

OREGON MOTORISTS DO NOT PAY HIGHEST TAX STATE RECORDS SHOW

"Oregon motorists do not pay the highest automobile tax in the country, despite figures which indicate that the average license fee in this state is the highest of the 48 states in the Union," assert James H. Cassell, editor of Automotive News and member of the Executive Committee of the Oregon Good Roads Association. "Statistics dealing exclusively with license fees are not only misleading but are unfair to Oregon, which ranks eighth in motor vehicle tax per car, but gives the Oregon motorist much more improved highway than the vast majority of states."

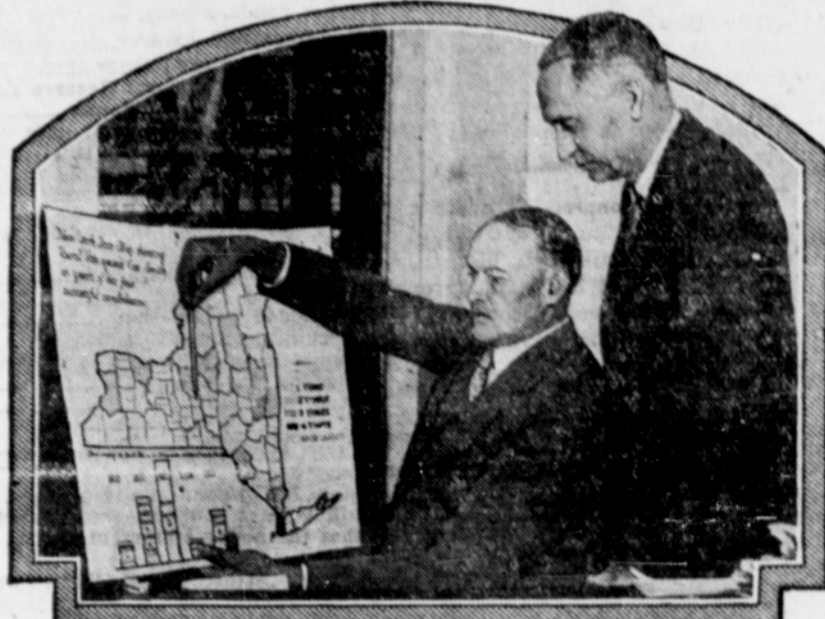
"It is true that the average Oregon license fee is the highest in the Union. Unquestionably this situation will be corrected at the next session of the legislature. But when other license fees are added to the gas tax, and the personal property tax levied in the majority of states, Oregon ranks eighth in the list of 48," explains Cassell.

"Oregonians pay only 25 per cent more total automobile tax than Californians, despite their boasted \$3 license. And Oregonians pay only 11 per cent more tax than the motorists of Washington, which has an average \$16.67 license fee and an average personal property tax of \$10.07."

"Divide the number of motor vehicles in Oregon by the state's improved road mileage and it is apparent that Oregon motorists are getting far more for their tax investment than those of either California or Washington. The average California motorist has 11 feet of improved state highways to drive over; the Washington motorist, 37 feet. Against this the Oregon motorist has 66 feet of improved highway."

The demand for a readjustment in the motor vehicle tax, so that it is easier to pay, will be met in a manner satisfactory to the majority at the 1929 session of the Oregon legislature. Most people are willing to pay the same amount of tax, for they realize the value of their highway investment. But they wish to pay it in an easier manner. So a special committee of the State Senate and the Legislative Committee of the Oregon Good Roads Association are working towards this type of readjustment. But the desire for a change should be accompanied by realization that the Oregon motor vehicle tax is by no means the highest in the country and that Oregon is probably getting more for its automobile tax dollar than any other state in the Union."

Heed N. Y. Farmers' Experience With Al Smith, Empire State Agriculturist Warns Middle West



Charles S. Wilson Points Out Rural District Hostility to Governor in His Own State for William H. Hill, New York Hoover Campaign Manager.

"My advice to the farmers of the Middle West is that they find out what we farmers in New York State think about Governor Smith," declares Charles S. Wilson, former State Commissioner of Agriculture.

Mr. Wilson and his brother-in-law operate a 600 acre farm at Hall, Ontario County, New York.

"New York State farmers know, on the basis of Governor Smith's record, that he will not do for agriculture what Herbert Hoover will do," declared former Commissioner Wilson.

