

GREAT LOSSES TO STATE HIGHWAY WORKERS ARE SHOWN

after use the highway. Here Mr. Pierce turned from waste in road building to unbribed expenditure in automobile purchases by the state highway department.

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"I will tell Mr. Eddy and his co-workers and tell the people of Oregon that, within a period of six weeks the state highway department alone, to say nothing of other state departments using state owned automobiles and trucks, spent more than \$25,000 of public money on automobile and truck tires in three purchases.

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GOVERNOR OLCOTT CLOSES HIS THREE WEEKS' CAMPAIGN

Salem, Nov. 4.—Governor Olcott brought his three weeks' campaign tour of the state in behalf of his candidacy for re-election to a close before an audience in the armory of "The Old Home Town" last night, standing squarely upon his record of the past three years and promising a continuation of his past "safe, sane and business-like administration of the affairs of Oregon without frills or sensationalism."

The governor, who spoke before a meeting in Portland earlier in the evening, did not arrive in Salem until after 10 o'clock, the two hours intervening being occupied by four of the "big guns" in the Republican campaign gaffery in scathing condemnations and denunciations of the Democratic party in general and of Walter M. Pierce, its gubernatorial candidate, in particular.

In fact so intent were T. B. Kay, former state treasurer; Walter L. Toomey, chairman of the Republican state central committee; Congressman W. C. Hawley and State Senator B. L. Eddy in "exposing" the past record of the Democratic party, that the governor was not permitted to utter a word in defense of his administration.

The cabinet met in the course of the afternoon and sent a telegram to the Nationalist assembly announcing that it had decided not to send delegates to the peace conference, but would continue in power until the assembly could be able to take over the civil administration. It is not likely that the Nationalist will be in a position to do so until the allies withdraw from Constantinople and the latest events indicate that the powers are unwilling to evacuate the city.

Though the Nationalists have been eager to occupy Constantinople at the earliest moment possible it has been decided by the Ankara assembly to establish the capital in the interior of Anatolia and that Constantinople is to remain only as the seat of the caliph. Brussa, Konia, Eski-Shehr and Ankara have been mentioned in this connection and the Nationalists from these places are fighting to have their native town made the permanent capital.

The members of the cabinet and the majority of the assembly are inclined to favor Eski-Shehr on account of its central position and the fact that it is a railway junction point, all the lines from the West passing through it.

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OLCOTT'S RECORD MISREPRESENTED

Governor Olcott, in a letter to the press, contends that he has been misquoted and misrepresented by Senator Pierce and The Journal in regard to his statements concerning the tax levies of the state. His letter is as follows: "Portland, Nov. 3.—To the Editor of The Journal and The Journalist: Mr. Pierce has persistently misrepresented my attitude on the tax issue. He states that I have said in effect that taxes cannot be reduced and may go higher, and he quotes a garbled excerpt from a speech mine to prove his assertion. The written text of that speech was furnished to the press and no fair-minded man could so garble it as to bring out the idea that the opposition to me is endeavoring to portray me as a man who would not permit me to quote from the typewritten sheet as given to the press when I started out on this campaign two weeks ago."

"For the year 1922 there were 2780 distinct tax levying bodies in the state. There are hundreds of other bodies with power to levy taxes that, for some reason or another, did not take advantage of that power in 1922. THEY MAY take advantage of it in 1923, or in any other year if they desire to do so. If they do, your tax rates from THOSE SOURCES will rise rather than decrease. The governor has no power over the action of THESE tax levying bodies save in an exceptionally few cases. THESE tax levying bodies are scattered all over the various localities and are as remote from the power of the executive control as are the taxes of the federal government."

This will be distinctly seen that the reference was entirely to taxes in those localities where tax levying authority exists that was not exercised in 1922 but which might be exercised at any time.

Mr. Pierce and the opposition press should be big enough and fair enough to concede that I was the originator in Oregon of the idea that taxes should be reduced and equalized, because they both know that I made such a recommendation to the legislature two years ago, and that it was because of my calling their attention to this condition, and urging upon them authority for the appointment of a special tax investigation commission that the present agitation concerning taxes resulted. It is entirely fair to add that the Oregon Journal, at the time this commission was appointed by me, made the statement editorially that the appointments were "most excellent."

Very truly yours, BEN W. OLCOTT.

Farmers Against Law Halting Stock Running at Large

The Dalles, Nov. 4.—One hundred and fifty Wasco county farmers, members of the county Farmers union, in session at Universal hall near Maupin, in the southern part of the county Friday, adopted a resolution opposing the proposed legislation prohibiting the running of stock at large in the county.

The measure originally was indorsed by farmers in the south end of the county, and it is being attacked on the grounds that it favors the sheepmen while it would practically kill the cattle raising industry in the county. Practically all the cattlemen east of the mountains are members of the county Farmers union, and they are in favor of the measure.

