Do You Treat Your Wife Right

She would appreciate having her kitchen equipped with some of that

ALUMINUM WARE

Now on display at our store. It is a boon to the housewife because

It Is Easily Cleaned, Does Not Rust or Chip, Heats Quickly and Is Light and Durable. Handsome as Silverware

Nyssa Hardware Co.

Home Brand Products

OUR LARD
Is guaranteed absolutely pure and full weight

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Needs No Advertising

Nyssa Meat Market H. BURBIDGE, Prop.

Develop Your Raw Land

Farm Loans made for that purpose on IRRIGATED LAND for a THREE to TEN YEAR TERM. This includes LAND UNDER THE ONTARIO-NYSSA DITCH as well as land under other ditches

Apply to HARRY B. COCKRUM. First National Bank, ONTARIO, OREGON, or J. HUMFELD, General Agent, Mortgage Company of America, No. 22 Ainsworth Building, PORTLAND, OREGON.

R. H. McNEE
EXPERT MACHINEST

All kinds of Mechanical Work done promptly and guaranteed. Gas Engines a specialty. AUTO REPAIRING-
Shop at Residence, One Block from Depot, Nyssa, Oregon

NOTICE FOR PUBLICATION.

Department of the Interior.
U. S. Land Office at Vale, Oregon,
April 28, 1917.

Notice is hereby given that Robert J. Davis, of Nyssa, Oregon, who, on October 31, 1916, made Second Additional Homestead Entry, No. 04491, for SW¼ NE¼ and NW¼ SE¼, Section 26, Township 19 south, Range 46 East, Willamette Meridian, has filed notice of intention to make final Five Year Proof, to establish claim to the land above described, before the Register and Receiver, U. S. Land Office, at Vale, Oregon, on the 8th day of June, 1917

Claimant names as witnesses: H. F. Brown, P. J. Phillips, W. L. Gibson, C. C. Hunt, all of Nyssa, Oregon.

THOS. JONES, Register.

First pub. May 4, last pub June 1.

Irrigation Made Easy
By the Use of Hanna's Patent Portable Canvas Dam

Cheap, efficient and reliable will check the water in any reasonable ditch. Can be placed or taken up by a ten-year-old boy. Sent to any address C. O. D. by parcel post. If money accompanies the order postage will be prepaid. Made in ten different widths.

48 inches wide, $2.25; 52 inches wide, $2.50; 65 inches wide, $2.75; 72 inches wide, $3.00; 84 inches wide, $3.25; 90 inches wide, $3.50; 100 inches wide, $3.75; 108 inches wide, $4.00; 116 inches wide, $4.25; 120 inches wide, $4.50; 125 inches wide, reinforced, $5.25; 130 inches wide, reinforced, $5.50.

Be sure and order wide enough. Address GEO. W. HANNA, Vale, Oregon, for particulars.

Land! Land!

Four 20-Acre Tracts, Three 40-Acre Tracts, Two 80-Acre Tracts, Three 160-Acre Ranches, One 120-Acre Ranch, One 320-Acre Ranch.

One House and Lot in Nyssa Cheap, Cash and Terms

See HILL the Real Estate Man
AT THE HOTEL WESTERN
THE PRICE IS RIGHT

The Ontario Laundry
Soft Water---Better Work.
Leave bundles at Gibson's Barber Shop

Nyssa Barber Shop
Shaving, Hair Cutting, Hot and Cold Baths
NYSSA - - - - OREGON

Now is the time to use

Formaldehyde

for Wheat, Oats, Barley, Potatoes, etc Big Stock on hand at

FOSTER'S DRUG STORE

HELP WIN THE WAR

FIGHT :: ECONOMIZE :: CONSERVE :: PRODUCE
BUT FIRST OF ALL

Buy a Liberty Loan Bond

LIBERTY LOAN BONDS ARE THE SAFEST INVESTMENT IN THE WORLD TODAY

Liberty Loan Bonds Pay 3 1-2 Per Cent Interest

"Buy a Liberty Bond today; do not put off until tomorrow. Every dollar provided quickly and expended wisely will shorten the war and save human life."---Secretary McAdoo.

