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BOOTH SAYS ROADS MAY BE BUILT FROM WASTE

The proposed constitutional amendment raising the state bonding limit from two to four per cent, to be voted on Friday, May 21, will make available \$20,000,000 to use in constructing roads throughout Oregon. That the money will be saved and the roads built from waste is the startling statement of the Hon. R. A. Booth, of Eugene, member of the State Highway Commission.

"The funds obtained from license fees and gasoline tax are sufficient to pay interest and retire all bonds issued under the proposed plan," said Mr. Booth. "The average cost of gasoline is 25 cents a gallon and the tax is one cent a gallon. Therefore when I travel over roads making 194 miles and using the same amount of gasoline as previously was required to cover but 100 miles, I have saved the tax, and all additional mileage is gain.

"Tire savings average \$40 each and license cost about \$20 each. When one is driving in a year twice the cost of the license is saved and a set saves, therefore, eight times the cost of the license. I have saved a set and not cut down mileage during the past year. Add to this decreased wear and tear on engine and rest of the car that is prevented by good roads, eliminating much expensive repairing, and it appears that the roads are actually built from waste."

Milton A. Miller, pioneer of Linn county, at present collector of customs, states that Linn county residents are favorable to the proposed amendment because they have found the benefits accruing from improved roads a sound financial investment. He said that Linn county contains about 1,500,000 acres of which practically 700,000 acres are in timber. "Linn county has a network of roads possibly 3000 miles in extent," said Mr. Miller. "Most of us won't live forever and the proposed amendment will get us good roads while we are able to enjoy them. This other plan requires waiting indefinitely, regarding progress in all directions."

S. A. Pattison, editor of Heppner Herald, writes: "Morrow county needs money for completing the Oregon-Washington highway now being graded. Unless sufficient funds are provided to hard-surface the road, much of it, particularly the lower end, will blow away."

L. J. Simpson, former candidate for governor of Oregon, who owns a large sawmill at North Bend, writes that the Marshall Chamber of Commerce has endorsed the amendment and predicts a large favorable vote in Coos county.

Representative J. S. Stewart, of Fossil and Corvallis, is quoted in the Cottage Grove Sentinel as having addressed a citizens' meeting as follows: "Bear in mind that this amendment will not raise your taxes a single penny. The automobile license fees and gasoline tax will pay the interest and retire all these bonds when due and if you do not pass this measure it will not reduce the fee or tax; nor will they be increased if you do."

"Surely the state should be allowed to bond up to four per cent to build roads which will bring the ever-ripe tourist crop to Oregon, that will entice easterners to come here and invest their money, that will raise the value of every piece of property in the state, that will save the automobile owners who pay for the roads more than the bonds cost them. Counties are permitted to bond up to six per cent. Without ability to vote these bonds we will be unable to match funds amounting to millions set aside by the Federal government and this indirectly would, in effect, raise your taxes."

A. A. Smith, of Baker, writes that only by this method can eastern Oregon get money necessary to carry on road building in that section.

The Dalles Commercial club has endorsed the proposed amendment and the Astoria Chamber of Commerce and Warrenton Commercial club have gone on record as favoring the proposed amendment, according to a letter received from A. W. Norblad, of Astoria. Klamath Falls Commercial Club has indicated that the members will endorse the measure when they meet. Many other clubs are added daily to this list. The Lake County Examiner, of Lakeview, not only endorses the plan but has sent a liberal subscription to assist in carrying on the work of publicity.

Jackson county will vote on a bond issue of \$500,000 in addition to favoring the proposed amendment. Medford Chamber of Commerce has had a membership drive and now has 400 members. They have raised \$18,000 and to this will be added \$200,000 more. Jackson county plans to get help from the state and then match the combined fund with Federal aid.

All the money raised by bonds has either been spent or contracted for and the amendment is necessary to authorize further bonding. Without this assistance a direct mileage tax might be voted against property this fall; at least the only available funds for road construction will be the income from license fees and gasoline tax as the amounts are collected annually. From this amount would be deducted money necessary to pay for bonds issued previously, all of which means indefinite delay. By bonding you will get your roads now.

SAVINGS OF STATESMEN.

The nation which indulges toward another on habitual hatred, or on habitual fondness, is in some degree a slave.—George Washington.

The power of treaties is vested jointly in the President and in the Senate, which is a branch of the legislature.—James Madison.

The Democratic slogan of 1916, "Keep us out of war," is now known to every intelligent person to have been political camouflage.—Roosevelt.

We want a man who standing on a mountain height sees all the achievement of our past history and carries in his heart the memory of all its glorious deeds and who looking forward prepares to meet the labor and dangers to come.—Garfield.

