Ford
THE UNIVERSAL CAR

Lower Prices on Ford Cars

Effective from August 1, 1914, to August 1, 1915, add guaranteed against any reduction during that time.

TOURING CARS.....$490
RUNABOUT.....$440
TOWN CAR.....$590

F. O. B. Detroit, all cars fully equipped.

For further particulars regarding these low prices, see the INDEPENDENT AUTO CO.

Columbia County Agents for the

FORD CARS
St. Helens, Oregon.

Announcement

To the People of St. Helens

and All Way Towns---

ST. HELENS-PORTLAND AUTO CO.

has established Portland Office

For Passenger Auto at

Meier & Frank's Store

6th and Alder Streets, Portland

Passenger auto will receive and deliver passengers at this location beginning MAY 4th

REST ROOMS--FREE CHECK ROOM

PUBLIC TELEPHONES

and every convenience is offered to you at

MEIER & FRANK'S

DRY GOODS

OF QUANTITY AND QUALITY AT QUANTITY PRICES.

There is no extra charge for the extra satisfaction you get at this store. We give you quality, quantity and satisfaction at the price of one. And that price is moving a tremendous lot of our goods.

Just now we are selling a splendid line of washable fabrics for summer wear. They are of all designs and prices, from the Sunday gown to the serviceable every day dress.

We especially ask you to see them, for the price is so VERY low we know you cannot resist taking one home with you. Better see them now—today—for they are going rapidly.

H. MORGUS & SON
"QUALITY, QUANTITY, PRICE."

St. Helens Mill Co.

Electric Lighting
(Saves Your Eyes)

Steam Heating
(Prolongs Your Lives)

Lath Wood Lumber

Regular Proceedings County Court

Continued from Page 2

right of way line of the Spokane, Portland and Seattle Railway Company; thance northerly along said right of way line a distance of 32 feet; thence westerly along the southerly right of way line of said Company a distance of 135 feet more or less to the point of beginning, containing 0.40 acres more or less; said parcel being shown on theb lue print hereto attached, marked "Exhibit 3".

PARCEL NO 5.

An irregular parcel of land near Clatskanie lying in the northwest quarter of section four (4) township seven (7) nor range four (4) west Willamette Meridian, and described as follows:

Beginning at a point on the southeasterly righ tof way line of the Spokane Portland and Seattle Railway Company, said point being 100 feet outheasterly from and measured atr ight angles to the center line of the main track of said company at station 3246 x 93 and 14.5 feeta ortherly rom and measured at right angles to the center line of the Columbia Highway at station 554 x 52 thereof; thence southwesterly along the southasterly right of way line of the Spokane, Portland and Seattle Railway ompany a distance of 137 feet to a point which is 39 feet southerly from and measured at right angles to the center line of the Columbia Highway; hence south 77o 16' west parallel to thec enter line of the Columbia Highway ad istance of ;0.2 feet; thence along the arc of a curve to the left a adius of 288.3 feetp arallel to thec enter line of the Columbia Highway a distance of 266.0; thence south 30o 21' west parallel to the center line of the Columbia Highway 101.2 feet to a point on the southeasterly right of way line of the Spokane, Portland and Seattle Railwoy Company; hence southwesterly along said southeasterlyr ight of way line a distance of 536 feet more or less to ac orner in said right of way line; thence northerly alog the right of way line of said company 78 feet to a point which is 30 eet northwesterly from and measured at right angles to the center line of he Columbia Highway; thence north 32o 48' east parallel to the center ine of the Columbia Highway a distance of 392 feet more or less to a point which is 50 feet southeasterly from and measured at right angles to the enter line of main track of the Spokane, Portland and Seattle Railway ompany; thence in as traight line 169 feet more or less to ap oint which s 14.5 feet northwesterlyf rom and measured at right angles to the enterl ine of the Columbia Highway sta tation 550 x 23.2 thereof; thence long the arc of a curve to the right having a radius of 332.8 feet parallel o the center line of the Columbia Highway ad istance of 272.5 feet; thence orth 77o 16' east a distance of 168.2 feet more or less to the point of eginning containing 1.0 acres more or less; said parcel being shown on the lue print hereto attached,m arked "Exhibit 4".

PARCEL NO 6.

An irregular parcel of land lying near Goble in the northwest quarter of section twelve (12) township six (6) north, range two (2) west of Willamette Meridian. and described as follows:

Beginning at a point in the southwesterly right of way line of the Spokane Portland and Seattle Railway Company, said point being 50 feet southwesterly from and measured atr ight angles to the centerl ine ofm ain track of the said company at station 2107 x 97.5 and 13 feet northeasterly rom and measured at right angles to the center line of the Columbia Highway at station 1775 x 42.5 thereof; thence south 62o 54' east parallel o thec enterl ine of the Columbia Highway ad istance of 7.9 feet; thence long the arc of ac urve to the rightth aving ar adius of 586.0 feet parallel o the center line of the Columbia Highway ad istance of 168.0 feet; hence south 46o 28' east parallel to the center line of the Columbia Highway ad istance of 68.3 feet; thence along the arc of a curve to the ight having ar adius of 1650 feet parallel to the center line of the Columbia Highway ad istance of 469.4 feet; thence south 30o 10' east parallel to he center line of the Columbia Highway a distance of 291.3 feet; thence long the arc of a curve to the left having a radius of 1597 feetp arallel o the center line of the Columbia Highway ad istance of 47.0 feet to a oint on the southwesterly right of way line of the Spokane, Portland and eattle Railway Company 50 feet southwesterly from and measured at ight angles to the cain track of said company; thence northwesterly along he said southwesterly right of way line ad istance of 1042.0 feet more or less to the point of beginning, containing 0.445 acres more or less; said parcel being shown on the blue print hereto attached, marked "Exhibit 5".