Ask any Banker, Postmaster, Express Company or Merchant for Application Blank

... TO ... FOR GOOD ROADS

Highway Commissioners Will Make Numerous Addresses Before Election.

During the week of May 21-26, inclusive, Highway Commissioners Benson and Adams will speak on the $6,000,000 good roads bond bill in a number of cities in the Willamette Valley. A separate itinerary has been arranged for each. Mr. Benson will be accompanied by Jay Bowerman and another speaker will probably accompany Mr. Adams. During the same week W. L. Thompson, the third member of the Highway Commission, accompanied by James Stewart, of Fossil, will make a trip through Central Oregon, including Klamath Falls and Lakeview. His itinerary is being arranged.

Mr. Benson and Mr. Bowerman will make a tour of the east side of the Willamette Valley and will address meetings as follows:

May 21—7:30 P. M., Sandy.

May 22—11 A. M., Hubbard; 3 P. M., Gervais; 7:30 P. M., Mt. Angel.

May 23—11 A. M., Turner; 3 P. M., Marion; 7:30 P. M., Jefferson.

May 24—11 A. M., Tangent; 3 P. M., Shedd; 7:30 P. M., Halsey.

May 25—11 A. M., Harrisburg; 3 P. M., Junction City; 7:30 P. M., Eugene.

May 26—10 A. M., Coburg; 3 P. M., Creswell; 7:30 P. M., Springfield.

The dates for Mr. Adams in the western part of the state are as follows:

May 21—7:30 P. M., Cottage Grove.

May 22—7:30 P. M., Newport.

May 23—7:30 P. M., Toledo.

May 24—3 P. M., Yamhill; 7:30 P. M., Newberg.

Following his Newberg meeting, Mr. Adams will leave for a whirlwind trip through Gilliam and Wheeler counties, being scheduled for three meetings in the two counties on Saturday, May 26. He will speak at Arlington in the morning, Condon in the afternoon and conclude the day with a night meeting at Fossil.

Mr. Adams will conclude the campaign with a meeting at Oregon City probably on the night of June 1, with a final meeting in Eugene, his home town, Saturday night, June 2.

THE AMERICAN ROAD—1917 DEFINITION

A strip of unowned land over which anybody is free to walk, ride or drive—if he can.—Collier's Weekly.

Oregon roads are no exception.

In their campaign of misrepresentation of facts, opponents of the $6,000,000 road bond bill are making the baseless charge that it will cost the various counties not less than $10,000 a mile to prepare roads for hard-surfacing by the state; that for this reason few counties under the 6 per cent limitation can afford this expense and consequently will not be in a position to obtain paving under the provisions of the road bond bill. The actual experience of different counties in the state disproves this contention of the road bond opponents. Morrow County is completing the grading and draining of a stretch of 18 miles of road from Ione to Heppner. The cost for the work for the greater part of that mileage was $150 a mile. The very most expensive sections of the road did not cost to exceed $5000 a mile. Under the ruling of the Highway Commission it will only be necessary for counties to grade and drain the road. The state will lay the crushed rock base and the paving.

To be sure, the money from the (road) bond sale will for some time to come be spent mainly on trunk roads which will not seem directly to benefit the farmer. But they will benefit him directly. If the trunk lines do not pass his front door they are seldom many miles away and every rod of good, hard surface they give him to travel on means a saving of time, money and horseflesh. It means also better schools, accessible churches and a general uplift of conditions, to say nothing of growing land values. But the time will soon come when the trunk roads will be finished and then it will be farmers' day. Laterals will infallibly be built to connect rural communities with the central arteries so that the farmer can speed all the way from his gate to the city on a hard surface. This is worth working for. It is worth some waiting and sacrifice.—Portland Journal.

