

"A MILE OF MILLS" and more coming is what makes Oregon City the best on the coast outside of Portland.

# OREGON CITY COURIER

Oregon City ships 300 tons of goods every day and receives 700 tons. That's why its the best city in the state.

30th YEAR.

OREGON CITY, OREGON, FRIDAY, AUG. 9, 1912.

No. 12

## A DRY STORY FOR THE DOG DAYS.

AN IDEA OR TWO, BUT WILL THEY WORK OUT?

SCRATCH YOUR HEAD A BIT.

Can't the Government do in Oregon what it Does in Panama?

'Tis hard to save a dollar when it happens every time. For each new plunk appeareth ten New ways to spend a dime.

Now right in the middle of dog days and the watermelon season the Courier is going to spring a High Cost of Living story.

Don't skip it because it has a dry heading—wet it a little and go down the column. It MAY set you to thinking some.

Here is the little item that started this pencil. It was clipped from a last week's daily paper.

Uncle Sam, having gone into the restaurant business down in Panama, is serving good, nourishing meals for 9 cents, and regular banquets for 30 cents, and makes a little profit on it. He runs 19 big hotels, and serves something like 600,000 meals a month.

Does that make you think any? Does it make you wonder and question how the government can take nearly every article that goes into those nine cent meals hundreds of miles in refrigerator cars, serve it into "good, nourishing meals" at nine cents and make a profit on it?

Something dead wrong between the producer and the eater, isn't there?

Now let me illustrate again: For several years the writer was a cutlery salesman. One particular pattern of razor he sold was bought from a razor factory in Geneva, N. Y., for \$3. per dozen, and in numberless instances he has seen the dealer sell it to the shaver for \$3 apiece.

From \$3 at the factory to \$36 at the whiskers is some rake off, eh?

If the shaver only knew it he would quit shaving and push his whiskers in.

Only a few days ago the writer heard a farmer say he sold his potatoes in Oregon City for 50 cents a sack, 25 cents a bushel. What did you pay for them?

On the editorial page of this pa-

per is an item telling how an American bought a pair of American made shoes in London for \$3.50 and came home and paid \$5 for them in the same state where they were made.

Last week 26 cases of cantaloupes were burned in Portland because they had begun to spoil, and the dealers would rather lose them and keep the price up.

And there are hundreds of poor families in that city who don't know what cantaloupes taste like. I could go on and relate hundreds of instances of where the first cost of necessities have swelled up until you wouldn't know them. But what's the use?

What you want to know is how you are going to remedy it.

Did it occur to you when you read the item above, telling how the government could make money serving dinners at nine cents each, that it would be a pretty good business idea to let the government go into the restaurant business?

And if the government can clip 10 cents off a meal and still leave a profit, don't you reckon the government would be a pretty good general manager in other lines—in the clothing, meat, shoe, coal, drug, railroad, telegraph, telephone, and other necessities?

It is a sure 'nough thing that there has got to be a lot of this middle rake-off eliminated in this country or we are going to see some fun. When a man has to go to London to buy a pair of American shoes at a decent price, and when a man has to go to Germany to save half price on a stove made in Syracuse, N. Y., that man gets into a pretty nasty frame of mind.

And then we deplore the growth of Socialism.

When trusts get so big that all they have to do is to determine what profit they will squeeze out of the people, without their rising in rebellion, and then squeeze, then it is time the government determined about what profits the trusts should be allowed to levy and squeeze them to it.

Always bear in mind that there are hundreds of consumers to one trust; that the people have the power and that the people will mighty soon exercise that power unless the government acts for them.

And what do you think of government ownership of necessity supplies and government supervision of those things we want but have not got to have?

### Just a Little Light.

The county tax sale has crowded the regular reading matter this week, and several matters and letters have been forced over until next week.

## A LITTLE RAILROAD TALK, PAST, PRESENT AND FUTURE.

AN OUTLINE REVIEW OF WHAT THE CLACKAMAS SOUTHERN HAS DONE, AND A GUESS OR TWO AS TO WHAT IT WILL DO IN THE FUTURE.

MOLALLA IS BUT A START ON THE ROAD'S FUTURE COURSE TO MARION, LINN AND LANE.

Opening the Richest Sections in the State of Oregon, the Road has a Future that Looks Bright to Men who Know Opportunity and Have Sand to Back their Judgment

