PAGE TWO



part, via the state highways east and west as well as north and south. The development that will follow in the wake of this travel will be of incalculable value to the state, to say nothing of the enhancement in

Summer Heat

R. N. SIMMONDS, Mgr.

MEANS NOTHING If Your Cooking and **Household Tasks**

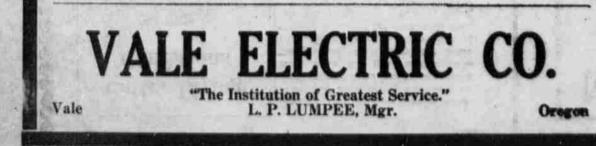
Vale, Oregon

Are Done Electrically

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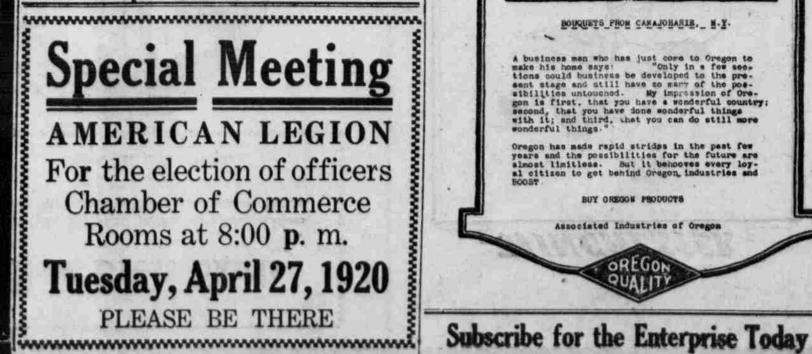
be furnished for the products of all the adjacent and tributary farming regions

es that will accrue. Along the highways, an outlet will

In addition to providing funds for completion of the main state highway program, the authorization of a total of \$40,000,000 bonds (including the \$20,000,000 already authorized by the constitution), will enable the state to match the federal funds that have been apportioned to Oregon for post roads and forest roads. Unless this pending amendment is ratified, the state will not have sufficient funds with which to meet the government on a dollar-for-dillar basis, and thus will be denied the aid of millions of federal money on Oregon roads.

Failure to adopt this amendment is certain to visit a heavy penalty on the taxpayers of many counties. It is certain if the state has insufficient funds with which to connect up the main highways, such a clamor will go up in many localities that the counties will be forced to vote direct property taxes to construct the missing links. In this event, the county property would have to carry the burden that would be borne exclusively by the auto owner under the pending amendment. No one who has observed the trend of sentiment in favor if completing these state highways but what is aware that it cannot be restrained. If the auto owners are not permitted to have their own money used to build the roads at an early date, they will unite in support of any direct tax that may be proposed as a means of getting the roads finished. As a safeguard to protect property from inevitably heavy taxation for state roads, farsighted taxpayers are giving this 4% bonding amendment their earnest support.

Oregon has been singularly fortunate in that the cost of state highways has been held down by an exceptionally able and honest state highway commission. Paving of state roads in Oregon has cost from 20% to 50% less than in most other states, and this lower cost has been in spite of the advantages possessed by most other states in the lower costs of road materials. In no other state, without exception, has public sentiment been able to draft into the public service highway commissioners of the x caliber, reputation and ability of the men who have served Oregon is this capacity and are now on the commission. To provide this commission with adequate funds to complete the state highway program is to insure its early completion at a minimum of cost for a maximum of return for each dollar spent.





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Oregon has made rapid strides in the past few years and the possibilities for the future are almost limitless. But it behooves every loy-al citizen to get behind Oregon, industries and proces

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