

VOTE Read What They All Say. Believe Some of It if You Can VOTE

Vote for the men and measures you approve, not for boss-ruled parties. Be a man or woman. Don't shirk



He fattened on our industry and never paid a tax. Now the income tax hits him. Just hear him squeal!

VOTE
NOVEMBER 4
VOTE
AS YOU PLEASE
BUT
VOTE

Official Republican Propaganda

If the railroads of the United States should be taken over, owned and operated by the government, the vast taxes now paid by the railroads would have to be paid by the people, according to Will R. Wood, member of congress from Indiana and chairman of the Republican National Congressional committee. Mr. Wood has made a careful analysis of the situation, noting the tax payments by the railroads to the several state governments last year.

If the roads were owned by the government they would be tax free just as the post offices now are. The states would still need the money, just as they do now, and as a result additional taxes would have to be levied on the citizens.

Mr. Wood's complete analysis follows: "Robert M. LaFollette, the Socialist-third party candidate for President, is trying to convince 6,000,000 farmers that the surest cure for their ills is to bring about government ownership of all the railroads in the country; that, if this is done, transportation rates of all kinds would be immediately reduced.

"These are a lot of things, however, that would transpire if this scheme were carried out, that Senator LaFollette is woefully silent upon. He is not telling the farmers that the government pays no taxes on its properties and that it would pay no taxes on the railroads of the country if it owned them. He is not telling them that the railroads are paying into the various county and state treasuries of the United States more than \$300,000,000 annually, which sum would have to be paid, in large part, by the farmers, once the government began the ownership of the railroads.

"Take the state of Wisconsin for instance: Last year the railroads paid the state of Wisconsin \$7,321,976 in taxes. In the state of Minnesota the railroads paid, last year, a total tax to the state of \$8,425,982. In Iowa they paid \$6,840,703; in Kansas, \$6,739,346; in Indiana, \$13,094,627. In these five states alone the railroads paid \$42,451,634 of the public tax burden. I have taken the figures in the above named states because they are largely agricultural and in the event that the government became the owner of the railroads of the country the farmers of these states would have to bear the greatest part of the burden in paying these additional taxes.

"In the state of Iowa if the LaFollette scheme were carried out, it would mean an increase of \$32 in taxes annually levied against each farm in the state, or \$2.50 for each man, woman and child in the state. In Kansas the burden would be \$40 against each farm or \$3.00 for each resident of that state. In Minnesota, where Mr. LaFollette is making a strong appeal for votes, he would take away from the farmer, under the government ownership plan, a tax income now paid by the railroads and place it as an additional assessment of \$47 against each farm in the state, or \$3.80 against each person residing in that commonwealth.

"I am told that, in one county in Montana, the total tax paid by the railroads amounts to 38.51 per cent of the entire levy. In midsummer of this year there was \$104,102 of the total tax assessed in that county delinquent, upon which a penalty had been laid. This is convincing evidence that this county was already taxed much more than it was able to pay. Yet Mr. LaFollette would take away 38 1/2 per cent of the tax revenue of this county, now being paid by the railroads, and place it as an additional burden upon the individual taxpayer.

"In my own state of Indiana, the railroads pay \$13,094,627 in taxes annually. The total tax of the state is \$124,866,700. The railroads share of this tax is over 10 per cent. If Mr. LaFollette's scheme were put into effect, the individual taxpayer of Indiana would have to pay this additional sum of \$13,094,627 each year. In Marion county the railroads pay annually \$715,388 in taxes, a very substantial item in the total of the taxes paid in that county.

"The figures that I have given, applicable to the five agricultural states named, differ only in degree from those that might be given for every other state in the Union.

"Not only would the farmers be burdened by the payment of these additional taxes, should the government become the owners of the railroads, but they would also have an additional burden to bear, the size of which it is hard to ascertain, in the shape of deficits occurring in the operation of the railroads of the country for maintenance, extensions and upkeep.