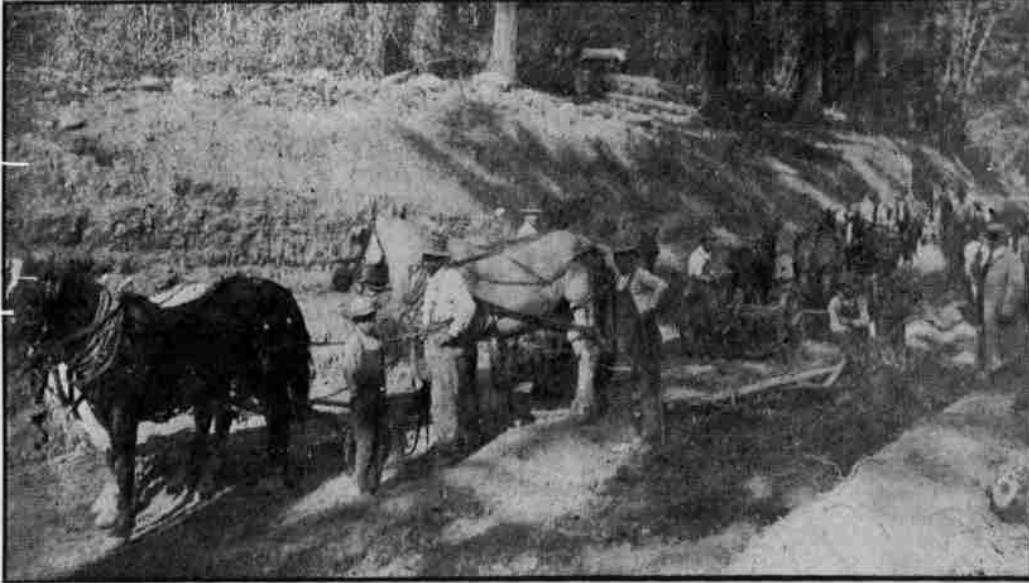
Active construction work was started on the Clackamas Southern Railway Company at Oregon City in the month of March, 1911, and at that time about five thousand dollars had been subscribed, and as the work progressed the directors of the company held meetings along the route and encouraged the people to such an extent that the subscriptions to the capital stock was made faster than the money was expended.

The board of directors charged nothing for their services, as all of them were interested in Oregon

mentation of Mr. Budd, chief engineer of the Hill system, the services of J. L. Stacer, who had worked for the Hill system in building their line through the Deschutes canyon, was employed. Owing to the fact that a large number of Clackamas county people have heretofore been induced by different corporations selling stock, to invest their money in stocks where promoters took for themselves a majority of the capital stock and sold the balance, thereby acquiring something for nothing, and in order to avoid any

try, the people are not taking it very seriously, for the reason that it is the general opinion of everybody in that section that the Southern Pacific is only stalling, hoping thereby to discourage the Molalla people from assisting in the construction of the Clackamas Southern.

Large delegations of the people who live in the interior of Clackamas county, have gone to Silverton and followed the Southern Pacific line to Woodburn and noted the manner in which the road has been kept, and have even pulled



A SCENE ON THE GRADE BETWEEN BEAVER CREEK AND MULINO.

City and the country tributary to the line.

The survey and a large part of the rights of way had been previously acquired by F. M. Swift and the main work which the directors had to perform was the raising of the money and executing the work so that the company would get good value for the money expended.

The efforts of the directors was at first directed in acquiring a good, reliable and competent engineer, and through the recom-

unfair sale of stock, the Clackamas Southern Railway Company laid down the following rule, that no stock would be given away to the promoters of the enterprise, thereby insuring equal protection for every stock holder, regardless of the number of shares held by each.

None of the capital stock has been sold for less than fifty dollars per share, and at this time very nearly two hundred thousand dollars cash value of the stock has been subscribed, which represents over three hundred and fifty individuals, mercantile companies and banks.

During the year 1911 approximately eighty thousand dollars of the Clackamas Southern stock was subscribed principally by Clackamas county citizens and during the year 1912 forty-five thousand dollars' worth of stock was subscribed by Mr. Carver and

spikes from the ties with their fingers, and have come to the conclusion that if that is the way in which they maintain their roadbed on such an important branch, that a little line into the Molalla country would not be of much service, and in a few years they would be as anxious as Mt. Angel is at present time for relief.

The foregoing is a little of the history of what a bunch of men can do when they have confidence in each other and faith in the undertaking.

The Clackamas Southern will soon be completed and the road in operation to Molalla.

This place, mind you, was all that the officials ever projected to build to when the project was commenced, but now it is but a start on the road. It will go on through Marion, into Linn and—but wait.

Any man who knows Oregon

make two blades of grass grow where only one has grown, and they are men who have sand enough to back up what their brains tell them is going to be a mighty profitable future investment. Railroads will never fail in this part of Oregon, and we can but look over the rich country and wonder how the Southern Pacific could have so long kept money and brains from pushing in railroads.

But Wall Street is a long way from Oregon and Oregonians thought that was the only factory that made railroads.

The Clackamas Southern has had to scrap since the first scrap-iron went on the right of way, and only the men directly connected with the construction work know how mighty hard they have had to go and what they have had to overcome.

The Big Fellows didn't want the Little Fellows to break into this railroad game. It wouldn't do to let any old town get the idea they could build railroads without consent of the Octopus. It would be poaching on the preserves of "the interests" and would hurt the game.

But the men who started the Clackamas Southern knew what kind of a line they would have to buck. Perhaps they didn't realize they would have to go against it quite so hard, but they knew opposition would come and come harder and shorter.