"I think the Governor's attitude toward the Council of Farms and Markets is typical. This council was provided for when I was Commissioner. It was put through by the farm interests of the State, who felt that they would be safer with farmers administering the Department of Agriculture than with politicians doing it. They looked upon the council as a sort of board of directors to the department.

"Governor Smith, despite the expressed desires of the farmers, repeatedly recommended that the council be abolished. He was not in favor of direct representation for farmers.

"The farmers of this State are encountering as much trouble as the farmers of other States. I believe that conditions cannot be remedied unless we have greater tariff protection on some products and better marketing facilities so that we don't have to sell in a buyers' market.

"Herbert Hoover is the man to give us this kind of relief. My advice to the farmers of the Middle West is that they find out what we farmers in New York think about the Governor before they vote for him for president of the United States."

for their welfare.

Ford maintains corps of social workers to look after his employees and their families, also legal and medical faculties free of charge to employes, and a school for the teaching of the English language. He built the Henry Ford hospital at the cost of \$7,500,000.

There is no waste motion at the Ford plant. Everything is done so efficiently that not a minute's time is nor a scrap of material is lost.

Ford is a genius both as to the big undertakings of life and as to the little details. He is constantly in the public eye. But few know that the world's richest man hails from a small town in Michigan.

Order to Hospital—Walter Lipes was sent to the Southern Pacific company hospital at San Francisco by his physician Monday. He is suffering from heart trouble.

SPRINGFIELD TOSSERS WIN HORSESHOE GAME FROM CORVALLIS MEN

In a horseshoe game played last Sunday, Springfield tossers won from Corvallis by a score of 282 points and 132 ringers. The Springfield team made 1623 points and the players totaled 688 ringers.

Lineups and individual scores follow:

Springfield:	Points	Ringers
R. Prochnow	298	139
B. May	291	121
Wm. Gerlach	287	109
G. Cox	275	113
G. Ernsting	261	108
D. Beals	221	98
TOTAL	1623	688
Corvallis:	Points	Ringers
Clark	273	132
Ellis	255	109
Githens	254	94
Berry	229	93
Moore	169	55
Grove	161	73
TOTAL	1341	556

NEW LEGION OFFICERS INSTALLED AT DINNER

New officers of the Springfield post of the American Legion were inducted to office at one of the largest meetings of the group to be held for some time last Friday evening at the chamber of commerce.

Rev. Duncan P. Cameron, Cottage Grove, department chaplain of the Legion, was the principal speaker. Mrs. Alice Cox, pianist, Roy Nice, banjoist, presented numbers and Mrs. Ora Read Hemenway, W. A. Hemenway and Mrs. Marion Adams gave readings.

Dr. Carl Phetteplace was chairman of the committee in charge of the dinner and entertainment. New officers installed were: John Larson, commander; M. B. Huntly, first vice-commander; Clarence Fandrem, second vice-commander; Tom Swarts, finance officer; William Vasby, adjutant; Fred Knox, sergeant-at-arms.

"NO HUNTING" and Trespass notices printed and for sale at the News Office.

BATTLE AGAINST GRAY DIGGER SQUIRRELS IS ENDED FOR THIS YEAR

The campaign against gray digger ground squirrels is practically over for this year according to O. S. Fletcher, county agent. While there are still gray diggers in most communities there are not many crops that can be harmed at this season of and very little poisoning is being done. Nut growers are putting out poison barley to protect walnuts and filberts.

The county agent reports that 1,062 five-pound bags of poison barley have been sold to Lane county farmers so far this season. Thirty-eight dealers and committeemen have assisted the county agent in distributing this barley in all parts of the county.

Eighty-five committeemen to enforce the rodent control law were appointed by the court court on recommendation of the county agent and served during the season. Fifty-one

of these committeemen were nominated by sixteen farm organizations and nineteen were nominated by farmers at five community squirrel control meetings.

Twelve committeemen poisoned squirrels on fifty-two tracts of deeded land containing a total of 11,093 acres. This work required 311 hours labor at a cost of \$154.50 and 284 1/2 pounds poison barley at a cost of \$28.45; the total cost being \$182.95. The average cost of poisoning squirrels on neglected land was 1.66 cents per acre. All of the expenses of poisoning squirrels on neglected land with the exception of two tracts containing a total of 2,560 acres were paid by the county and will be charged against the land and collected with the taxes.

