

KILLED THE FEUD SPIRIT

"Burns of the Mountains" Educated the Feud Out of the Hearts of Kentucky Mountaineers



It is seldom that we read now of feud killings in the mountains of Kentucky, and the man who did more to kill the feud spirit than any other single person is coming to Chautauqua on the second night to speak on the "Remaking of the Kentucky Mountaineers." He is President James A. Burns of Onondaga Institute, more familiarly known as "Burns of the Mountains." An upstanding American of purest Anglo-Saxon lineage, he was born in the Kentucky Mountains and was drawn into the feuds. His amazing story has been printed in some of our leading magazines and told in story by such famous writers as Emerson Hough. His story of the Kentucky mountaineers and their efforts to overcome the handicap of environment is one of the most thrilling told from any platform.

PRESENT AUTO AND GAS FEES WILL PAY INTEREST AND PRINCIPAL OF \$40,000,000 ROAD BONDS

Approximately \$40,000,000 of state road bonds can be issued under a 4% limitation on the present assessed valuation of the state, including bonds already issued. The constitutional amendment to be voted upon at the May 21 election provides for this 4% limitation.

Interest and principal of the entire \$40,000,000 of bonds can be paid from revenues from auto license fees and gasoline tax, based on conservative estimates of that income.

Following is an official estimate of the income to the State Highway Fund from auto license fees and gasoline tax, compared with interest and principal requirements for the entire \$40,000,000 of state road bonds. This table has been audited and certified by Whitfield, Whitcomb & Co., certified public accountants, whose attestation is subscribed below. It verifies the claim made that voting for the 4% state road bond limitation will not involve any tax on property, as principal and interest will be paid from the auto license fees and the gas tax, leaving an actual surplus above the amount required.

OFFICIAL TABLE

Statement of Estimated Income to State Highway Fund Compared With Interest and Principal Requirements to Carry \$40,000,000 Bonds.

Year	Estimated Number of Motor Vehicles	Motor Vehicle License Fees Net Income to State Highway Fund	Gasoline Tax Net Income to State Highway Fund	Total Amount Estimated Income to State Highway Fund	Interest and Principal Requirements for \$40,000,000 Bonds	Surplus Remaining After Payment of Interest and Principal
1920..105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,850.00	\$1,605,150.00	
1921..125,000	1,875,000.00	625,000.00	2,500,000.00	1,043,250.00	1,456,750.00	
1922..145,000	2,145,000.00	715,000.00	2,860,000.00	1,393,250.00	1,466,750.00	
1923..158,000	2,370,000.00	790,000.00	3,160,000.00	1,679,750.00	1,480,250.00	
1924..170,000	2,550,000.00	850,000.00	3,400,000.00	2,007,340.00	1,392,660.00	
1925..180,000	2,700,000.00	900,000.00	3,600,000.00	2,677,617.50	922,382.50	
1926..185,000	2,775,000.00	925,000.00	3,700,000.00	2,957,367.50	742,632.50	
1927..190,000	2,850,000.00	950,000.00	3,800,000.00	3,149,180.00	650,820.00	
1928..195,000	2,925,000.00	975,000.00	3,900,000.00	3,329,742.50	570,257.50	
1929..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,429,050.00	570,945.00	
1930..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,396,842.50	603,157.50	
1931..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,308,392.50	691,607.50	
1932..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,219,742.50	780,257.50	
1933..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,131,492.50	868,507.50	
1934..200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,043,042.50	956,957.50	
1935..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,954,592.50	1,045,407.50	
1936..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,866,142.50	1,133,857.50	
1937..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,777,692.50	1,222,307.50	
1938..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,689,242.50	1,310,757.50	
1939..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,600,792.50	1,399,207.50	
1940..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,512,342.50	1,487,657.50	
1941..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,423,892.50	1,576,107.50	
1942..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,335,442.50	1,664,557.50	
1943..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,246,992.50	1,753,007.50	
1944..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,158,542.50	1,841,457.50	
1945..200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,070,092.50	1,929,907.50	
1946..200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,981,642.50	2,018,357.50	
1947..200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,893,192.50	2,106,807.50	
1948..200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,804,742.50	2,195,257.50	
1949..200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,716,292.50	2,283,707.50	

OFFICIAL EXPLANATION OF TABLE

Column 3 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 199, Laws 1919). The 1920 registration figures to date obtained from the Secretary of State's office indicate an average license fee of twenty dollars (\$20.00) per vehicle. The law provides that twenty-five per cent be returned to the county from which the vehicle is registered, therefore the net income per vehicle to the State Highway Fund is approximately fifteen dollars (\$15.00) per car which is the figure used in computing Column 3. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle licenses, chauffeurs' badges, transfers, etc.

Column 4 represents the income from the Gasoline Tax (Chap. 159, Laws 1919) to the State Highway Fund. Figures obtained from the Secretary of State's office indicate the average tax per vehicle in 1919, was approximately five dollars (\$5.00) and this figure has been used in computing Column 4.

Column 5 is the total amount of the motor vehicle license fees and the gasoline tax based on the estimated number of vehicles as shown in Column 2.

