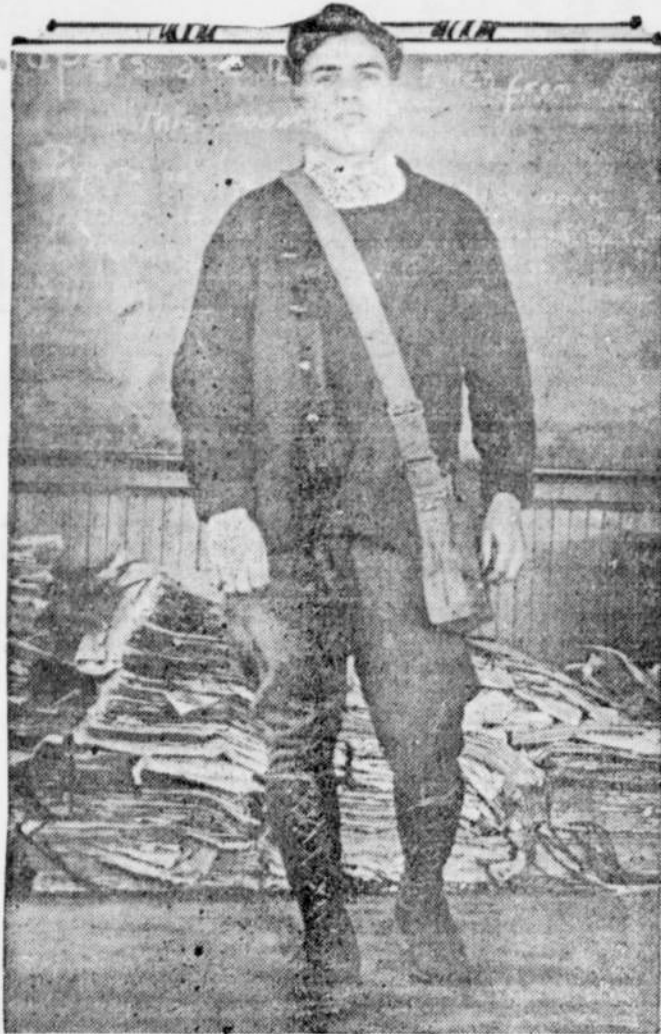


Eastern Youth Hikes Across Continent to Attend U. O.



UNIVERSITY OF OREGON, Eugene.—Starting out from Albion, New York, for the University of Oregon, Eugene, Oregon, with but \$1.03 in his pocket, Michael John Mesi, 19, reached his goal last September, ready to start his studies, with a grand total of \$5.35. Now he has completed his first term here, received good grades, and though his cash reserve is not yet large, he is ready to register at the opening of school in January.

"Great stuff!" he declares in describing his long trip across the continent, which took him 25 days. His days and nights were filled with strange experiences and adventures. Night after night, his funds depleted, he sought shelter in city jetties. He rode freight trains when auto rides were infrequent. He washed dishes for meals, worked at odd jobs of every description, but he kept happy and optimistic.

Young Mesi just decided overnight to come to Oregon, following a talk

with Dr. John Straub, dean emeritus of men of the University here. Dean Straub was visiting at his alma mater, Mercersburg, which is not far from Albion. The two met there, and the educator's description of Oregon and the great Northwest won the boy. "If you have to work your way through college, come on out to Oregon," said Dean Straub. "I'll see that you get along all right." Dean Straub, who is now completing his fifteenth year with the University, has long been known as the friend of the working students.

But the youth has not yet had to appeal to the dean, for his willingness to work, his ready smile and quick wit have won him many friends who see that he gets enough odd jobs to keep him in food, clothing, and funds for registration.

The young man is taking business administration in the University, and plans to become a certified public accountant.

vote of the people, with the condition expressly written in the act that the motor vehicle license fees should be used to pay the interest and principal of these bonds.

The friends of the plan assured the people these fees would be ample to pay all the interest and principal on the bonds, and they would never have to pay a property tax on account of them.

More highways, better ones, and more costly were demanded later by the traffic and this required more money. The people urged the legislature to authorize more bonds. They did it. State highway bonds to the amount of \$41,700,000 were issued and there is now outstanding \$34,466,750.

The license fees have at all times been ample to pay all the interest and all the maturing installments of principal, and leave a substantial balance for new construction. The annual interest on the bonds for 1928 will be \$1,586,660.99. The principal installments due in 1928 are \$1,750,000; in 1929 \$1,825,000; in 1930, \$1,925,000; and then for three years it will be \$1,975,000, after which it gradually decreases.

These bonds are the general obligation of the state and must be paid whether the license fee is reduced or not. Good faith with the tax payers and good faith with the bondholders demand that the registration fees be kept at a level that will produce the required funds to meet the interest and maturing principal coming due each year without requiring a property tax from the people of Oregon.

The counties have voted bonds for highway purposes and assured their people that the money received from the state as their share of the license fees, (25 per cent) would be used to pay the interest on the county bonds. This is now enough to pay all the interest on all the county highway bonds issued. Good faith the people of these counties demand that the fees be continued at a level that will do this.

The county bonds outstanding that have been issued for highway purposes are approximately twenty-four million dollars. The Oregon and California Land Grant Relief funds have provided much to retire these bonds in several of the counties. Some of this has been used to redeem bonds and some has been put into a sinking fund for this purpose.