Four committeemen also poisoned squirrels on 2520 acres of government land with poison barley furnished by the federal Bureau of Biological Survey. Squirrels were poisoned on a total of 13,523 acres of neglected land during 1928.

A Rich Man's Darling or a Poor Man's Slave?

FOR a girl reared in her father's saloon, Anna's exquisite beauty seemed incredible. Yet how she loathed her surroundings! If some one would only take her away and give her a chance for real happiness.

When wealthy Carl Morton, struck by her beauty, offered to "adopt" her—give her a lovely home, beautiful clothes—everything—it seemed her dreams had come true. But when Anna realized that she was simply being "bought," she flamed with revolt. Since her father was determined on the "adoption," there was only one way out. That night she boarded a train for the city, where, friendless and alone, she soon found herself eking out a miserable existence.

Then Frank Weston came into her life.

Frank was poor, but loved her—wanted to marry her. But at thought of the future, Anna's heart quailed. Life with Frank meant honorable marriage—but it also meant more poverty, hardship and struggle. Could she do it? Were honest love and her own honor worth the sacrifice? Carl Morton, who offered her every luxury, would still welcome her. Would it not after all be better to be a rich man's darling than a poor man's slave?

Don't miss the rest of this profoundly moving story. It is entitled "Is There Any Escape," and appears complete in the November True Story Magazine.

Tune in on the True Story Hour broadcast every Friday night over WOR and the Columbia chain. Consult Your Paper for Exact Time.

Contents for November

When A Man Lets Go My One Mistake—and The Price I Paid The Home Breakers Rotten Riches My Mysterious Guide Infatuated

—and several other stories

Out Now!

True Story

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BIG MEN FROM SMALL TOWNS



HENRY FORD

Henry Ford is one of the outstanding mechanical geniuses of the age as well as perhaps the richest man in the world. Every dollar of Henry Ford's fortune has been earned by his own hard work and mechanical ingenuity.

Henry Ford was born in Greenfield, Michigan, in 1863. He is one of the most remarkable products of American small town life.

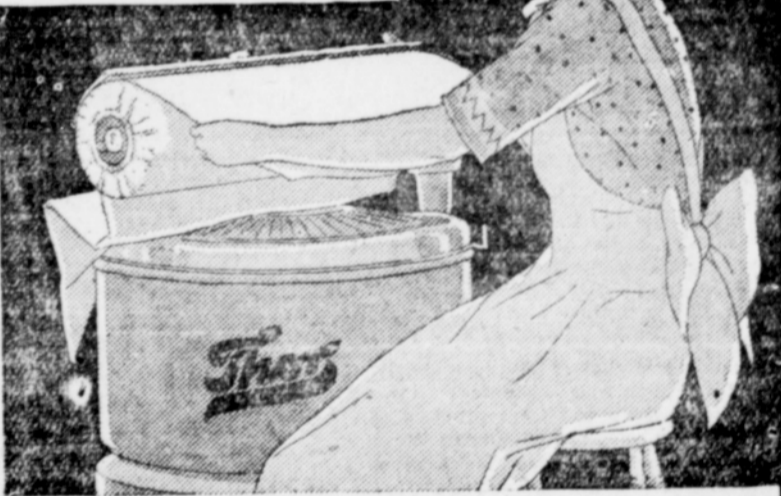
He learned the machinist's trade and for some time was with the Edison Illuminating Company, where he gained the title of Chief Engineer.

In 1903 he organized the Ford Motor Company, and became the largest manufacturer of automobiles in the world, employing over 200,000 persons and turning out 7,500 automobiles a day. The great popularity of the Ford car was due to its quality combined with its low price. The inexpensive auto proved a great boon to the farmers of the country.

Ford has just brought out a new model which has excited wonder and admiration. He never rests on achievement. In order to bring out the new model, he had to spend millions to completely revamp his gigantic plant.

In 1914 Ford announced a plan of profit-sharing involving distribution of ten to thirty million dollars annually to employes. Ford has been a pioneer in paying good wages to all his help and looking out constantly

WOMEN!



What? No Washdays!

The New **Thor**

Washer and Ironer

does more work in a few hours than you ever did in as many days . . . and it costs

Only 2c an Hour!!

See It! Try It!! Buy It!!!

and 18 months to pay

Better hurry—just a few days left.

Say "Good-bye, forever" to the back-breaking rub-a-dub-dub!

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The Springfield News, 1 year }

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The Springfield News, 1 year }

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