In consideration of the premises, the County of Columbia hereby releases and discharged the property, rights of way and premises of the party of the second part other than the tracts above described from all claims of the County of Columbia for use as a part of the said road or highway and further agrees than in case the party of the second part has occasion hereinafter to double track its railway line upon its right ofw ay, or build additional tracks thereon, the said party of the second part may borrow earth and materiay from the lands within the boundaries of the said highway where convenient provided the exercise of this right does not unnecessarily interrupt travel upon the said road or highway, and provided further that before this right is exercised in anw instance, application shall first be made to the County Court and the wark shall be done under its supervision and to its satisfaction.

IN WITNESS WHEREOF thep arties have caused these presents to be executed this 8th day of September, 1914.

COUNTY OF COLUMBIA, STATE OF OREGON,
By W. A. HARRIS, County Judge.
JOHN FARR, Commissioner.
LOUIS FLUHRER, Commissioner

(Corporat seal)

SPOKANE, PORTLAND AND SEATTLE RAILWAY CO.
By L. C. GILMAN, President.
Attest: W. F. TURNER,

Done in the Presence of witnesses:
E. Pearson T. N. Kendrick

Whereupon, Court adjourned until Wednesday, September 9, 1914.

Wednesday, September 9, 1914, 5th Judicial Day. Court came pursuant o adjournment. Officers all present. Due proclamation bzeing made, the following proceedings were had:

Matter of Deed from Oregon Lumber Co., for County Road:

On this day this matter coming on for consideration upon a duly exeuted deed from Oregon Lumber Company to Columbia County, forever dedicating a certain strip of land for road purposes, being a portion of he Columbia Highway, and being in accordance with that certain stipulation between said parties filed herein on the 20th day of August, 1914, nd the Court being fully advised in the matter, it is ordered by the Court hat said deed be, and the same is hereby approved.

It is further ordered by the Court that the Clerk of this Court be, and he is hereby authorized andi nstructed to file the same for record.

Whereupon Court adjourned until Thursday, Sepjt. 10, 1914.

Thursday, September 10, 1914, 6th Judicial day. Court came pursuant to adjournment. Officers all present. Due proclamation being made, the following proceedings were had:

In the Matter of Widening and Straightening the NEHALEM ROAD leading from the South boundary line of Columbia County to the West boundary line thereof:

On this day this matter coming on regularly for further consideration in the determination of the amount of damages to be paid to the parties affected thereby, and the Court not being fully advised in the matter, it is ordered by the Court that the same be continued for further consideration

Whereupon, Court adjourned until Saturday, Sept. 12, 1914.

Saturday, Sept. 12, 1914, 7th Judicial Day. Court came pursuant to adqournment. Officers all present. Duep roclamation being made, the following proceedings were had:

In the Mater of the Improvement of the Portion of Bush Road:

On this day this matter coming on for consideration in accordance with duly published notices, bids for the construction of a portion of the Bush Road, between station 32 and station 39; station 32 being a point on the said Bush Road 3200 feet east of the Hudson School House in Road District No. 2, were opened and examined, being as follows:

MUNGER BROS.

Earth excavation, haul not to exceed 300 feet, per cubic yard	$.25
Earth excavation (Borrow) haul not to exceed 300 ft. per cu. yd.	$.52
Material hauled over 300 feet per yard station	$.02
Clearing, per acre	$75.00
Grubbing, per square rod	$ 1.50
3' x 3' cedar log culvert, per lineal foot	$ 2.20

CLARK BROS.

Earth excavation, haul not to exceed 300 feet per cubic yard	$ .24¾
Earth excavation (borrow) haul not to exceed 330 ft. per cu. yd.	$ 24¾
Material hauled over 300 feet per yard station	0 .02
Clearing, per acre	$70.00
Grubbing(per square rod	$125.00
3' x 3' log culverts, per lineal foot	$10.00

And the Court being advised in the matter, and considering said bids too high, it is ordered by the Court that all of said bids be, and the same are hereby rejected.

