

"Capital and Industry—Keep Out!"

WOULD YOU, AS A PATRIOTIC CITIZEN OF OREGON, PLACE SUCH A SIGN ON THE BORDERS OF THE STATE?

That is exactly what you will help to do if you do nothing to prevent the passage of measure No. 314 and 315 on the November ballot entitled, "Constitutional Amendment Fixing Legal Rate of Interest in Oregon."

This measure proposes to limit the rate of interest in Oregon to 5 per cent. You can, by law, fix the rate of interest in Oregon, but you cannot, by law, force the loaning of money in this state, when a much higher rate can be secured elsewhere. The passage of this measure would force the withdrawal of the millions of foreign capital which is today loaned on factories, business and real estate in the state and send your local money owners outside of the state to better investments.

Passage of this measure would mean foreclosure of thousands of mortgages; would result in financial paralysis, and would mean widespread unemployment.

You, no doubt, understand the viciousness of this measure, but have you talked to your neighbors and friends about it? We urge you to do everything you can to defeat this measure. Oregon's reputation as a sound state for investments requires that this measure be overwhelmingly defeated.

VOTE 315 X NO

AND URGE YOUR FRIENDS TO DO LIKEWISE.

STATE TAXPAYERS LEAGUE

(Paid Adv.)

BETTER PORTLAND, PORT MEANS CHEAPER FREIGHT

Considerable interest is being focused in all sections of the state over the initiative measure to be voted on November second, known as the "Port of Portland Dock Commission Consolidation Bill."

A determined effort is being put forth in Portland to thoroughly acquaint the people throughout the state with the importance of adopting



Farming Is a Business

And like every business, it requires forms, records and blanks that give you the facts about your farm, just as a business man has them about his business.

We print forms and letterheads (every business farmer should have his own letterhead) on Hammermill Bond, the Utility Business Paper.

Let Us Show You What We Can Do for You

this bill in November. The measure provides for the consolidation of the Port of Portland and the Dock Commission of that city and gives the consolidated body sufficient funds to dredge and maintain a 30 foot channel in the Willamette and Columbia rivers from Portland to the sea. It also provides for the enlargement and betterment of the port facilities in the harbor at Portland.

The cost of this work will fall only upon the property within the Port of Portland, which is practically Multnomah county, but under the constitution of this state this taxing and bonding power cannot be granted to the Port of Portland except by the people of the state.

Sponsors for the bill point to the fact that if Portland ever becomes a great port of entry the entire state will greatly profit as a result. Oregon producers must have access to the sea and the only way to get the grain, wool, livestock products, lumber and other products of this state to the markets of the world is through the Port of Portland, which means cheaper freight and a greater return to the producer, which is the thing that the whole state is interested in.

Court Favored Bill

Soon after the Port of Portland was organized more than 30 years ago it was attacked in the circuit court

of Multnomah county and the case finally found its way to the Supreme Court of Oregon. In a decision written by Judge Robert S. Bean, who was then on the Supreme Bench of Oregon and is now the United States district court judge, the distinguished jurist gave a lucid and convincing reason why all of the people of Oregon are interested in seeing that the Port of Portland maintains a channel of sufficient depth from Portland to the sea and provides adequate port facilities in its harbor. In the following language Judge Bean sets forth a perfectly clear justification for having all the people of the state vote on measures affecting the one great port of the state:

"It is a fact of which this court (Supreme Court of Oregon) will take judicial knowledge, that the Port of Portland, a district which is now the city of Portland, is the commercial metropolis of the state of Oregon, if not of the whole Pacific Northwest. It is the center of trade and commerce for a vast section of country, simply because here the commerce of land and sea meet, and through this city the country trades with the world at large. It holds communication with the sea, the great highway of commerce, by the Willamette and Columbia rivers, and can only retain its commercial supremacy by the maintenance in the rivers of a ship channel of sufficient depth to enable the largest sea-going vessels to find anchorage at its wharves. Its present prosperity is due to the fact that it is a center of trade and commerce, which it would not be were these rivers closed, and which in all probability it will remain if the improvement contemplated is not made. It is not surrounded by any fertile farming districts, rich mines or vast forests, to make it a local center, but depends entirely upon its trade and commerce."

PRUNE WIDELY ADVERTISED

Salem, Ore., Oct. 20.—At least \$50,000 will be spent by the Oregon Growers Co-operative association in the coming year to advertise to the world the merits of the Oregon prune.

