

INCREASED LICENSE LAW NOW IN EFFECT

To Insure Road Construction
Automobilists Should Vote
For Road Bonds.

Many automobile owners are of the opinion that the law increasing the license on motor vehicles is included and made a part of the \$6,000,000 road bond bill. In this they are wrong.

The automobile license was doubled in the motor vehicle law which was enacted by the last Legislature. It is now a law. The increased automobile license will be in effect and will be collected regardless of whether or not the road bond bill is approved by the voters at the June election.

Furthermore, the motor vehicle law contains a provision that the money raised from automobile licenses shall be available for road construction under the plan outlined in the \$6,000,000 road bond bill if the bond bill carries.

In other words, if the road bond bill is defeated, the automobile license money may be used for other purposes. If the road bonds are approved, the automobile owner has the positive assurance that the money derived from the increased automobile licenses will be expended in building good roads.

Remember this: The automobile owner will have to pay the increased license any way, regardless of the fate of the \$6,000,000 road bond bill.

A vote for the road bond bill by the automobile owner is a vote for the expenditure of the automobile license money, which has to be paid anyway, in building a system of state-wide permanent highways as outlined in the road bond bill.

In voting for the road bond bill, the automobile owner will simply pave the way for the expenditure of license money that he will be required to pay, in building serviceable hard-surfaced roads in all sections of the state.

Every automobile owner is directly and personally interested in the road bond bill. In voting for that measure he will merely be asking that the money he will be required to pay anyway shall be spent in building roads. The automobile owner has everything to gain and nothing to lose by voting for the road bonds.

It is safe to bet that the \$6,000,000 state bonding measure will carry four to one, and that the county bonding measure will go through with a whoop; for the people of this county are overwhelmingly in favor of a hard-surfaced highway through the county. And why shouldn't they be in favor of these measures when the highway can be obtained with state and Federal aid? Tillamookers know a good thing when they see it, and no one need be surprised that they are all jumping on the right side of the fence. We anticipate that those who are opposed to the bonding the state and the county for good roads will soon be advancing the argument that we should go slow on account of the war, so as to scare people. It will not work, however, for everybody knows that good road are the first step to preparedness.—Tillamook Herald.

Every automobile owner should vote for the \$6,000,000 road bond bill. The license on all motor vehicles has been doubled by a law passed at the last Legislature and will have to be paid anyway. If the road bond bill carries at the June election, the money raised from automobile licenses will be expended in building good roads. If the bond bill is defeated, the money raised from automobile licenses may be expended for other purposes. For the very same reason those who do not own an automobile should vote for the road bond bill. In doing so, they will insure the expenditure of the automobile license money in road building without adding one cent to their taxes.

GOVERNOR GIVES HIS FULL INDORSEMENT

Says Road Bond Bill Most Important Ever Submitted to
Voters of Oregon.

Discussing the \$6,000,000 good roads bond bill at the state-wide rally in Portland, Governor Withycombe emphatically indorsed the measure in the following language:

"This is the greatest measure ever contemplated by the State of Oregon. It means more to this State than any measure in its history, not barring the Constitution, because the one thing we need is highways in Oregon.

"I have just returned from a trip through the interior country. When you realize that great expanse of country in the interior—the need of settlers, the need of men and women on farms—you appreciate the need of roads in that locality. Then go along down through our beautiful Valley with its need of roads. It is time for us to get out of the mud. This measure will give us good roads—it will be a highway of prosperity. We should stand as a unit for the whole State of Oregon—there should be no sectional interest.

"These roads are not only for home consumption. Military necessity and patriotic duty should make every voter get out and vote for these bonds. Good roads later may save Portland, and all the State. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our State. This measure does not add one farthing to our taxes; it simply capitalizes waste. It is a most splendid measure. No sane man or woman should offer a single word of opposition to this movement.

"It is placed in the hands of three as good business men as Oregon can ever boast of and is properly safeguarded in every way possible. It is a step in the right direction. Every good citizen should take off his coat and work for this bond measure, with his friends and his neighbors. Every citizen should keep his coat off until election day, for the passage of this measure means so much to civilization and the welfare of this great State."

