sale, for the best price obtainable for cash in hand, and that the proceeds thereof be applied to the payment of taxes, mortgage and interest, general indebtedness and costs and expenses of administration, to-wit:

Beginning at the Southwest corner of the Northwest quarter of the Northeast quarter of Section 9, in Township 1 South, Range 24, East of the Willamette Meridian, thence running East 520 feet, thence West 36 degrees North 232 feet to the South line of County Road, thence beginning at a point directly across, at a point on the North line of said County Road and running West 36 degrees North 527 feet, thence South 240 feet to the North line of said County Road, thence beginning directly across at a point on the South line of the said County Road and running thence South 144 feet to the place of beginning.

Also, all of that certain piece, parcel or tract of land, beginning 317 ft. East of the South West corner of the Northwest quarter of the Northeast quarter of Section 9, in Township 1 South, Range 24, East of Willamette Meridian, running thence South 33 feet, thence East 249 feet, thence North 33 feet, thence West 249 feet to the place of beginning.

All of the above described real property being in Morrow County, Ore.

This citation is published by order of the Hon. B. L. Bengt, Judge of the County Court of the State of Oregon, for Morrow County, made and entered on the 1st day of June, 1926, and the date of the first publication hereof is the 4th day of June, 1926 and the last publication hereof will be made on the 2nd day of July, 1926.

WITNESS MY HAND, and the seal of said Court, this 1st day of June, 1926.

Gay M. Anderson
County Clerk.

will be felonious, and the assaulted person may kill if necessary to preserve his own life or protect himself from such beating."

I therefore ask you, as peace officers of the State, to use extreme caution to see that the full intent of the law governing arrests, as interpreted by our courts be carried out in spirit and in fact.

I am extremely anxious, as governor to see every law enforced, including the Eighteenth amendment; but it is always a source of regret when a life is taken by a peace officer. I therefore earnestly request that the greatest caution be observed.

Yours sincerely,
Walter M. Pierce

FAMOUS ARTIST INSTRUCTS



William de Leftwich Dodge, famous mural artist, in his studio at the Sesqui-Centennial International Exposition grounds in Philadelphia, where the 150th anniversary of signing the Declaration of Independence will be celebrated from June, to December, of this year, giving instructions to a group of young artists who are creating the "Rainbow City." Mr. Dodge is the color expert for the exposition, and every bit of color work done must be approved by him.

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NOTICE OF BOND SALE.

NOTICE IS HEREBY GIVEN that the undersigned will receive sealed bids until 10:00 o'clock A. M., the 7th day of July, 1925, and immediately thereafter the bids will be publicly opened by the County Court, at the County Court Room in the Court House in Heppner, Oregon, for the purchase of an issue of bonds of Morrow County for the construction of permanent roads therein in the sum of one hundred twenty thousand dollars (\$120,000), said bonds to be in denominations of \$1,000 each, numbered 1 to 120 inclusive, to bear date of June 1, 1925, and to mature serially in numerical order at the rate of \$6,000 on the first day of June in each of the years 1925 to 1931 inclusive, said bonds to bear interest at the rate of five per cent (5%) per annum, payable semiannually on the first days of June and December, principal and

interest payable in gold coin at the office of the County Treasurer in Heppner, Oregon, or at the Fiscal Agency of the State of Oregon in New York City.

All bids must be unconditional and accompanied by a certified check for \$5,000.00.

The Court reserves the right to reject any and all bids.

The approving legal opinion of Messrs. Teal, Winfree, Johnson & McCulloch will be furnished the successful bidder.

GAY M. ANDERSON,
County Clerk, Heppner, Oregon.

If you want to gain a lot of sympathy from people who would bot otherwise care if you starved to death, go out and kill somebody.