Without entering into the merits of the road bond law, there can be no question of the urgent necessity for the adoption of some plan or system that will give to the state of Oregon the roads necessary to the development of her agricultural prosperity. Oregon has regions that are as rich as the richest, yet they are lying idle for the reason that the cost of the transportation of the product of the farm is forbiddingly great. People should give this much thought before refusing to vote on the first big chance they have had to begin a comprehensive system of state-wide road construction.—Seaside Signal.

No property owner should complain about the road bond measure. It is simply a proposition by which the state proposes to build a system of permanent highways from revenue already provided and without any increase in the direct tax levy.

Oregon has talked good roads for 60 years. Millions of dollars have been expended in that time filling mudholes. The state is in third place in commerce and population among the Coast states. The road bonding proposition, on which the people will vote June 4th, is the first comprehensive road programme ever submitted to the people.

With the main trunk lines, provided for in the road bond bill, taken care of, road district money will be expended on local laterals connecting with state-improved highways, bringing the farmer, no matter where situated, in direct contact with the city markets.

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.

* * *

Those who argue against obtaining outside money through the six million bond issue are working against the improvement of the by-roads or laterals which they claim to champion.—Pendleton East Oregonian.

* * *

"This is the greatest measure ever contemplated by the state of Oregon," said Governor Withycombe, discussing the $6,000,000 road bond bill at the state-wide good roads rally in Portland. "It means more to the state than any measure in its history, because the one thing we need is highways in Oregon."

* * *

Industrial preparedness, military preparedness, economic insurance and common horse sense rise up to slap the contrary Mr. Spence's statements in the face. The bond issue IS practical, IS necessary, IS without tax obligation, DOES make the auto owner bear ALL the burden and SHOULD carry.—Astoria Astorian.

* * *

Eighty per cent of the automobiles in Oregon are owned by persons living in the cities, and not one cent of the proposed $6,000,000 bond issue is to be used on roads in cities. All the money goes on county roads, and as only 20 per cent of the auto license will be paid by those living in the country, that means that the auto owners living in incorporated cities will pay $4,800,000 of the $6,000,000 bond issue.—Tillamook Headlight.

* * *

It is time for us to get out of the mud. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our state. This measure ($6,000,000 road bond bill) does not add one farthing to our taxes; it simply capitalizes waste. No sane man or woman should offer a single word of opposition to this movement.—Governor Withycombe at state-wide good roads rally in Portland.

* * *

Six years ago the people of California voted $18,000,000 bonds for good roads. The measure received only a small majority. Last November they voted an additional $15,000,000 of bonds for further road work. The vote at the second election was 4 to 1 for the bonds. There's a reason. Californians were satisfied with their first investemnt. Road construction in California has yielded satisfactory dividends to the people of that state.

* * *

The State Highway Commission has adopted the following policy with regard to road surveys:

Whenever any County shall make application to the Commission setting forth a desire to do construction work on post roads, forest roads or any other state highway within its limits, the Commission will authorize a definite location survey establishing grades and alignments. The expense of such surveys will be paid for from the state funds of the Commission.

* * *

We cannot conceive how a farmer can oppose the present good roads movement when it means so much to him to have good roads to take his products to the market. The State of Oregon is endeavoring to bring about a comprehensive system of road building, which it should have done years ago, but, strange to relate, objection is raised by farmers, who will be the most benefited by a system of hard surfaced trunk roads. Take Tillamook County for an illustration with a hard-surfaced highway through the county. The farmers would use it 12 months of the year and the summer auto travel three months of the year.—Tillamook Headlight.

* * *

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. Schuebel, 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 are indispensable to the progress and prosperity of any state or community. Such improvements attract the tourist, encourage local development, promote social life, improve market conditions and stimulate thrift. Rural life is made more attractive and agricultural development is advanced in proportion as accessible roads are established and maintained. The further settlement and development of the state's untenanted lands add to their value. The consequent increase in assessable values gives assurance of reduced taxes. Support the good roads bond bill June 4th and thereby assist to effect these conditions.

What Is a Liberty Loan Bond?