It is further ordered by the Court that calls for bids for said improvement be again published and opened Wednesday, Oct. 7, 1914, at 2 p. m

In the Matter of Widening and Straightening the NEHALEM ROAD leading from the south boundary line of Columbia County to the west boundary line thereof:

Now, on this 12th day of September, 1914, this matter coming on regularly for further consideration by the Court, and the Court having inspected the premises and being fully advised in the matter, hereby finds, fixes and determines the amount of damages to be paid to the respective owners, lessess andi ncumbrancers and all parties affected as follows, that is to say:

FIRST: That JOHN BACHMAN is damaged inth e sum of $1.00 by reason of the appropriation of a strip of land sixty (60) feet in width for said road over and across lands owned by him, including all damages sustained to the remaining portion of lands owned by him, in anywise affected thereby. That the strip of land so appropriated is described af follows, to-wit:

A strip of land sixty (60) feet in width, being thirty (30) feet on each side of the centerl ine of the Nehalem Highway as surveyed over and across the east half (E½) of the southeast quarter (SE¼) of section fourteen (14) in Township six (6) north of range five (5) west of the Willamette Meridian.

Beginning at station 2 x 09.3 of said survey which station is approxi-

Continued next week

WILLIAM HANLEY, Candidate for United States Senator, for a Greater, Better Oregon.

WILLIAM HANLEY

PLATFORM

I am a candidate for the office of United States Senator because a great many people thought I ought to be. I was born in Oregon and have lived here all my life. This is my platform:

Oregon for its own People

The people of Oregon ought to receive the benefit of its natural resources just as stockholders receive dividends. Let those who want to share Oregon's advantages come here to collect them.

Return $8,000,000 to Oregon

There is about $8,000,000 due Oregon, taken by the general Goverment from the sale of Oregon lands and used to develop other states. Oregon needs this money. It should be returned at once.

Capitalize Our Resources

Whether managed by the Federal Goverment or the state, the proceeds from Oregon's resources, land, water power, etc., should be secured to Oregon, and, if necessary, capitalized or borrowed against, just as a private corporation would do.

No Monopoly

Natural resources should be held in trust for the people and leased for use on flexible terms. We have the greatest deposits of soda and potash in the world in Eastern Oregon. California's deposit have passed into private hands. Make this impossible in Oregon.

Roads

The Federal Goverment has constitutional powers to build post roads. Good roads are the very backbone of civilization and commerce. The same reasons that lead the general Goverment to develop Alaska apply to Oregon.

Immigration

We have no moral right to invite immigration with no place for the immigrant to settle unless he is a capitalist. We should prepare lands for homes by irrigation, drainage and dyking and should jar loose the lands held out of use at high speculative prices.

Population

We talk of the high cost of living, but the root of the matter is too many consumers in cities and not enough producers on the soil. Country life must be made more agreeable by roads and improvements; and land must be opened to settlers.

Ports, Portland and Astoria

There are too few ports on the Oregon Coast. Every one should be improved; not only the great Columbia River ports, but Coos Bay, Yaquina and all others on our coast. A deep channel to the sea, and a freight rate based on actual cost of haul will give Portland and Astoria their natural advantage of the only water grade on the Pacific Coast from the Inland Empire to the sea.

Tran-Pacific Steamers

If the Columbia River ports get their natural advantage of a water-grade haul and maintain a deep channel and safe bar, ocean travel will have to meet the railroads at Portland and Astoria.

Labor

The producing of laborers is unlimited. Every baby is a competitor with every other baby to live. A nation is its people, not its few, and if the general government can be called on to send its troops to strike regions, it has a right to prevent conditions that breed strikes. Woman labor and child labor should be protected by Federal laws.

Capital

Capital is stored up labor and goes, or should go, hand in hand with labor. It should not be recklessly assailed by prejudice, but in the last analysis property can never be so valuable as human beings.

Corporations

The greatest liberty should be allowed purely individual enterprises, but where the right to do business comes from the people, or the corporation serves the people (as public utilities or railways), or when the people's life is at stake, in health, morals or food, the people have a right to regulate that business, but only fairly and upon a full hearing.

Trusts

The evil of a trust is not its size. Its bigness may be good economy. Its evil is in the control of the markets, so that it dictates to both producer and consumer. The real remedy is denial of all monopolistic privileges and to let credits begin where the production begins—with the soil. Give the farmer a chance to finance himself cheaply. I believe the new currency system will help toward this.

Commerce

Now that American coastwise ships pass through the canal on equal terms with other ships, open our ports to the competition of the world for our coastwise traffic. Let Portland and Seattle have the same chance at hiring bottoms that Vancouver and Victoria have.

The Customs District

The north and south sides of the Columbia are in two different customs districts. It is absurd and costly and inconvenient to vessels. The Columbia River is in one port and should be in one district.

Mining

Mining should receive the same encouragement that agriculture is receiving. Geological stations should be established in Eastern and Southern Oregon at least

Topographical Survey

Regardless of what the state puts up for the purpose, the general Government should complete the topographical surveys as speedily as possible. These maps are necessary for road building, canal construction and an infinite number of purposes.

Suffrage

I have always favored equal suffrage. I favor National equal suffrage. A woman has the right to say into what sort of a world her child shall be born.

Prohibition

I favor the strictest regulation, backed up by educated public opinion. I do not favor prohibition. I believe it does not prohibit; it promotes hypocrisy and invades for a few the personal liberty of all. I think personal freedom the greatest force there is constructive of character.

WILLIAM HANLEY

Paid Advertisement by William Hanley Campaign Committee
O. C. Leiter, Manager.