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RECOMMENDATIONS OF TAXPAYERS' LEAGUE ON BALLOT MEASURES

Portland, Oregon, November 3, 1922. TO THE VOTERS: The Taxpayers' League of Portland submits herewith its explanation of certain measures having to do with taxation and finance which are to be submitted to the voters at the election to be held on Tuesday, November 7, 1922, and its recommendations thereon.

Table with 5 columns: Measure, Est. Census, Est. Census, Est. Census, Percentage Increase. Includes measures like 'Increase of Population and Taxation for All Purposes' and 'Increase of State Population and State Taxation Levied in Multnomah County'.

The estimated tax for the City of Portland and Multnomah County for the year 1923 does not include either the tax for the fair bill or the tax for any bonds issued for the bridges. This tabulation shows conclusively that taxes have increased far out of proportion to the increase in population.

We submit as a test for voters to apply in passing upon taxation measures the following: "Do you think that the tax levied is necessary for the public good?"

JOSEPH N. TEAL, HENRI LABBE, L. J. GOLDSMITH, A. J. GIESBY, A. H. DEVERS, F. W. PALMER, R. L. GLISAN, F. W. MULKEY, S. M. MEARS, Executive Committee.

STAFF MEASURES. Permitting Linn County to levy a tax to pay outstanding warrants. \$60 Yes; \$10 No. This is a measure permitting Linn County, Oregon, to levy a tax to retire outstanding warrants. From reliable sources we learn that this is a necessity.

AMENDMENT PERMITTING LINN AND BENTON COUNTIES TO PAY OUTSTANDING WARRANTS. \$60 Yes; \$10 No. This measure is for the same purpose as the one just above described, covering both Linn and Benton Counties.

SINGLE TAX CONSTITUTIONAL AMENDMENT. \$64 Yes; \$65 No. This is a single tax amendment and is substantially the same measure heretofore repeatedly submitted to the people of this state and voted down on each occasion.

STATE TAX FOR EXPONENTIAL IN CITY OF PORTLAND. \$65 Yes; \$66 No. Voters should vote "No" on this measure in order to prevent levying of a new tax for an unnecessary purpose, as well as for a non-governmental purpose. A vote for the exponential tax helps to commit the whole state to the proposed Portland measure.

continued from page one. deed and submitted by the newspapers and by the two United States senators, congressmen, the former state treasurer, highway officials, and the whole host of lesser officeholders that have swarmed over the state in an effort to beat me. They said, if elected governor I couldn't reduce taxes, and Governor Olcott himself said that taxes might even go higher, instead of lower.

"Now I am going to tell you tonight how in one item alone I decide to reduce taxes. I have been looking after the interests of the taxpayers who have saved the state nearly \$2,000,000 in a single year.

"I am going to read to you now what the big price was and what the actual cost to the state was on 28 contracts let by the state highway department in 1919. The figures are as follows:

Table with 5 columns: Name of Project, Miles, Bid Price, Actual Cost, Cost. Lists projects like Corvallis-Polk county line, Albany-Jefferson, Adams-Albany, etc.

BID PRICES EXCEEDED. "In only three contracts out of the 28 did the state get the work done for the bid price, and in 25 other contracts the state paid all the way from 10 per cent to 115 per cent more for the work than the bid price.

"On the Jefferson-North project of six miles the contract price was \$133,000, while the state paid the contractor \$226,000, or \$93,000 per mile against a bid price of \$22,000 per mile.

"On the Green Springs-Mountain Road-California line project, the contractor's bid was \$286,000, or \$19,000 per mile, while the state actually paid the contractor \$617,000, or \$41,000 per mile.

"On a total of 267 miles the contractors agreed to do the work and gave bonds that they would do the work for \$5,828,434. The state actually paid the contractors \$14,567,300, or \$1,828,316 in excess of the contract price, more than 25 per cent above the bid price.

"How long could a man run his private business that way and not fail? When you who are in business decide to build a home, or I who live on a farm decide to build a barn, we both go about it in the same way. First we have an architect or builder make an estimate of what the improvement will cost and then we ask for bids. If the bids are in line with the estimate we accept the lowest bid, have the bidder give a bond and then hold him to his contract.

"Nor is the tire extravagance the only waste. In a single instance, a bill of \$467,253 was paid for gasoline and oil. The date was January 18, 1922. In a single instance, a bill of \$818,724 was paid for auto parts. This was January 19, 1922, the day after the \$467,253 purchase of gas and oil. The two items of auto parts and gas and oil amount to \$12,859,23, which is a fairly large expenditure of public money of state owned automobiles in two days for a single department.

"Nor do those figures include all the purchases of auto parts and gasoline and oil. These two days' purchases were many smaller purchases of both. I have not time here to enumerate them.

USED AS PLEASURE CARS. "There were literally hundreds of smaller entries of the public garage, the purchase of 'auto supplies' and gas and oil. And it is to be borne in mind that it is in this one department of the state government that thousands of dollars in public money are being paid out to maintain automobiles which are used in hunting trips, fishing trips and other private pleasures by state employees and officials, usually with the sign which states that the cars are state owned and are used for business purposes."