I don't believe in going in debt for something that we don't need, and I don't think bonding is the best way. But, there you are, under the system that this government is run it is the only way to get what we need, and we all agree that we need good roads and we know that macadam will not stand the traffic. Will we wait until we have the money, or go in debt, for what we all say we need? I have come to the parting of the ways, and say, I believe those men who figured on the license paying for the bonds know what they are talking about.—C. A. Schnebel, Clackamas County farmer, in a communication to the Oregon City Enterprise.

In arriving at a sensible conclusion as regards the road bond issue it is not unwise nor untimely to reckon along the line of a twentieth century resident. Do not harken back to the days when our grandfathers crossed the plains in a prairie schooner drawn by a yoke of oxen, but just remember that this is an age of rubber tires. Permit a few present day arguments to confront you, then look them squarely in the face. That is the only way to settle the matter honestly. That being the case we are certain that every voter who has not already become convinced that Oregon should be pulled out of the mud will resolve to do his bit by casting his vote for the first real sensible measure ever placed before the people which was intended to do a real good for the state and not make a few grafters rich.—Coos Bay Harbor.

GOOD ROADS POINTERS

A vote for the road bond bill will be a vote for a state-wide system of good roads without increasing direct taxes. Don't forget this when you vote June 4th.

Whether the road bonds are voted or not the auto license and the millage tax will have to be paid just the same. Where would there be any economy in voting them down?—McMinnville Register.

Within the last few days it has developed that some of the largest interests of Oregon are opposing the road bonding act.

Their fear is that construction of highways will withdraw from the labor market men who will be needed for other occupations incident to war-time operations.

Without questioning either the patriotism or the wisdom of their attitude, there is no doubt but that it will have a big influence in reducing the vote of the road bonds.

It is therefore squarely up to the progressive citizens of Oregon who want roads improved to use every atom of their energy to bring out the vote at the special election June 4.—La Grande Observer.

This happened right in Portland. A householder telephoned a fuel company to send him a load of oak wood. The prospective customer was informed that the dealer did not have any such wood on hand and would not be able to fill the order until the roads had "dried up" so that the farmer could haul it to town. Is it not about time, Mr. Farmer, Oregon was getting into the road building business on a practical and result-producing basis? Such a plan of road building is proposed in the \$6,000,000 road bond bill on which the people will vote at the special election June 4th.

Californians have found bonds for road building a profitable investment. Six years ago, by a bare majority, they voted bonds to the amount of \$18,000,000 for road construction. Last Fall by a 4 to 1 vote they authorized a further issue of \$15,000,000 for the construction of more roads. Evidently they were entirely satisfied with their initial investment. Pretty good argument for supporting the \$6,000,000 road bond bill in Oregon at the June election.

The people of Oregon have reason to congratulate themselves upon the selection of Herbert Nunn as State Highway Engineer by the new Highway Commission. No better appointment could have been made. His selection happily eliminated the possibility that an unfit appointment might be made through political favoritism.—Coquille Sentinel.

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and WOUNDS
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TUBES 25C JARS 50C

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Can furnish you any
kind of engraving
for circulars, folders,
booklets or catalogs.
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SOME REASONS FOR
FAVORING ROAD BONDS

Vote "Yes" on the \$6,000,000 road bond bill at the special election June 4th.

Because Oregon needs good roads.

Because a dollar's worth of road is assured from every dollar expended.

Because every favorable vote is a vote to help pull Oregon out of the mud.

Because the state is now spending \$4,000,000 annually without getting adequate results.

Because all sections of the state will benefit directly from the roads to be constructed.

Because good roads increase real estate values both in the city and throughout the state.

Because proposed bond issue will provide good roads at no greater cost than state is now paying for poor ones.

BECAUSE GENERAL TAXES
WILL NOT BE INCREASED.

NEW LINE
**Spring
Foot
Wear**

Complete line of
**Ladies' Canvas
Pumps**

—AND—
**HIGH-TOPPED
LACE SHOES**

—ALSO—
**Men's Outing
Shoes**

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