

AN OPEN LETTER TO THE VOTERS OF OREGON

Hundreds have never written, telegraphed or asked me to become a candidate for Secretary of State; believing in the principles that if a man wants anything the best way to get it is to go out after it, and holding to the doctrine that under our form of government any citizen has a right to seek an office at the hands of the people, after due consideration without undue influence, I have decided to become a candidate for Secretary of State on the Republican ticket at the May primary election.

Being a stranger to many of you I am going to tell you something about myself in order that you may be able to form an opinion as to whether I am as well qualified for the position as other candidates seeking the office.

From first evidence I have learned that I was born on a homestead near Lawrence, Douglas county, Kansas, more than a half century ago; my father died when I was eight years old. I came to Oregon with my widowed mother in 1870 and settled upon a homestead in the Yaquina Bay country on land now occupied by the Town of Toledo. Two years later my mother died and I worked on a farm until I was eighteen, attending the public schools and the O. A. C. during the winter months, and then worked in the logging camps and on steamboats until 1883 when I received a captain's license and followed steamboating until 1893, then serving three terms as county clerk of Lincoln county during which time I studied law under the late Judge John Kelsey and was admitted to practice in 1897, since which time I have been engaged in active practice of law.

Have served as mayor of Toledo, Independence and Newport. Represented Polk and Lincoln counties in the Legislature four regular terms and three special sessions. Appointed register of the U. S. Land Office at Roseburg, Oregon, by President Taft in 1909, serving four years.

While member of the Legislature in 1903 I introduced what was known as the Car Shortage or Demurrage Bill. It was defeated, and in 1907 I again introduced it and, being a member of the Committee on Railroads, got the principles incorporated in the Railroad Commission Bill, which became a law. At the same session I introduced and secured the passage of a law providing for the Directors, Parents' Teachers' Meetings. At the same session I introduced the Jones' Free Locks Bill, which became a law, appropriating \$300,000 contingent upon the government appropriating a like sum, for the purpose of building new or purchasing the old locks at Oregon City and operating the same free to the public by the government. The government having failed to appropriate any money for that purpose, at the 1909 session I again introduced the bill continuing the said appropriation of \$300,000 for another two years, contingent on the government making a like appropriation. Since that time the government has appropriated \$300,000 to match the state funds, and has purchased the locks, deep-

ened and improved them and navigation on the Willamette river is now free to all, whereas before the purchase by the government a toll rate of ten cents a head and 50 cents a ton was exacted.

At the 1907 session I introduced a resolution to provide for the amending of the Constitution to allow women the right of suffrage. It passed the House, receiving only seven votes in the Senate. However, since that time the progressive voters of Oregon have voted to allow our mothers wives, daughters and sisters the right of equal suffrage, and another stake has been driven along the line of good government.

During the 1909 session I introduced a bill appropriating \$100,000 to pay the Indian War Veterans for use and loss of horses in the Indian Wars of Oregon, a debt contracted by the Oregon Territory and standing unpaid for over 50 years. This bill passed the House but was killed in the Senate, but a similar bill became a law in the session of 1913.

In 1908, upon my own motion and at my own cost, I instituted suits before the Railroad Commission against the Wells Fargo and Pacific Express Companies of Oregon for a reduction of express rates. Both these suits were decided in favor of the shippers, and a reduction of twenty per cent was made in the Oregon rates, saving to people of Oregon thousands of dollars.

At the 1919 session, I introduced the Roosevelt Coast Military Highway Bill, appropriating \$2,500,000 contingent upon the government appropriating a like sum for the purpose of building a highway along the Oregon coast from Astoria through Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry counties to the California line, which passed the Legislature, was referred to the people at the special election June 3rd, 1919, and was approved by a vote of two to one. And a bill has been introduced by Congressman Hawley of Oregon asking Congress to appropriate the sum of \$2,500,000 to match Oregon's appropriation. California and Washington have introduced bills in Congress asking the government to build a highway from Puget Sound along the Washington coast connecting with the Roosevelt Highway and along the California coast to the Mexican line, and the State of California has voted \$4,000,000 for the building of this road. Should these bills be passed by Congress, it will result in a highway from Puget Sound along the Washington, Oregon and California coast to the Mexican line.

During my term as Register of the U. S. Land Office I worked for the revision of the public land laws in the interest of the homesteaders who were seeking to settle the wild lands of Oregon. I prepared and had introduced in Congress providing for an annual six months' leave of absence for the purpose of giving the homesteader an opportunity to earn money to live on while improving his homestead and to allow those who had children of school age an opportunity to send them to school, which resulted in the Leave of Absence Law.

I stand squarely for more and better roads; for irrigation of our arid lands; for the improvement of

our Rivers and Harbors; that the government build and maintain all roads in the National Forest for the survey and classification of all lands in the Forest Reserve; that the non-timbered, agricultural and grazing land may be segregated and thrown open for settlement; for a bigger and greater Oregon.