Column 6 is the amount required each year to pay off the interest and principal at maturity of State Highway bonds up to an estimated amount of \$40,000,000 (the approximate amount which could be issued with a 4 per cent limit on the present assessed valuation of the state. These figures are based on these premises: That the balance of the Six Million Dollars Bonds (Chap. 423, Laws 1917), the State Co-operative Bonds \$1,800,000 (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollar Bonds (Chap. 173, Laws 1919), now unissued will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$5,000,000; 1921, \$5,000,000; 1922, \$5,000,000; 1923, \$5,000,000; 1924, \$2,200,000; a total of \$40,000,000.

All of the bonds thus far authorized are serial bonds and, except the Bean-Barrett issue, mature one-twentieth each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The Six Million and Bean-Barrett issues draw 4 per cent interest. All other issues 4 1/2 per cent.

Column 7 shows the surplus estimated to be available each year after meeting obligations for principal and interest.

The One-Quarter Mill Tax (Chap. 237, Laws 1917) on the total assessed valuation of the state is not shown in this table as an asset of the State Highway Fund as this fund is used principally to meet administrative expenses, surveys in the various counties, engineering supervision of county construction, and design and inspection of county bridges and structures.

WE HEREBY CERTIFY that we have examined the official records of the State of Oregon as regards Income from Motor Vehicle licenses and Gasoline taxes and believe the estimates above set forth in columns 1 to 5, both inclusive, to be conservative. We further certify that based upon these estimates the tabulations set forth above in columns 6 and 7 are true and correct.

REAL

WHITFIELD, WHITCOMB & CO.
Certified Public Accountants.

Portland, Oregon, April 14, 1920.

Equip Your Smaller Car With Goodyear Tires



30x3 1/2 Goodyear Double-Cure Fabric, All-Weather Tread \$23.50
30x3 1/2 Goodyear Single-Cure Fabric, Anti-Skid Tread \$21.50

If you own a Ford, Chevrolet, Dort, Maxwell or any other car using 30x3, 30x3 1/2, or 31x4-inch tires, you can well take advantage of the high relative value built into all Goodyear Tires.

You can well do so because you can secure in the smaller Goodyear Tires the results of such skill and care as have made Goodyear Tires the preferred equipment on the highest priced automobiles of the day.

You can well do so because these smaller Goodyear Tires are easy to obtain, being produced at the rate of approximately 20,000 a day, and because their first cost usually is as low or lower than that of other tires in the same types and sizes.

Go to the nearest Goodyear Service Station Dealer for these tires, and for Goodyear Heavy Tourist Tubes. He supplies many other local owners of the smaller cars.

Goodyear Heavy Tourist Tubes are thick, strong tubes that reinforce casings properly. Why risk a good casing with a cheap tube? Goodyear Heavy Tourist Tubes cost little more than tubes of less merit. 30x3 1/2 size in waterproof bag \$4.50

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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 schools and the O. A. C. during the winter months, and then worked in the logging camps and on steamboats until 1883 when I received a captain's license and followed steamboating until 1893, 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. Represented 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 1903 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 Railroad Commission

Bill, which became a law. At the same session I introduced and secured the passage of a law providing for the Directors, Parent-Teachers' Meetings. At the same session I introduced the Jones' Eyes Locks Bill, which became a law, appropriating \$300,000, 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 continuing the said appropriation of \$300,000 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 to all, whereas before the purchase by the government a toll rate of ten cents a head and 50 cents a ton was exacted.

As 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 stake 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 1913.

In 1908, 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 20 per cent was made in the Oregon rates, saving to people of Oregon thousands of dollars.

At the 1915 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 coun-

ties to the California line, which passed the Legislature, was referred to the people at the special election June 3rd, 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 \$1,000,000 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 Reserve; that the non-timbered, agricultural and grazing land may be segregated and thrown open for settlement; for a bigger and a greater Oregon.

March 23, 1920.
B. F. JONES,
(Paid Advertisement)

NEVER SAW ANYTHING BETTER
For colds that "hang on" and for lingering coughs that follow the "flu," there is one safe family cough medicine sold from the Atlantic to the Pacific. Mrs. A. B. Griffith, Box 154, Andrews, Ind., writes: "Last winter my family all had the 'flu.' I tried Foley's Honey and Tar and never saw anything better. From now on I will not be without it in the house." Don't let children suffer from croup or whooping cough when this reliable remedy can be so easily procured. Sold everywhere. 3

TO THE DEMOCRATS OF SOUTHERN OREGON

It must be apparent to the democrats of this section that we are entitled to at least one delegate to the National Convention from Southern Oregon. Believing so, the democrats at a recent meeting, called for the purpose of considering the best interests of the party, nominated Frank Wortman as Southern Oregon's representative in the National Convention.

We desire to certify to the democrats of Southern Oregon that we are personally well acquainted with Mr. Frank Wortman, know his qualifications, know that he is a true and faithful democrat, a supporter of the administration, and an advocate for the League of Nations, and know that he will, if elected to the democratic National Convention, support the administration of President Wilson, and vote for a candidate who is the popular choice of the democrats of the state, as indicated at the primary election to be held May 21st.

We take pleasure therefore in asking the democrats of Southern Oregon to support Mr. Wortman for that position.

W. N. CAMPBELL,
Chairman County Central Committee.
W. E. CREWS,
MRS. ROSE SCHIEFFELIN
(Paid Advertisement)

Candidate cards—Courier office.

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