

HEADQUARTERS

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Salsbury, \$2.50
Waldorf, \$4.00

WE CARRY A COMPLETE ASSORTMENT OF SWEET, ORR & CO'S UNION-MADE

Shirts, Pants and
Overalls

OUR LINE OF MEN'S UNION-MADE SUITS ARE CORRECTLY CUT AND THOROUGHLY TAILORED AND PERFECT IN FIT

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Supplies
Strictly Union Makes

WE CLAIM TO CARRY AS MANY OR MORE UNION-MADE GOODS THAN ANY STORE IN PORTLAND

FAMOUS CLOTHING CO.

FOR UNION-MADE GOODS CALL ON US

CORNER MORRISON AND SECOND STREETS



JUDGE E. B. WATSON

Is one of the candidates for the Republican nomination for United States Senator, for the long term, commencing March 4, 1907, at the primary election to be held April 20, 1906. He was born at Garnaville, Iowa, but came to Oregon with his parents when eight years of age, and has lived in the state ever since. He is a lawyer by profession and well known both in professional and political circles, and has an honorable record in the public service. Upon his admission to the bar he located at Jacksonville, where he advanced rapidly both in his profession and in popular favor, and during the period of twelve years, filled several important county offices and was honored with a place on the Supreme bench, which he filled with credit to himself and satisfactorily to the public; he then removed to Portland where he has ever since lived.

Judge Watson has never been in favor with the corporations. His efforts during the last ten years to compel the railroads to pay their just proportion of the public taxes; to supplant the harsh and unjust rules of the law of negligence relating to fellow-servants and contributory negligence with provisions for the liability of employers for the carelessness or incompetency of their employes in charge and control of their operations; and the equity doctrine that contributory negligence of the injured party shall be considered by the jury in reduction of the amount of his damages, but not as a bar to his recovery altogether; and, finally to compel the railroad and military wagon road companies in Oregon to open their grants to settlement and purchase by actual settlers only, in quantities not exceeding one quarter section to any one purchaser and at prices not exceeding two dollars and fifty cents per acre, and which he is now urging as one of the strongest features of his platform, all of which are well known and easily verified. The records of the courts will show that he has conducted many cases against corporations, and none for them. But his position on the railroad and military wagon road grants in this state is most convincing proof that he is not the choice of corporate interests. The railroad grants were made upon the express condition that the lands granted, aggregating between 4,000,000 and 5,000,000 acres, "shall be sold to actual settlers only, in quantities not greater than one quarter section to one purchaser, and for a price not exceeding two dollars and fifty cents per acre." The railroad companies have held these lands for over thirty years, without offering them to settlement and purchase in accordance with this provision. And they do not intend to let them go on such terms, but on the contrary, to hold them on speculation and ultimately dispose of them to whom they please, and in such quantities and for such prices as will advance their own interests. This means, of course, that no considerable portion of these lands will ever go to actual settlers, but that the great bulk of them will pass into the hands of other corporations, which can afford to pay the highest prices. The policy of this provision to give every man an equal chance to settle on and purchase a quarter section of these lands and make a home on it for himself and his family, and while conferring this great benefit upon the individuals to confer an equal benefit on the public by developing the natural resources, and business enterprises of the country, is well understood and universally acknowledged. These railroad companies by withholding this right of settlement and purchase from the people and attempting to absorb all the benefits of these magnificent grants for their own exclusive advantage, have not only disobeyed the law but done the individual, as well as the public, a great wrong. This right, according to the present view of the

courts, cannot be enforced without further action by Congress, and Judge Watson pledges himself, if chosen to the Senate, to make every effort to secure such action by Congress as will make the right available to settlers and purchasers, in good faith, and believes that with a strong endorsement by the people of Oregon, he will be able to secure this object.

Besides these there are four military wagon road grants in Oregon, containing in the aggregate over four million acres of land. The Coos Bay Military Wagon Road grant, contains a provision similar to the above. The Dalles Military Wagon Road, Willamette Valley and Cascade Military Wagon Roads, and Oregon Central Military Wagon Road, grants, do not contain it, but each was made in consideration that "said road shall be and remain a public highway for the use of the government of the United States, free from tolls or other charges upon the transportation of any property, troops or mails of the United States."

The roads were never built in fact, nor any pretense made of keeping them up as public highways for free use by the government. There are decisions of the courts in regard to them, which increase the difficulties of opening them up to settlement and purchase by individuals. But these grants were obtained by fraud and Judge Watson pledges himself, if elected to the Senate, to spare no effort to set them aside, if Congress still retains the power to do it by appropriate action. These subsidy land grants traverse the state in every direction and furnish the greatest obstacles to the development of the natural resources, and business interests of the state; and they ought to be opened up to settlement and purchase, in the same manner and upon the same terms as the public lands within the same boundaries; and that Judge Watson will do all within his power to accomplish this object no one doubts who knows him.

