

ELECTION, MAY 21 STATE ROADS Vote 302 X Yes For 4% State Road Bond Limit

BALLOT TITLE IS AS FOLLOWS:

302 X Yes CONSTITUTIONAL AMENDMENT—Referred to the people by the Legislative Assembly.
303 No LIMITATION OF FOUR PER CENT STATE INDEBTEDNESS FOR PERMANENT ROADS.—Purpose: To amend Section 7 of Article XI of the Constitution of the State of Oregon so as to permit the creation of debt and liabilities including previous debts and liabilities for the purpose of building and maintaining permanent roads to the amount of four per cent of the assessed valuation of all the property in the State of Oregon, instead of two per cent as now provided by law.

NO PROPERTY TAX—NO DIRECT TAX NO INCREASE IN AUTO LICENSE FEES NO INCREASE OF GASOLINE TAX

Keep these three facts in mind. The present auto license fees and gasoline tax will pay both the principal and interest on all the bonds under this amendment, and will yield an annual surplus besides for other state highway work. No additional taxation of any kind.

FEDERAL FUNDS MUST BE MATCHED

Oregon must have sufficient Highway Funds to match Federal apportionments or Oregon cannot get the benefit of Federal money for Oregon Roads. Increasing this constitutional limit is a necessity. Unless limit is increased, either state roads cannot be completed for many, many years, or must be financed by direct property taxation. This measure averts direct property tax for state highways and makes early completion possible. Let's get the roads built now.

Income from Present Sources Sufficient to Pay Principal and Interest.

The fact that revenues from auto license fees and gasoline tax, without increase of present rates, will be ample to pay both principal and interest on these bonds, is clearly set forth by official figures in the State Pamphlet, mailed to every registered voter. Refer to State Pamphlet for verification. Examine the table carefully. It shows that no property tax is required and that present rates for auto license fees and gas tax will reduce principal and interest and yield surplus besides.

For Interest Tables, Pamphlets or further information, write to OREGON ROADS AND DEVELOPMENT ASSOCIATION, W. L. THOMPSON, President, 245 1/2 S. Federal, C. C. GRAY, Oregon League Committee, R. 1, 1st City, Clatsop Headquarters, 311 Worcester Building, Portland, Oregon.

VOTE 302 X YES—For 4% State Road Bond Limit

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 a 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 a mayor of Toledo, Independence and Newport, Representative 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 Tait 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-Teacher's Meetings. At the same session introduced the Jones Free Lock 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.

At 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 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 suits were decided in favor of the shippers, and a reduction of twenty per cent was made in the Oregon rates, saving to people of Oregon thousands of dollars.

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 \$4,000,000 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 coast 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 a bill 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.

Pd. Advt. B. F. JONES.

Sam A. Kozier

Pledged to continue the efficient and business-like administration of the Secretary of State's office, Sam A. Kozier, now Deputy Secretary of State and Republican candidate for Secretary of State, should have the support of every voter who desires efficient public service economically administered.

If nominated and elected Secretary of State, Sam A. Kozier, now Deputy Secretary of State, promises to give to that office that high degree of efficiency which the people are justified in demanding of a public official.

As Deputy Secretary of State for more than eight years past, Sam A. Kozier, Republican candidate for Secretary of State, has gained an intimate knowledge of State affairs. He promises, if elected, to insist on the strictest economy in all State activities. "My sole aim," says Mr. Kozier in his statement in the voters' pamphlet, "shall be to insure for the people of the state the greatest degree of efficiency at the smallest possible cost—guided solely by sound business principles and common sense." It is such men as Mr. Kozier the people are demanding for public office. Mr. Kozier is deserving of your vote in the Primary Election, May 21st.

In seeking the office of Secretary of State, Sam A. Kozier has two outstanding qualifications which commend him to the voters. In the first place, he is qualified by experience for the position, having served for more than eight years as Deputy Secretary of State. Secondly, Mr. Kozier is not a politician. He is thoroughly competent to give the strict business administration of the office of Secretary of State that is demanded by the people of the state.

Having served as Deputy Secretary of State for more than eight years past, Sam A. Kozier, Republican candidate for Secretary of State, is in a position to make good his promise to the people that he will insist on the strictest economy in the administration of State affairs. Give him your vote.

"If nominated and elected, I shall always have in mind that I am acting in the capacity of a trustee of the people's interests," says Sam A. Kozier, now Deputy Secretary of State and Republican candidate for Secretary of State, in the voters' pamphlet.

The nomination and election of Sam A. Kozier as secretary of State assures the people a continuation of the same efficient business administration of that office.

