

BENSON RESENTS ATTACKS ON DAY

Chairman of Highway Commission Refutes Charges

STATEMENT MADE PUBLIC

Record of Work on Behalf of
Good Roads in State Called
Unselfish in Extreme

Simon Benson, chairman of the state highway commission, last night issued the following statement:

"The vicious attacks on Senator I. N. Day in the Telegram are so unwarranted that I feel I must break my rule not to enter into local political matters. For several days the Telegram has insinuated that Senator Day had done something in the 1913 legislative session which favored patented pavements. Tonight they had an article which directly charged him with favoring patented pavement.

"I may say that during my many years of service in behalf of good roads Mr. Day rendered most valuable assistance. The article in question charges that the county bonding bill was so drawn as to prohibit the use of any patented or trade-marked article in county road construction and that Senator Day caused the bill to be amended so that the county court was required so to draw road specifications that all kinds of pavement, both patented and unpatented, could compete.

REPEAL NOT ASKED.

"To my mind this is as it should be. It is surely to the best interest of the people to have the broadest kind of competition. Before this law was passed a county court could call for any particular kind of pavement and shut out all other kinds. Under the bill in question this is prevented. This law was passed in 1913 and this section has never been amended or repealed. If there was anything wrong with it, why did not the Telegram

demand its repeal in 1915 or 1917 or 1919 or at the special session in 1920?

"In our fight for good roads we have had the continued opposition of certain interests who are opposed to any good roads programme. At the special session of 1920 a great fight was put up to pass a bill ordering the highway commission not to pay any royalty on patented pavements. This bill was killed, as it should have been. When the time came to act, the commission entered an order refusing to pay any royalty and the matter is now in court. I have pledged \$10,000 of my own money to be used in helping to fight this case, and, I may add, not one cent has been contributed or offered by the Telegram or any of its associates.

DAY DRAFTED LAW FOR INCOME.

"In 1917 nearly the whole session was consumed in drafting a lot of road laws, but nothing was done to provide money with which to build roads. At the end of the next to the last week of the session, I. N. Day went to Salem with the draft of the \$6,000,000 bond bill under which the automobile licenses would be capitalized and ample funds created. After the hardest kind of a fight Day succeeded in getting the bill passed and submitted to the people. He spent several months in the campaign in helping to explain this bill to the people, who adopted it.

"Did Day then try to profit by his work? He did not, but turned his attention to building ships which were needed in the war. I consider Mr. Day one of our ablest and best citizens and sincerely hope the people will look carefully into the motives of those who attack him.

"He is the author of much constructive legislation for the benefit of Oregon. I have observed his course carefully and I have never found that he was influenced in any degree by personal considerations but he has always sought to serve the larger welfare of the public. His defeat would be a genuine loss."

DEPARTMENT OF MEDICINE
UNIVERSITY OF OREGON
PORTLAND, OREGON

DR. KENNETH A. J. MACKENZIE,
DEAN.

March 16, 1915.

Senator I. N. Day,
East Water & Salmon Streets,
Portland, Oregon.

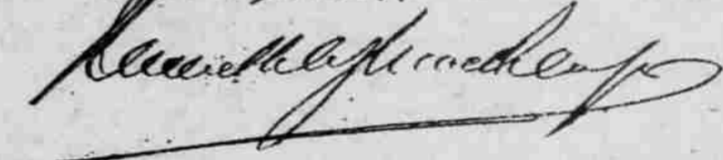
My dear Senator Day:

When I met the Ways and Means Committee and addressed them in relation to the measures for the Medical Department of the State University, I felt a bond of sympathy between us which grew as the campaign progressed. I realize now that the measure for the new building for the Medical Department would have failed but for your forceful and determined influence in the Senate at the last moment in the crisis when the situation seemed hopeless.

I want you to observe the growth of the School, indeed I would like you to take an interest in it and use your influence to foster its growth. When the faculty convenes for its first meeting it will give me great pleasure to explain to them how great their debt is to you for the trenchant services that you rendered.

With my kindest wishes, believe me

Yours sincerely,



VOTE for I. N. DAY

No. 72 X For State Senator No. 72 X

To the Electors of Multnomah County

I submit my candidacy for State Senator from the 13th Senatorial District upon the following declaration of principles:

Immediate and substantial recognition of service men by distribution of land from the unnecessarily large reserves in Oregon, and, further, enactment of laws which will enable them to take up land and establish homes thereon under conditions compatible with modern ideals.

Consolidation of State Departments, a policy which originated and was rejected in Oregon but was adopted by Illinois, where it is reported to have saved 33 per cent of the taxes.

Elimination of overlapping functions now exercised by Multnomah County and City of Portland.

Favor positive supervision in Multnomah County of tax levying by a non-tax-spending authority.

Favor practical improvement in marketing conditions.

For retrenchment that retrenches without sacrificing necessary governmental activities or progress.

Consolidation of Port of Portland and Dock Commission.

Believe that "Economy is the best source of revenue."

Development of Oregon resources through water power, irrigation, drainage and good roads.

I. N. DAY'S RECORD TOLD TO ELECTORS

Former State Senator Again
Seeking Office.

PUBLIC CAREER ACTIVE

Distinct Influence Exerted on
Legislation for Several Years
Even When Not Member.

I. N. Day, former state senator and candidate in the republican primaries for nomination as senator from Multnomah county, has had one of the most active careers of any of the various candidates before the public. He was admitted to the bar in California in 1887, but never practiced. He has been a distinct influence on legislation for many years past and was largely instrumental in the preparation and passage of the \$6,000,000 road bond bill of the 1917 session, although not a member. The present market road bill is based on a draft which he submitted in the 1919 session.