B. F. JONES.

Salem Bridge Strained

(Salem Journal.) Lives of hundreds of persons who gathered on the inter-county bridge at the foot of Center street Sunday to watch the seaplane was endangered when the crowd of persons and the weight of the many machines there became so weighty that girders on the structure were heard to creak and groan under the strain. Machines were packed in on the bridge so thick that it was utterly impossible to drive through.

Ask 14c. For Loganberries

At a meeting of the growers and buyers of loganberries held in Salem Saturday the minimum price fixed for a pool, representing approximately 250 acres, was placed at 14 cents. The price for picking agreed upon was 2 1/4 cents with a three-fourths cent bonus. In conference with a committee appointed by growers, a committee of buyers offered 13 cents per pound for the pool, but the offer was rejected and no effort was made to compromise.

Buena V. Man, 76, Weds Woman, 36

Dallas—A man who looked about 50 years old, dignified in appearance, hair slightly grey, quick of step, about six feet tall, walked into the county clerk's office and demanded a marriage license. The usual questions were propounded by County Clerk Moore to ascertain whether or not he was duly qualified. Investigations proved that he was, then came the questions of age—the reply was immediate and with a proud accent, "36." "How many marriages, madam?" She answered, "Three."

The clerk was then asked to get a minister and supply the witnesses, so in a few minutes W. R. Carroll, of Buena Vista, 76 years old, was united to Beulah Hareless, 36 years of age, and they left the court house smiling.

Baptist Church Announcements

(Contributed) Some people have been praying for nice weather. The nice weather is here. What are you going to render unto the Lord for it? Are you going fording and hoarding and fishing and hunting on Sunday in gratitude for this weather? Next Sunday at the Baptist church Rev. H. L. Proppe will preach in the morning on "The Offices of the Christian." The Sunday school begins at 10 a. m., Mrs. Grace Swope Supt. The preaching is at 11 a. m. In the evening at 8 o'clock, the services for the summer having been changed from 7:30 p. m. to 8 p. m., Rev. Proppe will preach on the timely subject of "What Must I Do to be Lost?" You will find a hearty welcome and helpfulness at these services. The Lord's Supper will be celebrated and the right hand of fellowship extended to new members. Come.

Agricultural College State University and Ore. Normal School

classes are so overcrowded, rooms so overloaded, and teachers so few, that the three institutions will have to close the door on at least 1000 Oregon boys and girls, and perhaps upon twice that number next fall, unless the new millage support bill passes on May 21.

These three institutions have, when compared with the year when the present millage support bill was passed,

150 per cent More Students but only
15 per cent More Class-rooms and less than
4 per cent More Income

The fact that higher education in Oregon is in a crisis cannot be said too strongly. You are urged to work for the Higher Educational relief measure, and help it with your vote on May 21.

(Paid advertisement inserted by Colin Dymont in behalf of the Joint Alumni Relief Committee for Higher Education in Oregon, 514 Pittcock Block, Portland.)

Careful, Prompt Ford Repairing

AT A Set Scale of Reasonable Charge

Exclusive Ford and Fordson Repairing

Ace Garage

The Home of Your Ford

AT THE ISIS NEXT WEEK.

How a girl recruited the sturdy Kentucky night-riders is shown in "Heart O' the Hills," adapted from the story by John Fox, Jr., in which Mary Pickford will be seen Sunday afternoon and evening and Monday night. As Mavis Hawn, a mountain girl, Miss Pickford is given a part calling for a great amount of versatility. Probably in no other picture is she called upon to depict so many varied roles which demand that she act the murderess, the school girl, the society girl and various other characters. The story hinges about the efforts of Mavis to avenge the death of her father. In arriving at the solution of the murder it is necessary for her to overcome many obstacles, chiefly those of city grafters, unwholesome parental influences and an unscrupulous mountaineer who marries her mother. Despite the scores of dramatic incidents in the picture there is ample opportunity for Miss Pickford to weave in humorous comedy situations in a most interesting and timely manner.

In "The Isle of Conquest" Norma Talmadge's new Select special, the charming star again demonstrates that there is no height of expression too lofty for her. Her versatility is generously drawn upon as she journeys through the roles of an innocent convent girl to an unhappy wifehood and thence to a life of isolation upon a tropical island with a lone man companion, there to find complete happiness and contentment. Always pleasing and capable, the star ascends to the full height of her emotional talents and holds the interest from beginning to end. "The Isle of Conquest" is a fast moving drama treating with a young girl's marriage to a wealthy waster, through the efforts of a designing mother. Later the yacht upon which they are cruising is wrecked and she finds herself safe upon an uninhabited island with a stoker from the ship's hold. Months of isolation kindles within them a mutual love and all hope of rescue having perished, they are preparing to enact their marriage rite when suddenly her husband appears to return her to her world of sham. Here the circumstances become tragic, concluding with an unexpected and sensational climax. Tuesday and Wednesday.