"Some idea of what this burden would be, may be had, however, by recalling the experience during the period of government operation of the railroads under the management of William G. McAdoo, when the amount of the deficit over the earnings of those railroads taken over by the government was more than a million dollars a day, exclusive of the payment of exorbitant salaries to an army of officers.

"The farmers of this country, before they accept the panacea of government ownership of railroads, which is but a forerunner of the socialist state, will do well to 'Stop, Look and Listen.'

Women Not Swayed by False Pledges

They Believe Firmly in Coolidge, Says Mrs. Alvin T. Hert, National Leader.

Republican women are not allowing their emotions to run away with them. There will be no split in their ranks. Promises held out by LaFollette and the Socialist-Third party, hold no appeal for them. They will vote for Coolidge. This is the manner in which Mrs. Alvin T. Hert, vice chairman of the Republican National Committee, sums up the outlook for November 4th.

Mrs. Hert says that without exception reports of Republican national committeewomen from every state are the same in one respect. They all say that women are for Coolidge because they believe in him as a man. They know of the high principles for which he stands. They have watched his record during the past year and see that he is a man of conviction, and at all times stands for that which he thinks is for the good of the majority. They say that women appreciate his firm stand for an economical administration—the fact that he has evaded no issue, compromised no principle. They know that President Coolidge and the Republican party stand for protection. This means much to the woman in industry and the wife of the working man.

POSTAL BILL VETO IS EASILY EXPLAINED

Portland, Or.—(Special).—There has been plenty of criticism of President Coolidge's veto of the postal bill. (Continued—page 5)

Official Democratic Propaganda

What Farmers Need Costs More In 1924

Prices of Agricultural Implements Show Large Increases While Farm Products Decline or Remain Stationary.

Washington, D. C.—Farmers were paying higher prices for the necessities they bought on January 15, 1924, than on the same date of the previous year, according to a report of the Department of Agriculture recently issued. At the same time agricultural producers were receiving less for many of their products last January than in the same month of 1923.

In the latest Year Book of the Department of Agriculture (page 1152) appears a table showing "prices of articles bought by farmers, 1923, and January 15, 1924." There are 69 articles in this list. All but four of them cost the farmer more last January than on January 15, 1923. The increases in 1924 over the prices in 1923 range from a fraction of 1 per cent to 10 and 15 per cent.

Four of the fourteen articles which were cheaper in January this year than last were the farmer's own products—bacon, beans, flour and linseed meal.

Agricultural machinery and implements showed considerable advances in 1924, when cereal grains were selling for less money than for a long time previously. Harrows that cost \$53.36 on January 15, 1923, were priced at \$57.74 on January 15, 1924; horse-drawn riding plows that sold for \$85.10 in 1923 were \$95 in 1924; grain binders were \$201.61 in 1923 and \$222.81 in 1924. Wagons increased from \$123.26 in 1923 to \$135.68 in 1924; two-horse sulky hay rakes, from \$40.67 to \$44.91; 5-foot mowers, from \$74.39 to \$81.22; centrifugal hand cream separators of 50 gallon capacity, from \$79.10 to \$85.31.

The same relative increases are to be found throughout the list. Barbed wire went from \$4.87 to \$5.19 a 100 pounds; dairy milk cans (10 gallons) from \$4.85 to \$5; binder twine from 13 2-10 cents to 13 6-10 cents a pound; leather horse collars from \$5.08 to \$5.40 each; rubber boots, knee length, from \$4.28 to \$4.32; wire nails from 5 8-10 cents to 6 2-10 cents; 2-inch framing lumber from \$37.37 to \$37.51 a 1000 feet; and so through the list of utensils, furniture, clothing, etc. For example, a suit of clothes that cost a farmer \$35.83 in 1923 was nearly 5 per cent dearer in 1924, and socks and overalls were, respectively, 11 and 15 per cent higher.