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	1,043,256.00	1,456,750.00
1922	145,000	2,175,000.00	715,000.00	2,890,000.00	1,393,256.00	1,496,750.00
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	1,579,750.00	1,580,250.00
1924	170,000	2,550,000.00	850,000.00	3,400,000.00	1,607,340.00	1,792,660.00
1925	180,000	2,700,000.00	900,000.00	3,600,000.00	1,677,617.50	1,922,382.50
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	1,729,367.50	1,970,632.50
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	1,749,180.00	2,050,820.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	1,769,000.00	2,131,000.00
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,788,820.00	2,212,180.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,808,640.00	2,193,360.00
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,828,460.00	2,174,540.00
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,848,280.00	2,155,720.00
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,868,100.00	2,136,900.00
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,887,920.00	2,118,080.00
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,907,740.00	2,099,260.00
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,927,560.00	2,080,440.00
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,947,380.00	2,061,620.00
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,967,200.00	2,042,800.00
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,987,020.00	2,023,980.00
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,006,840.00	2,005,160.00
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,026,660.00	1,986,340.00
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,046,480.00	1,967,520.00
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,066,300.00	1,948,700.00
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,086,120.00	1,929,880.00
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,105,940.00	1,911,060.00
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,125,760.00	1,892,240.00
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,145,580.00	1,873,420.00
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,165,400.00	1,854,600.00
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,185,220.00	1,835,780.00
1950	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,205,040.00	1,816,960.00

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) 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 approximation of the state). These figures are based on the present assessed valuation of the state. The figures are based on the following 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, \$2,000,000; 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 to the estimated 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.

SEAL
 WHITFIELD, WHITCOMB & CO.
 Certified Public Accountants.
 Portland, Oregon, April 14, 1920.

The MacGregor Singers
 Chautauqua Presents Vawter MacGregor and His Company in Two Concerts the First Day



The MacGregor Singers, under the direction of Vawter MacGregor, Scotch baritone and entertainer, will open Chautauqua with two delightful concerts. They are pre-eminently singers who entertain—a splendid male trio with Lulu Townsend, soprano and accompanist. Their programs feature ensemble singing, musical readings, character songs, inimitable Scotch songs and readings by Vawter MacGregor, vocal solos and duets. There is never a dull moment with the MacGregor Singers on the platform. Their two programs have pep and punch and a world of real music.

Get your cleaning and pressing done at the Gresham Steam Laundry. Satisfaction guaranteed.—Adv.

Save time and money by using the Wantads. Read what Mr. Wantad says.

CLASSIFIED ADVERTISING



Mr. Wantad Says:
 Take a tip from me. I hold the key to success. It is yours if you want ad.

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LIVESTOCK

COWS

Taken Up.
 Notice is hereby given that the undersigned has taken up at his place, on the Base Line road, two miles east of Twelve Mile corner, in Multnomah county, one Holstein bull, about three years old, with horns, no ring. Owner is notified to claim animal and pay expenses of advertising and keep or same will be sold according to law. Jas. Naylor, phone 153. 19

FINE YOUNG FRESH COW with calf for sale. Guernsey and Brown Swiss. Fred Matthias, Phone Gresham 78, call evenings. 20

FOR SALE—First-class, fresh, Jersey cow. W. H. Cleveland, phone 471.

FOR SALE—A 4-gallon fresh Jersey cow with calf. Wm. Peterson, Gresham, R. A. 18

STOCK CATTLE WANTED, yearlings and up. Write Box 152, Gresham, Oregon, or phone 43.

THREE FRESH COWS for sale. Milking from four to five gallons a day. Calf by side. Emil Alt, Phone 96.

ONE FRESH COW for sale, with or without calf; also small pigs. Oscar H. Stone, phone 421. 19

E. BAUMANN buys and sells fresh cows, beef cows and hogs. Highest price paid for real calves. Phone 901. 19

WANTED—New born calves in any number or kind from \$1.50 to \$3. Will call for them. Frank Gustafson Phone 289, Gresham, Oregon.

HORSES

FOR SALE OR TRADE—One grey mare. Mrs. S. G. Carrell, Phone 261. 19

FOR SALE—On account of purchasing a tractor I will sell my team of young farm horses. A bargain. H. W. Strong, phone 21. 19

FOR SALE—Good work horse, your pick from three. E. J. Gradin, phone 359. 19

POULTRY

FOR SALE—Pure bred Rose Comb Rhode Island Red rooster, 1 year old. Phone 369. 19

125 WELL DEVELOPED PULLETS for sale, 12 weeks old. Geo. Armstrong, White Knoll Poultry Farm, Phone 434. 19

DAY-OLD CHICKS, LAYING PULLETS, HATCHING EGGS. All from high egg record trap-nested stock bred to lay. QUALITY POULTRY FARM, Base Line Road, 1/2 mile west of Rockwood. 19

FOR SALE—200 year-old hens, best laying strain, selected stock. Marion Mayfield, Gresham, R. A. 19

FOR SALE—Barred Rock hatching eggs. \$1.50 a setting. Bairdsdale date station. Gresham 499. 19

POULTRY WANTED, any kind. L. Perry, Phone 338. 19

PIGS

SMALL PIGS for sale. A. O. Stafford, Gresham, R. A, phone 1344.