An experience of more than eight years as Deputy Secretary of State thoroughly qualifies Sam A. Kozier for secretary of State. He should be nominated May 21, and elected in November.

The people of the State are demanding efficient and qualified men for public positions. In the nomination and election of Secretary of State this year they have an opportunity to secure such an official. He is Sam A. Kozier, present Deputy Secretary of State. Mr. Kozier has been Deputy Secretary of State for more than eight years past and is especially qualified for the position he seeks.

Sam A. Kozier is not a politician, but he is qualified by experience for the office of Secretary of State. He has served eight years as Deputy Secretary of State. Is intimately acquainted with the details of State government. He has made good. He is on the job. Keep him there.

Qualified by experience. What more could be demanded of a candidate for office? Sam A. Kozier has served as Deputy Secretary of State for more than eight years and is pre-eminently fitted for the office of Secretary of State. He is deserving of your vote on May 21.—Paid Advt.

Some of these days the American people are going to insist upon a show down on the question of who's boss in the United States.

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In every great tire factory, the chief question is: "How much can we give for the money?" And the product depends on the policy adopted.

Every man who has become acquainted with Brunswick Tires knows that Brunswick standards are again evident. This famous concern—noted as a leader in every line it entered since 1845—has once more proved that its policy is right.

A perfect tire is simply a matter of knowledge and standards and skill. No secrets nor patents prevent making an ideal tire.

But standards come first. For in tire making there is vast room for skimping, for subtle economies, for hidden shortcomings. Makers without the highest standards don't build high-grade tires.

The Brunswick organization of tire makers includes a brilliant staff of technical experts. Not a man

among them has spent less than 20 years in handling rubber.

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The Brunswick Tire is a combination of acknowledged features—plus Brunswick standards of manufacture.

The result is a super-tire, the like of which you have never known before. The kind of a tire you will gladly join in welcoming.

Yet Brunswicks cost no more than like-type tires.

Try ONE Brunswick. We promise a surprise. And we feel certain that you will want ALL Brunswicks.

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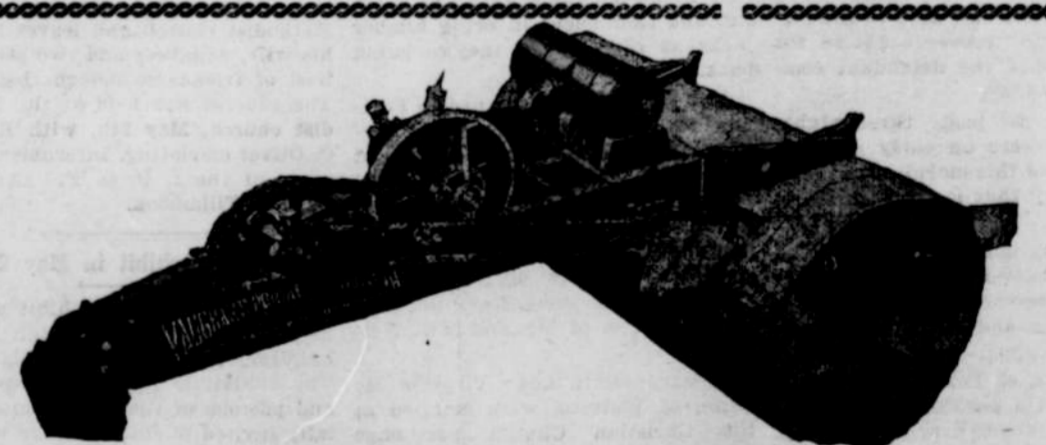
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See that clutch and sawholder? Put your saw on or take it off in a jiffy. Phone or call.

Notice for Publication.

Department of the Interior, U. S. Land Office at Portland, Oregon, April 20th, 1920.

Notice is hereby given that Fred Eugene Munro, of Dolph, Oregon, who, on June 19th, 1915, made homestead entry No. 04536, for N.E. 1/4, N.E. 1/4, Section 34, Township 5 South, Range 9 West, Willamette Meridian, has filed notice of intention to make final 3 year proof, to establish claim to the land above described, before the Clerk of the County Court for Tillamook County, Oregon, at Tillamook, Oregon, on the 8th day of June, 1920.

Claimant names as witnesses: G. T. Baxter, of Dolph, Oregon. Clarence Cornell, of Dolph, Oregon. Walter Sedor, of Dolph, Oregon. A. Stem, of Dolph, Oregon. Proof made under the Act of June 11, 1906.

Alexander Sweek, Register.

President Wilson demanded "all or nothing", and got it.

"Just as Man to Man"

says the Good Judge

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