If these highway bonds are not

paid with funds from other sources, the property tax on farms, homes and other tangible property must be increased to pay them and the six per cent limitation does not obtain because it is for public debt and interest.

To reduce the license fees below the requirements for the purposes intended is a breach of faith. Bad faith is destructive.

Pontiac Six Has New Method of Assuring Proper Fuel Feeding

Continuing the policy of keeping up to the latest developments in engineering, the Oakland Motor Car company this year has equipped the new series Pontiac six with pump-feed type of fuel supply. This with the G.M.R. cylinder head a new carburetor and improved manifold, brings to the Pontiac six new advantages in economy, reliability and performance.

Flooding of the engine is guarded against, fuel supply is conserved and easy starting is insured. Maximum power with a high degree of economy has been worked out to bring to the motor car owner that enviable combination, economical and dependable transportation.

Exactly the amount of gasoline needed is provided by the new fuel pump, which is driven directly from the cam shaft. Thus, when the starter first turns over the motor, just the required amount of gasoline is forced into the carburetor. Then in the carburetor an ingenious device automatically shuts off the gasoline when the proper quantity has been injected, preventing flooding. The gasoline pump is of exactly the same type as was introduced by the Oakland All-American six.

The carburetor is of an entirely new vertical type, built especially for the Pontiac six, and embodies two distinctive features, the Venturi choke and the internal economizer. The Venturi-choke develops high velocity at the carburetor nozzle, making starting easy and reducing crank case dilution. By means of a new interconnection between the choke and throttle levers the speed of the motor is raised automatically when the motor is started to an idling speed corresponding to a road speed of 15 miles an hour. The internal economizer, by means of a sleeve valve inside of the carburetor and operated by the throttle valve, gives a

lean mixture at average driving speeds and increases the mixture as the foot throttle is depressed.

Cold weather driving is made more easy through re-designed intake and exhaust manifolding. The three-port intake passages are an eighth of an inch larger and the exhaust manifold follows the design of the Oakland All-American six manifold, which carries to the intake riser is controlled by an adjustable valve.

An important factor which contributes greatly to the efficiency of the new series Pontiac six engine is the G.M.R. cylinder head, pioneered and proved on the Oakland All-American six. Through its higher compression, more complete cooling of the gasoline mixture and its elimination of "spark knock" or roughness, the G-M-R heat has permitted the automatic advancement of the spark to the highest point of efficiency and has increased the power of the new Pontiac by approximately 12 per cent with no change in cylinder displacement.

Oregon U. Students To Sell Shoe Shines

University of Oregon, Eugene. A "bigger and brighter shine for a dime," will be the slogan of the annual Junior Shine Day at the University of Oregon this year, according to Burr Abner, North Bend, chairman of the event, which will take place within the next two weeks. On this day all members of the junior class don old clothes, find shoe brushes, invest in a can of polish, and collect all dimes possible for their work. The money is used, for charity.

Burns. Harney county stockmen ship 55 cars beef cattle at 9 cents a pound.

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Highway Bonds And Good Faith
By E. J. Adams
When we wanted the highways and were willing to pay any price

we could afford to get them the legislature passed an act authorizing the issue of state highway bonds to the amount of six million dollars, subject to ratification by a

S. P. & S. Transportation Co.
Stage Service To Portland

The new stages leave Vernonia at 6:40, 10:40 a.m., 5:20 p.m. arriving Portland 2 hours and 55 minutes later. Returning leave Portland 7:30 a.m., 1:00 and 5:00 p.m. arriving Vernonia 10:40 a.m., 4:05 and 8:05 p.m.

Fares to Portland

From	One Way Daily	Round Trip Daily: 30 Day Return Limit
Vernonia	\$2.05	\$3.75
Wilark	\$1.75	\$3.15
Camp 9	\$1.85	\$3.35
Camp 10	\$1.95	\$3.50

U. Rys. Co. trains leave Vernonia 11:55 a.m., arriving Portland 2:05 p.m. Returning leave Portland 7:35 a.m., arriving Vernonia 9:52 a.m.

Note: Rail or stage tickets accepted on either trains or stages.

Folders, further information etc., of J. J. Hoydar, Vernonia Drug Co., R. M. Aldrich, General Agent Agent Agent

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The Cream of the Tobacco Crop

"Luckies never cut my wind" says Billy Burch, Captain of N. Y. Americans' Hockey Team

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Billy Burch

"It's toasted"
No Throat Irritation - No Cough

FINNEY OF THE FORCE By F. O. Alexander

AN' WAN' BOON' DAV' WELL' ALL' PAY' FER' THIS' INSTALLMENT - BAWN' ERA' MASH' ME' WORROO, MICHAEL - THERE'LL' BE' A' FYNANSHEL' PANIC'...

AN' DON'T' YER' SEE' HOW' THERE' WILL' BE' YERSILF'?

OI' KNOW' NOTHIN' AT ALL' AT ALL' ABOUT' BANKIN' OR' FYNANCE'!

How You Talk, Finney

YE' DON'T' MADE' TO - ALL' YER' MADE' IS' COMMON' SINSE' - WHAT' DOES' YER' COMMON' SINSE' TELL' YER'?

HN!...

THAT' WE' KNOW' NOTHIN' AT ALL' AT ALL' ABOUT' BANKIN' OR' FYNANCE'!