FOR SALE—Two-year-old O. I. C. brood sow with four 8-weeks-old pigs. Eighteen Rhode Island hens all laying good. Too nice for market. W. G. Duncan, R. 2, Box 12, Boring. 19

SOW AND ELEVEN SMALL PIGS for sale. H. G. Lake, Gresham, Phone 425. 19

SHEEP

FOR SALE—10 head of good Cots-wold ewes with lambs by their sides. Inquire at A. L. Heacock on Damascus road. Phone Damascus 85. Address Boring, Ore. 19

GOATS

SAANEN KID for sale. Month old, \$15. R. W. Calkins, Gresham, phone 789. 19

RABBITS

RABBITS FOR SALE. Mrs. N. E. Green. Phone 219. 19

AUTOMOBILES.

FORD COUPE for sale. Model 1920. Run less than 200 miles. Sell at a bargain. Phone Gresham 101. 19

1918-1/2 TON REPUBLIC TRUCK for sale, or will take Ford car in deal. Hally Christensen. Phone 455. 19

Storage battery repairing and re-charging, starter and generator work. Baker & Son.

FOR SALE—Nice little home in Gresham, 4-room house, wood-house, chicken house, 2 fine lots 100x100. Ten bearing fruit trees, cherries, pears, apples, prunes, plums. Berries for home use. House has electric lights, gas and water. Price \$1250. Krider & Elkington.

REAL ESTATE, RENTALS.

Right in Gresham.
 One and a fourth acre nicely improved, good plastered bungalow, concrete foundation, Bull Run water, two good chicken houses, wood house, cow stable, 22 bearing trees, all kinds of berries; fine Jersey cow and chickens. Price \$2100. Easy terms. Kridger & Elkington, Tel. 17x. 19

FOR SALE—30 acres improved farm south of Gresham. Inquire of Pauline Heacock, R. 4 on Damascus road. 19

FOR RENT—May 1, 5-room bungalow nicely furnished. Not modern. Mrs. P. A. Gould, Gresham, phone 79x5. 19

FOR SALE—My 40 acre farm, 22 miles east of Portland on Columbia highway. A. S. Woodward, Corbett, Oregon. 19

FOR SALE—Six lots with two modern houses in Gresham at a bargain. Terms. Address W. I. Smith, Woodstock station, Portland, Oregon. Phone Sellwood 2457 after 6 o'clock. 19

FOR SALE—30-acre farm, one mile northwest of Pleasant Home on Lusted road. All cleared, good buildings, all kinds of fruit. Will sell stock and implements with place if desired. Frank Caddy, one 45x2. 19

MISCELLANEOUS

WANTED—Man and wife as cherry pickers with knowledge of farming and gardening. Place located on Columbia River Highway near Corbett. Address Edw. Ehrman, 74 North 5th street, Portland. 19

GIRL WANTED for general housework and to assist in care of children. No washing or ironing. For further information call Outlook, phone 701. 19

WANTED—Experienced woman or girl for general housework. No laundry. All modern conveniences. Good wages. First-class working conditions. Inquire of Outlook, phone 701. 19

LOST—Motorcycle plate license No. Y-16. Dewey Gibbs, Gresham, phone 50x. 18

STORAGE ROOM for rent on Powell street. Inquire The Novelty Store.

FOR SALE—One 3 1/2-in. Wide tire wagon, one 14-in. plow. Mrs. A. G. Carrell, Gresham, phone 261. 19

WANTED—About 15 bushel of good spring wheat for seed. Geo. Armstrong, Gresham, phone 434. 19

FOR SALE—One 3 1/2-in. wood wagon and rack, two sets heavy double harness, very cheap. See E. Dunn, one mile south of Cotton station, or J. W. Darling, on T. C. Wilson farm. 19

FOR SALE—One Stover 1 1/2 h. p. gas engine with magnet. Never uncured, \$70. C. T. Ryan, one mile south Linnemann Junction on Pleasant View avenue. Phone Gresham 85. 19

LOST—On one of the roads east of Gresham, a brown leather handbag, containing about \$5 in silver, a pair of grey suede gloves, and several other articles of identification. Liberal reward offered. Mrs. M. J. O'Donnell, Gresham. 19

PASTURE TO RENT, good grass and plenty of water. Stock half grown or older \$2 per head, young stock cheaper. J. W. Perry, phone Gresham 77x2. 19

THREE-HOLE VULCAN GAS stove for sale. E. W. Aylsworth, Phone 43. 19

FOR SALE—One grain fanning mill Robert Strebin Phone 788. 19

SILO FOR SALE—Built two years ago. Size 8x24. Easy to move. Will sell reasonably. M. Lennartz, Gresham, R. A, phone 27x3. 19