A Liberty Loan Bond is a solemn promise of the United States to pay at maturity the amount of the bond to the holder thereof, and to pay interest semiannually each year from the date of the issuance of the bond until it is fully and finally paid,

What Is the Security for a Liberty Loan Bond?

The faith and honor of the United States, backed by all the resources of the nation and the American people. Liberty Loan Bond is a mortgage on all the resources and taxing powers of the the government and all of the resources of the American people.

What Is the Nature of a Liberty Loan Bond?

There are two kinds of Liberty Loan Bonds. Bearer Bonds are to be issued in denominations of $50, $100, $500 and $1000. These Bearer Bonds, which are made payable to bearer, have interest coupons attached which are detached by the holder when the interest installments they represent are due, and can be cashed at any bank the same as a United States treasury note.

Registered bonds are to be issued which are to be registered as to both principal and interest, in dominations of $100, 500, $1000, $5000, $10,000, $50,000 and $100,000; checks for the amount of the interest will be mailed out semiannually to the holders of these registered bonds.

What Are the Terms of a Liberty Loan Bond?

Liberty Loan Bonds of the first issue of $2,0000,000,000 are to bear date of June 15, 1917, and to run for thirty years, except that the government reserves the right to pay them fifteen years after date. If this right is not exercised by the government fifteen years from date, the bonds will run the full thirty years.

These bonds bear interest at 3½ per cent per annum, and the interest is payable semiannually on the fifteenth day of December and the fifteenth day of June in each year.

What Special Adantages Have These Liberty Loan Bonds?

One especial advantage no other bonds, national, state, municipal, or corporate, have is that if the United States during the continuance of the war shall issue other bonds at a higher rate of interest, the holders of the Liberty Bonds have the right to exchange their liberty bonds for bonds bearing the higher rate of interest dollar for dollar.

What Other Special Advantages Do These Bonds Possess?

They are nontaxable. If your city, county and state taxes are three mills on the dollar, a not unusual tax, the bonds are equivalent to ordinary corporate bonds or other interestment bearing 6½ per cent.

In addition, no Federal tax while war conditions may latter make necessary will affect these bonds. The only tax these bonds are subject to is the inheritance tax, which applies to property of all kinds whatsoever.

How Are Liberty Bonds Obtained?

Blank forms of application for the purchase of these bonds can be obtained from the Treasury Department, any Federal Reserve Bank, any National, State or private bank, any express office, and any postoffice in the United States. Any bank or postmaster will aid applicant in filling out the blank and the other acts necessary to obtain these bonds.

If These Bonds Are so Desirable, Why Is It Necssary to Advertise Them Extensively.

It is not necessary to advertise the bonds to sell the whole issue, but it is earnestly desired that this loan shall be a popular loan, a loan by and for the people at large of the United States, and not alone from banks, trust companies and financiers. To that end bonds are to be issued in small denominations, and subscriptions for small amounts are to be supplied before subscribers for large amounts are gre granted their full subscription.

Is It Patriotic to Purchase The Bonds?

Yes; every American who subscribes to the justice of the course of the Jnited States in entering and conducting the war we are now engaged in should subscribe to the Liberty Loan Bond issue.

Every American who subscribes on the belief that an American should stand by his or her country should subscribe to the Liberty Bond issue.

Every American who loves America and is jealous of America's honor should subscribe to the Lioerty Loan Bond issue. The real success of the loan is to be more determined by the number of Americans participating in it than by the amount subscribed. The spirit of the nation is going to be judged abroad, especirlly by our enemies, more by the number of American men and women who support this bond issue than by the amount of money subscribed.

Your patriotic duty—buy a Liberty Loan bond.

A Liberty Coan bond is a mortgage on the United States.

Remember the Lusitania and buy a Liberty Loan bond.

Why "Liberty Loan?"

The $5,000,000,000 bond issue of this year is named the "Liberty Loan of 1917" because it is to be a loan of free people to be used in freedom's work.

It is the loan of a liberty-loving people to be devoted to the establishment of liberty in Europe and on the high seas.

It is the loan of the great democracy of the New World to redress the wrong and support the cause of the democracies of the Old.