"There is another item which by comparison is small. But on the books of the state highway department there are within 18 days entries showing the purchase of mileage books on the Oregon Electric railroad totaling \$11,700. These were mileage books on only one railroad and show a record at that and the purchases were within only 18 days. Who did all that riding at state expense? Why did they use the state owned automobiles?"

At this council the sultan explained the situation, saying in effect: "I am tired and for a long time have contemplated making room for my successor. Recent events have caused me to change my mind. The act of promulgating this measure is a question which does not affect me personally so much as it affects the whole Mussulman world of which I am the recognized chief. The question of the caliphate and the sultanate are closely connected and are determined by the strict laws of the Mussulman religion. These rules cannot be changed by a few hundred members of the Nationalist assembly who are not authorized to represent the millions of Mussulmans."

CABINET MEETS. "Furthermore I am convinced that the bulk of the nation is deeply attached to the Mussulman religion and temporarily led astray by a handful of adventurers. For these reasons I have decided not to desert the nation, but to remain in the throne."

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Storm Warnings Are Still Up; Gale May Move Toward Coast. Southeastern storm warnings which were raised Friday night at all Oregon and Washington coast points in anticipation of heavy gales during the night were still flying today, although the storm temporarily had backed off to sea.

This impending storm is the same one which has belatedly shipped off the Alaskan coast during the last 24 hours. The district weather office reported that it was likely to move in on the coast at any time during the day. The storm conditions brought temperatures up slightly in Western Oregon, but in Eastern Oregon the mercury dropped still lower than on Friday. The lowest temperature was 16 degrees.

LOGGERS SERIOUSLY HURT. Astoria, Nov. 4.—Johns Scott, 37, an employe of the Larkin Green Logging company at Blind Slough, was struck by a rolling log Friday, and suffered a compound fracture of the left leg.

ELTON WATKINS, Ex-Assistant U. S. Attorney for CONGRESS PLATFORM. 1. Favor Immigration Laws. 2. Non-Partisan Tariff Commission. 3. Merchant Marine without subsidies and graft. 4. National Bonus for Ex-Service Men, paying for same by taxing profiteers and predatory wealth. 5. Better Pay and Treatment for mail carriers and postal employes. 6. Government Hospital in Portland for Ex-Service Men.

Bar Endorsement of WALTER H. EVANS for CIRCUIT JUDGE. Knowing that Walter H. Evans, Judge of the Circuit Court for Multnomah County, State of Oregon, Department No. 6, is a man of high character and unblemished integrity and that he is a good, careful and conscientious Judge and a man of excellent ability in said position and that he is an exemplary citizen, a good husband and father,

We, the members of the legal profession of the Multnomah County Bar, do hereby unqualifiedly endorse Walter H. Evans for election as Circuit Judge for Multnomah County, State of Oregon, Department No. 6, and respectfully request the voters of this county to support him for said position at the general election to be held on the 7th day of November, 1922.

SULTAN REFUSES TO QUIT HIS THRONE. At this council the sultan explained the situation, saying in effect: "I am tired and for a long time have contemplated making room for my successor. Recent events have caused me to change my mind. The act of promulgating this measure is a question which does not affect me personally so much as it affects the whole Mussulman world of which I am the recognized chief. The question of the caliphate and the sultanate are closely connected and are determined by the strict laws of the Mussulman religion. These rules cannot be changed by a few hundred members of the Nationalist assembly who are not authorized to represent the millions of Mussulmans."

JUDGE FRANK L. TOU VELLE, DEMOCRATIC CANDIDATE FOR State Treasurer. (Paid Advertisement by Democratic Committee.)

MEN WANTED FOR SHOPS AND ROUNDHOUSE. Rates: Machinists .70c per hour, Blacksmiths .70c per hour, Sheet Metal Workers .70c per hour, Electricians .70c per hour, Stationary Engineers Various Rates, Stationary Firemen Various Rates, Boilermakers .70c to 70 1/2c per hour, Passenger Car Men .70c per hour, Freight Car Men .63c per hour, Helpers, all classes .47c per hour. Mechanics and helpers are allowed time for one-half day time worked in excess of eight hours per day.

PHOTOGRAPHS ARE SHOWN. "I have in my hand a photograph of a so-called hard surface permanent road built in Clackamas county in 1920, which has broken into great holes and soon will have to be rebuilt. I have here another photograph of a permanent highway, so-called, constructed in Tillamook county in 1918 that had to be rebuilt in 1921. The original cost was \$102,096. The cost of reconstruction in 1921 was \$118,462, or a total cost of \$220,558 per mile. I have another photograph of a permanent road supposed to be permanently built and hard surfaced in my own county of Union, which, as the picture shows, broke up so badly that not even ordinary traffic that traveled the road before it was improved could there-

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