

E. Purdy, candidate from the state at the Democratic National Convention.



in favor of the Peace Treaty and the League of Nations, and for Geo. E. Chamberlain for Senator.

(Paid Adv)

WIDOWED MAN SEEKS OFFICE



SAM A. KOZIER Deputy Secretary of State

Republican Candidate for Secretary of State

has served for more than eight years in the office of Secretary of State, and is qualified by actual experience in the office of Secretary of State to fully measure up to the duties of the voters of the state, more than ever before, in the history of the state.

Mr. Kozier remains an efficient and energetic member of the administration of state affairs, and is a citizen of the highest order. He is not a politician, but a man who has only interest to serve the people.

Friend of Salem and Marion County.

Mr. Kozier's residence in Salem, Mr. Kozier has been associated with the various civic and commercial organizations of this community, and has been actively identified with the growth, development and prosperity of Salem and Marion County.

For the last 15 months, Mr. Kozier has been in charge of the Secretary of State's office. He has faithfully and efficiently assumed and discharged the duties of the office.

Mr. Kozier has made good his record.

For Secretary of State (Paid Adv)

Lands for Americans

Mr. Martin, republican candidate for representative believes that the lands of the state should be permitted to remain in the hands of the people of Oregon. Mr. Martin believes in California a number of years ago, and is familiar with the dangers of the ownership of the land in the hands of other foreign countries, and believes that the lands of the state should be permitted to remain in the hands of the people of Oregon.

Vote for GOOD ROADS MAY 21

Vote 302 X Yes for 4% State Road Bond Limit

been honest, efficient and economical. Among the big achievements of his administration are: The Pacific Tel. and Tel. company case, which resulted not only in a general reduction of telephone rates and the elimination of toll charges over numbers of the short distance routes, but a re-

B. F. Jones, Republican Candidate For Secretary Of State

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 half a 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

fund of approximately \$150,000 to patrons of the company; adjustment of apple rates which netted a saving of a quarter of a million dollars to the fruit growers and the reduction of rates on road building materials saved more than \$100,000 to the state.

schools and the O. A. C. during the winter months and on steamboats until 1882 when I received a captain's license and followed steamboating until 1883, 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, Representative Polk and Lincoln counties in the legislature four regular and three special sessions. Appointed register of the U. S. land office at Roseburg, Oregon, by President Taft in 1909, serving four years.

While a member of the legislature in 1902 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 railway commission bill, which became a law. At the same session I introduced a law providing for the directors, parent-teachers meetings. At the same session I introduced the Jones free locks bill, which became a law, appropriating \$200,000, 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 containing the said appropriation of \$200,000 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, deepened and improved them and navigation on the Willamette river is now free in 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 state 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 1915.

In 1905, 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 1913 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 2, 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 coasts 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 forests for the survey and classification of all lands in the forest reserves; that the non-timbered, agricultural and grazing land may be segregated and thrown open for settlement; for a bigger and a greater Oregon. B. F. JONES, March 23, 1920. (Paid adv)

Dr. A. E. Wrightman

SILVERTON, OREGON. Republican Candidate for the Office of REPRESENTATIVE FOR MARION COUNTY, OREGON.

As a reference to my candidacy I will refer to the unanimous endorsement of the Silverton Community Club, as well as the Silverton Business Men. If elected I will endeavor to establish the same confidence throughout the County and State as I now have in my home city. If you want an economical administration vote for No. 77 on the primary ballot May 21st, 1920. (Paid Adv.)

On Friday, May 21 VOTE 310 (X) YES

No. 310 is the Higher Educational Tax Act for the protection of the great work of the State University, Agricultural College, and Normal School.

Do You Pay Taxes?

If so, that is one of the biggest reasons why you should vote and work for passage of No. 310. The surest way to increase taxes is to cripple education. The United States is the safest, freest, healthiest, wealthiest, happiest country on earth today, with the highest standard of living. It never could or would be so without its educational system. The most heavily taxed countries are those that have neglected to provide state education for all persons alike.

Higher Education Pays the State In Dollars and Cents

It pays ethically, culturally, intellectually, and morally, as well; but if a man puts the worst construction possible on the case—if he asks, "Well it pays me in my pocket-book?"—then, too, it is possible to answer "Yes. Higher Education has paid Oregon millions of dollars, and that benefit comes back to each individual directly or indirectly."

All States Support Higher Education

To cripple the University, Agricultural College, and Normal School, is to strike Oregon not only a financial, but a moral blow that is unthinkable!

Vote 310 X Yes

And protect three institutions that not only have excellent standards, but are among the most economically administered in the United States, as the statistics of the United States Bureau of Education will prove.

This advertisement inserted by Colin Dymond in behalf of the Joint Alumni Relief Committee for Higher Education in Oregon, 514 Pittcock Block, Portland.

Vote Ballot Number 74 Zadoc J. Riggs



A substantial, progressive business man. Candidate for Representative, Friday, May 21.

(Paid adv)

E. T. BUSSELLE

Republican Candidate Representative From Marion County

I have no "axe to grind," but as a taxpayer and business man I will, if elected, consider your interests as I would my own.

My record and experience in public and private life are my assurance to you of a conscientious and conservative determination of all questions of public policies and expenditures of public money.

Slogan: Not a politician, but a scrapper; will fight waste of public money.

Paid Adv.



Primaries May 21, 1920.

VOTE GOOD ROADS FOR

The Auto Pays the Bill

There were only 39,000 Autos in Oregon when we started in with the State Highway Program. Now there are 85,000. The auto license fees and gasoline tax pay for the roads.—Revenues constantly growing.

Good Roads bring the autos—the more autos, the more money for good roads—Let's build the roads and develop Oregon.

VOTE 302 X YES NO TAX IN THIS

for the 4% State Road Bond Limit—And make it possible to build more state roads—No Property Tax—No Direct Tax—No Increase in Auto License Fees—No Increase in Gasoline Tax—

VOTE 302 X YES--Make it Unanimous

Roll up a Big Majority, to Show Oregon believes in Progress—The Auto Pays the Bill.

OREGON STATE CHAMBER OF COMMERCE

CHARLES HALL, President, Marshfield. GEORGE QUAYLE, General Secretary, Portland

OREGON ROADS & DEVELOPMENT ASSOCIATION

W. L. THOMPSON, President, 225 King St., Portland. C. C. CHAPMAN, Chairman Executive Committee, R. 1, Astoria, Ore.

Official Computation shows that income from auto fees and gas tax pays both principal and interest of bonds. Write to above address for copy, certified by Whitfield, Whitcomb & Co., Certified Public Accountants, Portland, Oregon