He is on the right side of all the other great questions now before Congress, which it is needless to enumerate here, as he has already stated his position on them in his platform which has been widely published, and for which he asks the earnest consideration of all Republicans wherever they may reside, or whatever their calling or pursuit in life may be.

J. E. MAGERS



Candidate for Nomination for

Justice of the Peace
East Portland District

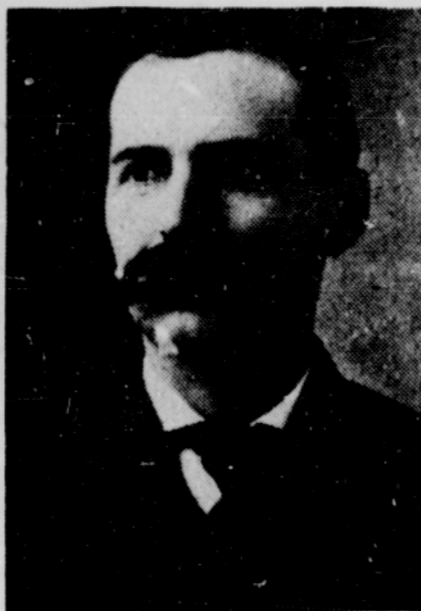
Republican Ticket

Is a Lawyer of long experience and of good standing at the bar. He is known as a fair minded man, of generous disposition, and honest and upright in all his dealings. If nominated and elected, he will meet out equal justice to all men.

DEPOSIT OF STATE FUNDS.

Hon. John H. Aitkin Clearly Announces His Position on This Subject.

Among the six different aspirants for the Republican nomination as State Treasurer Hon. John H. Aitkin of Huntington is the only one who has come out unequivocally in favor of a radical change in the existing methods of handling State funds. Some of these gentlemen have nothing whatever to say in regard to this highly important subject, while the others conveniently dodge the issue, by somewhat gauzy and intangible explanations.



VOTE FOR CARL A. BRANDES.

Candidate for Republican Nomination for County Auditor.

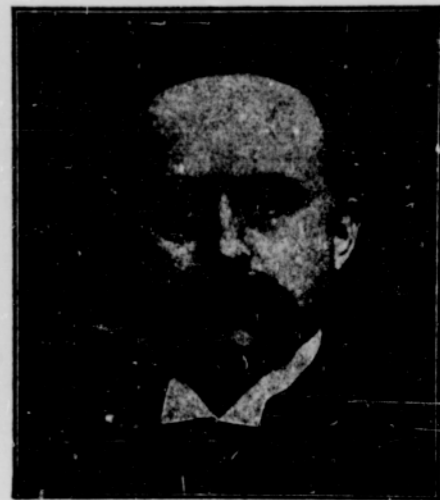
Mr. Brandes has proved to the people of Multnomah county his thorough fitness for the office of County Auditor. He has given efficient and faithful service to the people and his office has been conducted during the past term along the lines of economy and fair treatment of all. "One good term deserves another," should be the rule of the people toward their faithful servants and Mr. Brandes is one of the faithful ones.

Mr. Aitkin does not dodge. He announces his position so plainly that no one may be misled. "I am absolutely in favor of the creation of a board consisting of the Governor, Secretary of State and Treasurer, which shall have complete control over the deposits of state monies shall be made," declares Mr. Aitkin. "I also say that any interest accruing from these deposits should be the property of the State."

This has long been a leading question in Oregon, but the candidate places himself squarely on record and goes before the people with this as one of the principal planks in his platform.

FACTOR OF ECONOMY

The election of Mr. Cake, the trusts' candidate for United States Senator, would demonstrate that the trust can fool the people with poorer goods and at a less money cost to itself than under the old method of purchase at Salem. All things considered the trust may find that it really wants our primary election law and Statement No. 1 to remain on our statute book as a factor of economy in time, trouble and expense. It needs only one Aldrich, one Foreaker, one Elkins in the Senate. The more white chips it has among the remainder of the Senators the better. And if the people shall show themselves satisfied with a white chip from Oregon, certainly both parties concerned—the people and the trusts—ought to be happy.



Mr. Willis S. Duniway, of Multnomah County—a practical printer and a successful business man—who has employed Union labor ever since he went into business, and is an honorary member of Multnomah Typographical Union—is a candidate for the Republican nomination for State Printer. The Labor Press not long ago ranked him as "a man of sterling integrity and thorough knowledge of the printing business." He is a member of the Anderson & Duniway Company, and the printers, pressmen and binders employed by his firm are earnestly for him, because he is a square man with them.

Willis S. Duniway, beyond all question, is the better entitled to the votes of union men among the Republicans of Multnomah county for State Printer. He has always been an ardent, hard-working Republican, and his record will doubtless be appreciated by the voters of Multnomah County.