Republican politicians and newspapers are telling farmers that the tariff is an advantage to them. It is evident, however, that while the tariff on agricultural products is practically worthless to the producer it is collectible from him on what he buys from others in the way of necessities.

There is an attempt to prove that the tariff does not influence the cost of agricultural machinery and implements because these are on the free list. Farmers are not told that the iron and steel from which these ma-

chines and implements are manufactured are taxed heavily. This tax increases the cost of agricultural machinery and implements about \$100,000,000 a year.

New York World Recounts Waste And Graft Under Present Administration.

MAKES NO MENTION OF FALL

President's Talk Of "Economy" Saves Him From Discussing Campaign Issues.

President Coolidge's claims of economy are reviewed and refuted in an editorial recently published in the New York World under the caption, "Penny Wise, Pound Foolish." One by one the extravagances and spoils politics committed by Republican officials of the Harding-Coolidge administration are recounted and interpreted in this editorial. Here is what the World said:

"I am for economy," the President says. "After that I am for more economy."

"What better issue to go campaigning with two months before election? It emphasizes none of the President's quarrels with his Congress. It brings to life no ghost of Albert Fall. It invites no fresh dispute between those divergent wings of the Republican Party whose chief point of agreement is their willingness to stay in office. To be for 'economy' is as safe and genuinely popular as it is to be for Decoration Day, a white Christmas and a happy New Year.

"Where do the Republicans find their figures? "There is the matter of the public debt. The President has talked of that in all his recent speeches. General Dawes has mixed his Hell and Marias with it. And the text-book of the Republican National Committee talks about it at great length. What a Republican Administration did, the text-book says, was to reduce the public debt by \$3,070,442,686 in a period of three years and six months. That is an average monthly cut of \$75,000,000.

"The figure is accurate enough. But it is also true that between the peak of the country's war indebtedness and the date when the Wilson Administration left office a Democratic Administration cut down the public debt at an average monthly rate of \$141,000,000, which is almost double the Republican figure, but one of the items which Republican experts in economy omit.

"Then there is the matter of economy in cutting down employees on the public pay-roll. There is a great deal to do in the Republican text-book because, in three years' time, Mr. Harding and Mr. Coolidge between them have cut 95,504 public servants from the list. Mr. Wilson, in two years' time, cut the public service down from war peak by 277,875 employees. The smaller number figures heavily when Republican economists check up accounts. The number three times larger doesn't.

"There is, again, the matter of a budget. The greatest constructive law ever written by a Congress, the campaign text-book calls it—entirely a Republican achievement. But what of the fact that Woodrow Wilson went to Congress to urge a budget law and the fact that Congress, then Repub-

Which State Will Grow?

Washington NO Income Tax
Oregon INCOME TAX
California NO Income Tax

WE HAVE EXAMINED copies of the documentary evidence as to the effect of a state income tax upon Oregon. We are satisfied as to the genuineness of the documents.

We find that this evidence substantiates the claim that many millions of dollars have been diverted from investment in Oregon industries that would provide a home market for Oregon agricultural products.

We find the damage is so serious and of such extent that we appeal to our neighbors and to voters in all parts of Oregon to vote for the repeal of the present income tax and to oppose the enactment of any new state income tax bill, at least until such time as the other Pacific Coast states have enacted similar legislation so they cannot grow at Oregon's expense.

We do not object to paying a state income tax, but we do object to imposing a tax that keeps capital out of our state, retards state development and tends to leave our farmers dependent upon distant markets.

We resent the tendency to give Oregon the reputation of being a "backward state." Oregon's resources and the courage and enterprise of her pioneer people entitle her to a great destiny. Let us all join hands to rid Oregon of legislation that handicaps Oregon development.