Some idea of the activities of Mr. Day in and out of the legislature are indicated in the following summary:

Elected state senator and served in 1913 and 1915 sessions of the legislature. Served upon the following committees in the 1913 session: Public land, commerce and navigation, education, industries, roads and highways, enrolled bills. In the 1915 legislature: Federal relations, insurance, public lands, roads and highways, ways and means, a committee to consolidate commissions. Member of Oregon national guard. Served by appointment upon the staff of Governor Lord as chief of engineers with rank of colonel. Reappointed and served through the term of Governor Geer. At present a member of the tax conservation commission appointed by Governor Olcott with Senator Roy Ritter and Representative Denton J. Burdick. Proposed the constitutional amendment requiring all voters of Oregon to be citizens of the United States. Introduced and passed the referendum bill for the protection of the State University appropriation bills. Supported the widows' pension bill, the industrial accident commission bill. Served upon the committee to investigate the Cello water-power possibilities. Supported the land grant resolutions for the purpose of compelling the performance of the Southern Pacific land grant provisions which would have kept the lands upon the tax rolls of the state, thereby saving nearly half a million dollars annually to the counties wherein the lands are situated. Assisted in the Red Cross drive for 100,000 Portland members, which was successfully carried out. Assisted in the war drive of the Knights of Columbus. Aided in the passage of the armory bills for the Oregon National guard. Was a member of the conference committee and prepared the bill known as the

4-mill tax bill, whereunder the first highway commission was appointed, instrumental in drafting the so-called water-front bill. Advocated irrigation, drainage and rural credits conference. Voted for S. B. 112, which gave the governor power over his appointments. Member of the ways and means committee. Treated all charitable institutions alike. Voted and supported the interstate bridge bill. Member of the committee to investigate the Boys' and Girls' Aid society. Voted for the so-called good government bill of the 1913 legislature. Suppression of vice and regulation of liquor traffic. Voted for the social hygiene bills. Supported woman suffrage. Voted for the measure for appropriation of funds for the exhibits at the world's fair at San Francisco. Voted for the establishment of game refuge. For appropriation to assist the humane society. For establishment of a juvenile court. For extension of state library. Voted for the deposit of public funds in banks that interest might be earned. Supported the naval reserve organization. Voted to establish the industrial school for girls. Voted to aid the prevention of tuberculosis. Supported tenure of office bill for teachers. Prepared the good roads bill passed in 1917, known as automobile bonding act. Prepared and submitted to legislative highway committee the market roads bill which was adopted in main by Senator Pierce and passed in 1919. Personally led fight to prevent disbandment of Oregon naval militia and serious reduction in state military appropriations in face of war. He is a member of the Woodmen of the World, Ancient Order United Workmen, Elks and Masons.—Oregonian, May 13.

WE ENDORSE HIS CANDIDACY LIST AS SUBMITTED

S. Benson, State Highway Commissioner
General Charles F. Beebe
Frank C. Barnes, Packer
Hugh Hume, Spectator
J. A. Haseltine, Haseltine & Co.
Charles Deyette, Marshall-Wells Co.
L. N. Fleischner, Fleischner, Mayer & Co.
Leo Freide, Wadhams & Co.
Jay Bowerman, Attorney at Law
J. N. Casey, Powers Furniture Co.
Fred Dundee, Automobile Machine Shop
W. C. Lawrence, Geo. Lawrence Saddlery Co.
Thomas Mannix, Attorney at Law
W. B. Ayer

J. L. Hartman, Mgr. Portland Clearing House
Lester W. David, Monarch Mills
Dr. W. L. Wood
Geo. S. Heusner, Pres. Kenton Bank
John S. Beall, Coast Culvert & Flume Co.
Geo. W. Brown
Lansing Stout
Capt. E. W. Spencer
J. P. Rasmussen, Paints and Oils
J. W. P. McFall, Paper Mills
Harry P. Nicolai, Nicolai-Neppach Co.
Chas. L. Masstick, Wholesale Leather
Warren Keeler, Secretary Kenton Land Co.
W. P. Menefee
R. E. Menefee, Real Estate

Raymond G. Jubitz, Sec. Security Savings & Trust Co.
Fred W. German, President Realty Board
J. V. Burke, Vice-President Bank of Kenton
Dr. E. G. Clark
Dr. E. K. Vaughan
W. O. Feenaughty, Feenaughty Machinery Co.
Benj. F. Holman, Holman Fuel Co.
E. R. Wiggins, Archer & Wiggins
Howard Gaylord, Bell & Company
J. C. Kearney, Commercial Transfer Co.
R. L. Balzer, Clyde Equipment Co.
Phil Easterday, Concrete Pipe Co.
J. E. Wolf, Phoenix Iron Works
W. B. Froude, Portland Motor Car Co.

J. F. Groce, Roberts Motor Car Co.
Natt. McDougall, A. Guthrie & Co.
W. L. Boise, Attorney at Law
Frank Kiernan, Real Estate
J. J. Burke, Burke Machinery Co.
P. J. Hanley, Hanley Employment Co.
J. O. Gillen, Gillen-Chambers Co.
Thos. J. Mahoney, Portland Cattle Loan Co.
John D. Winters, Attorney
Thos. G. Ryan, Attorney
C. L. Wheelton, Attorney
Ed L. Estes, Powers & Estes
M. H. Kern, Eagle Lumber Co.
Daniel Kern, Columbia Contract Co.