Get Her Good Health Out of a Bottle Mrs. Edward Ralfsneider, Wabash, Indiana, says that she owes her good health to Chamberlain's Tablets. She suffered from distress after eating and constipation and was completely cured by the use of these tablets.

PEARL OIL

(KEROSENE)

HEAT AND LIGHT

INSTANT

HEAT

WHEN AND

WHERE NEEDED

STANDARD OIL COMPANY



LANE GETS \$4203.51; STATE \$312,389.50 FOR AUTO FEES

In the apportionment of the automobile fees collected by the state for the six-month period ending September 15, recently completed by Secretary of State Koser, Lane county's share is \$4203.51. By law one-fourth of the amount originating in the various counties is returned to the county in lieu of property tax from which the automobile is now exempt. The remaining three-fourths is diverted to the state highway fund for good roads purposes. During this six-month period Lane county people paid \$17,417 in license fees, and \$1519.50 for drivers licenses, a total of \$18,936.50. The county's share of this money is \$4203.51.

A total of \$470,074.25 was collected over the state; \$30,777.25 collected from drivers for the new license fee, and \$439,297 for automobile licenses.

It cost the state \$51,623.41 to collect and handle the fund, leaving a balance of \$418,519.34 for distribution. Of this amount \$312,389.50 goes to the state highway fund and \$104,129.84 is apportioned among the 36 counties.

HOW LABOR'S EARNINGS HELP BUSINESS

The average worker today earns probably at least \$1.50 a day more than he did in 1914. This increased income for 35,000,000 workers totals over seventeen billions a year or fifty-three million dollars a day. Two-thirds of this increase is consumed by the increased cost of the necessities. The remaining third or six billions a year, eighteen millions a day, represents the measure of the worker's increased purchasing power and is the cause of the present prosperity.

Suppose that extra income enables the worker to buy fifty cents' worth of meat more per week for his family than he formerly bought. That would increase the demand for meat and packing-house products by also a billion a year. Suppose every American discarded a pair of shoes after nine instead of twelve months. That would mean a new American market for twenty-five million pairs of shoes annually. Suppose the thirty-five million smokers increased their nicotine expenses by a quarter a week each; the resulting new market would absorb \$400,000,000 worth of tobacco in a year. Suppose each of the twenty million American families could afford to rent or build an additional room; that would mean the construction of 4,000,000 new five-room houses. The high wage level plus the European demand have made the United

States the most uniformly prosperous nation on earth. We can maintain this prosperity, the falling off in the European demand notwithstanding by enabling the masses of American workers to buy and consume a larger share of the commodities they produce.—November Sun.

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the undersigned has rendered and filed in the County Court of the State of Oregon for the County of Lane her final account as administratrix of the estate of Hortensia A. Carney, deceased and Saturday the 20th day of October, 1920, at the hour of ten o'clock a. m. of said day at the County Court Room in said County has, by order of said Court been fixed as the day, time and place of hearing objections to said final account and the settlement thereof. All objections to said account must be in writing and filed with the Clerk of said Court on or before said day and time. Frank A. DePue, Administratrix of the estate of Hortensia A. Carney, deceased. Frank A. DePue, Attorney for the estate. 10-23-20

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the undersigned has rendered and filed in the County Court of the State of Oregon for the County of Lane, his final account as Administrator of the estate of George B. Kintzley, deceased and Saturday the 30th day of October, 1920, at the hour of ten o'clock a. m. of said day at the County Court Room in said County has, by order of said Court been fixed as the day, time and place of hearing objections to said final account and the settlement thereof. All objections to said account must be in writing and filed with the Clerk of said Court on or before said day and time. Z. T. Kintzley, Administrator of the estate of George B. Kintzley, deceased. Frank A. DePue, Attorney for the estate. 10-28-20

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that Edward Lester Settle the executor of the last will and testament and estate of George Settle, deceased, has rendered and filed in the County Court of the State of Oregon for the County of Lane, his final account as said executor and that Saturday, the 13th day of November 1920, at the County Court room in said county, has by order of said Court been fixed and appointed as the day, time and place of hearing objections to said account and the settlement thereof. All objections must be in writing and filed with the clerk of said court on or before said day and time. Edward Lester Settle, Executor of the last will and testament and estate of George Settle, deceased. Frank A. DePue, attorney for the executor. Nov 11

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