Once again that sterling master of the screen, Henry B. Walthall, pays us a very welcome visit on Thursday and Friday nights. This

time he appears in "The Long Arm of the Mannister," a very interesting as well as a remarkable photoplay. In the role of George Mannister, Walthall proves again that he stands at the very front rank of screen players. His skill and technique is still brilliant and flawless, and his perennial youth is just as buoyant and fresh as ever. The photo-drama in which he appears this time is an adaptation of the novel of the same name by E. Oppenheim, which made quite a stir in the book world a season or so ago. The story deals with the exploits of George Mannister, a wealthy young man whom a band of financial sharks attempt to ruin. Not content with crippling him financially, they make their work complete by placing him in a false light with another woman, in the eyes of his own young and beautiful wife. After working upon her jealousy, they induce her to run off with another man. Mannister forgetting for the present his financial losses, draws upon that part of his wealth which has remained untouched and pursues the guilty pair. After a close pursuit across land and sea he overtakes them in the desert where they have fled in their despair.

For Saturday night we have Virginia Pearson in "Bishop's Emerald," the Ford Weekly and a Herold Lloyd comedy.

Christian Church Services

"A Great Work." Come to the Christian church Sunday and hear about it. Services at 11 a. m. conducted by Rev. Peter R. Burnett.

COLLECTIONS

Knight Adjustment Co., McMinnville Ore.

AUTO EPITAPHS.

Departed this life
And his place in the strife,
You find here Emanuel Perking.
When he came to a hill
And a chance for a spill
His emergency brake wasn't working.

Have yourself and auto insured
J. W. KISTLER.

NOMINATION COUPON

Good for 5000 Free Votes

—IN—

THE POLK COUNTY POST
Automobile Contest

Please Enter

Miss (Mr. or Mrs.)

Address

Note: Only One Nomination Coupon Accepted for Each Candidate Nominated.

FREE VOTE COUPON

Good for 10 Free Votes

—IN—

THE POLK COUNTY POST
Automobile Prize Contest

Miss (Mr. or Mrs.)

Address

(Not Good After May 4)

Independence Vulcanizing Shop

NOW OPEN

Repairing of Tires and Tubes and Adona Tread
Work Our Specialty. All work Guaranteed.

M. J. O'DONNELL, Prop.

ELECTION, MAY 21

STATE ROADS

Vote 302 X Yes

For 4% State Road Bond Limit

BALLOT TITLE IS AS FOLLOWS:
302 X Yes CONSTITUTIONAL AMENDMENT—Referred to the people by the Legislative Assembly.
303 No LIMITATION OF FOUR PER CENT STATE INDEBTEDNESS FOR PERMANENT ROADS.—Purpose: To amend Section 7 of Article XI of the Constitution of the State of Oregon so as to permit the creation of debts and liabilities including previous debts and liabilities for the purpose of building and maintaining permanent roads to the amount of four per cent of the assessed valuation of all the property in the State of Oregon, instead of two per cent as now provided by law.

NO PROPERTY TAX—NO DIRECT TAX NO INCREASE IN AUTO LICENSE FEES NO INCREASE OF GASOLINE TAX

Keep these three facts in mind. The present auto license fees and gasoline tax will pay both the principal and interest on all the bonds under this amendment, and will yield an annual surplus besides for other state highway work. No additional taxation of any kind.

FEDERAL FUNDS MUST BE MATCHED

Oregon must have sufficient Highway Funds to match Federal apportionments or Oregon cannot get the benefit of Federal money for Oregon Roads. Increasing this constitutional limit is a necessity. Unless limit is increased, either state roads cannot be completed for many, many years, or must be finished by direct property taxation. This measure averts direct property tax for state highways and makes early completion possible. Let's get the roads built now.

Income from Present Sources Sufficient to Pay Principal and Interest.

The fact that revenues from auto license fees and gasoline tax, without increase of present rates, will be ample to pay both principal and interest on these bonds, is clearly set forth by official figures in the State Pamphlet, mailed to every registered voter. Refer to State Pamphlet for verification. Examine the table carefully. It proves that no property tax is required and that present rates for auto license fees and gas tax will redeem principal and interest and yield surplus besides.

For Interest Tables, Pamphlets or further information, write to OREGON ROADS AND DEVELOPMENT ASSOCIATION
W. L. THOMPSON, President, 245 Reg St., Portland
Campaign Headquarters, 211 Worcester Building, Portland, Oregon
C. C. CRAPPA, Chairman Executive Committee, R. I. Alley

VOTE 302 X YES—For 4% State Road Bond Limit

Did You Ever Get Left?

You probably will if you wait too long before ordering that NEW CAR.

Labor Conditions Are Bad

Shipments are not coming through. Many dealers have no new cars now and do not know how soon they will have.

The BEST SELLERS are going fast, so if you don't want to take "any old thing" or do without, we would advise you to GET BUSY AT ONCE.

NASH
SIX

CARS OF
SERVICE
and
QUALITY

MAXWELL
FOUR

Special Prices On Tires and Accessories

The Auto Utilities Co.

DALLAS, OREGON

INDEPENDENCE, OREGON