READ THE NAMES OF THESE SIGNERS

- Archiball, O. A., Albany
- Breener, C. M., Albany
- Callister, F. E., Albany
- Cusick, H. B., Albany
- Davis, R. W., Albany
- Mason, Rocky E., Albany
- Nebergall, H. L., Albany
- Williamson, E. B., Albany
- Snyder, C. C., Brownsville
- Stanard, H. Wayne, Brownsville
- Halverson, H. F., Harrisburg
- Bond, B. M., Halsey
- Cross, E. F., Halsey
- Frum, O. W., Halsey
- Koontz, C. H., Halsey
- Taylor, D., Halsey
- Mayer, J. C., Lebanon
- Evans, Milton, Corvallis
- Fearey, H. D., Corvallis
- Gault, J. L., Corvallis
- Ingalls, C. E., Corvallis
- Lewis, J. L., Corvallis
- Mack, H. L., Corvallis
- Miller, E. A., Corvallis
- Ray, Guy, Corvallis
- Savage, W. H., Corvallis
- Schramm, A. A., Corvallis
- Warren, H. E., Corvallis
- Whitman, P. H., Corvallis
- Woodcock, C. H., Corvallis
- Minshall, F. S., Philomath
- Manning, R. W., Logsoen
- Dickinson, G. R., Newport
- Hawkins, C. O., Newport
- Miller, Lena, Newport
- Beck, W., Toledo
- Hawkins, A. E., Toledo
- Hawkins, C. R., Toledo
- Moore, Charles P., Toledo
- Jay H. Dobbin, Joseph
- Sam Litch, Enterprise
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- A. L. Mills, Portlano
- Frank E. Andrews, Portland
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- O. S. Blancard, Grants Pass
- Thomas Gavin, Shaniko
- Chas. H. Stewart, Portland
- J. W. Mayo, Stayton
- Phil Metschan, Portland
- A. R. Moe, Hood River
- Charles Hall, Marshfield
- S. P. Pierce, Sixes
- J. C. Perry, Salem
- Patsy Daly, Prairie City
- Robert W. Sawyer, Bend
- Joseph J. Keber, Mt. Angel
- Alta B. Smith, Pilot Rock
- W. C. McKinney, Milton
- D. H. Robbins, Mollala
- Charles T. Benntee, Mosier
- V. L. Lundy, Myrtle Point
- F. H. Churchill, Roseburg
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- S. L. Parrett, Newberg
- H. G. Enders, Jr., Ashland
- Fred Hollister, North Bend
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- W. C. Leever, Central Point
- H. W. Young, Coquille
- C. E. Inglas, Corvallis
- L. D. Scarborough, Creswell
- J. J. Roberts, Reardon
- M. G. Hope, Vale
- W. L. Thompson
- L. A. Wright, Union

VOTE for Repeal

- L. Barnum, The Dalles
- L. J. Chapin, Lakeview
- E. G. Favell, Lakeview
- August J. Stange, LaGrande
- E. J. Kuratil, Hillsboro
- Jess R. Lasswell, Oakland
- R. J. Hendricks, Salem
- Hal E. Hoss, Oregon City
- Wm. H. Daugherty, Echo

312 X Yes

- C. Dalton, Klamath Falls
- P. F. Chandler, Canyon City
- W. C. Stewart, Dayville
- W. S. Ferguson, Athena
- A. W. Gard, Madras
- F. S. Butt, Huntington
- F. H. Gaulke, Joseph
- C. P. Bishop, Salem
- Elbert Bede, Cottage Grove
- W. F. Humans, Ontario
- George W. Hubs, Silverton
- C. E. Ingalls, Corvallis
- A. L. Leavitt, Klamath Falls
- F. D. McCully, Joseph
- Lena Miller, Newport
- Will M. Peterson, Pendleton
- Paul E. Pollman, Baker
- C. O. Portwood, Fossil
- Keith Powell, Woodburn
- George Putnam, Salem

800 MORE signers of above appeal; More than 1500 copies of getting facts before voters; signers and contributors of Oregon; this advertisement issued by C. C. Chapman, Editor, initiator of repeal measure; residence, 169 Lowndes St., Portland, Ore.

(Paid Advertisement.)