They have met it, downed it and are on the top. The road is a certainty, a winner and the day is coming when the man who has a few shares of the stock laid by will have something.

We ought to have one of the biggest celebrations when the first train runs out to Molalla that Clackamas County ever dreamed of.

### Will the Soldiers Come Here?

Harry Walters and Carl Walling have had their trial. Walters was found guilty of contributing to the delinquency of a girl under age. It was shown that he took her to a room at the saloon on the corner of Main and Eighth streets and gave her beer. He was fined \$50, sentenced to a year's imprisonment and paroled.

Carl Walling, arrested on the same charge, was acquitted. It is said a wedding took place at the court house, at which the pastor of the Methodist church officiated. It would seem that it was time some action was taken to stop this practice of men taking girls to rooms in hotels and saloons in this city. Last summer the council revoked a saloon license because women were said to have occupied the upstairs rooms.

In the recent cases here the girls were all under age and this is the third case within four weeks. Isn't it someone's duty to break this up, and do it right?

Does the city charter protect our girls and the city against just such matters as three men have been tried for within the past three weeks—or is it just a book to make you think we have a city government?

## MAIN STREET TO HAVE ASPHALT.

MONTAGUE-O'REILLY CO. GET THE CONTRACT.

CONTRACT PRICE \$19,693.25

There were Many Bidders and the Bids Varied in Price.

Main street is to be paved with asphalt from Moss street to the Abernethy, and the work will be started very soon.

The contract was let to the Montague-O'Reilly Company by city council in a special session on Tuesday afternoon.

The contract price for the work will be \$19,693.25. Those present at the meeting were Horton, Tooze, Pope, Albright, Mayor Dimick and the other city officials.

To the ordinary taxpayer this seems like a lot of money to pay for a part of one street, but if that man will look at it in another way he will have to admit that it will be the best investment the city ever made.

The residence section of this city has expended over two hundred thousand dollars for improved streets, and instead of being a drain on the taxpayers it has put money in their pockets, for there is not a residence on any of the streets improved, or near to them but what the improvements have added to their values much more than the tax for the improvements have been. Every dollar has been an investment—a mighty good investment.

There were several bidders for the contract. The specifications provide that the paving shall be concrete asphalt, with a four inch crushed rock foundation, a two inch wearing surface with a bituminous coating. The price is not to exceed \$1.55 a square yard. Mr. Tooze made provision that the crushed rock used be the product of Oregon City quarries and this was agreed to. Work on the paving will start in about two weeks, and the machinery will be shipped here from Chicago.

At the Wednesday night session of the board to consider the matter of paving Seventh street, a protest petition was presented against hard surfacing, and requesting that it be macadamized. The matter will come up for a decision at the next meeting. City Attorney Story stated that if an assessment of one half the value of a lot would not pay for the part of the street in front of it, the city would have to pay the difference.

The petition asked that the street be repaired by first having it thoroughly broken up and graded uniformly, thoroughly rolled, that sufficient crushed rock be put on to bring it to a finished grade, then thoroughly oil same and have it kept in repair.

The petition cited that the street had once been improved at the expense of the property owners, but that it had not been kept in repair and had been allowed to become ruined, and that they believed it only justice that as the business traffic had worn out the street that the city should this time improve it and pay for some out of the permanent street improvement fund.

To add to the press of the tax sale, the power went off at ten o'clock Thursday, leaving the linotype machine dead and a stack of copy one could not see over. It's one of those weeks where things bunch up and come all at once.

### Administrator's Sale

Notice is hereby given that pursuant to the order of the County Court of Clackamas County, Oregon, the undersigned will receive bids and on September 10th will sell at private sale, all the right, title and interest of Mary E. Worthington dec. on and to the following described property, to-wit:

Beginning at a point South 45 degrees East 95 feet from a stone monument which is North 45 degrees 30 minutes, West 17.654 chains and North 45 degrees East 49.37 chains from the West corner of the James McNary D.L.C. in Township 2, Section Range 2, East of the West M. in Clackamas County, State of Oregon, thence running North 46 degrees, 35 minutes, West 19.82 chains to the South line of M. Outfield's land; thence South 45 degrees, West along Outfield's South line 5.05 chains; thence South 46 degrees, 35 minutes, East 19.82 chains; thence North 45 degrees, East 5.05 chains, to the place of beginning, containing 10 acres.

Terms of Sale, cash. Bids may be mailed to me at Milwaukie, Oregon, or I may be seen personally at my dwelling on the estate adjacent to said land.

Dated August 8th, 1912  
T. R. WORTHINGTON  
Administrator of Said Estate  
C. D. & D. C. Latourette  
Attorneys for Said Estate

Doan's Regulax cure constipation, tone the stomach, stimulate the liver, promote digestion and appetite and easy passage of the bowels. Ask your druggist for them. 25c. pe box.

## A Cool Kitchen

EVEN IN MID SUMMER

With A REAL LIVE BREEZE blowing away the sultry air and cooling the whole room

That's Your Kitchen and all others, too--that

HAVE AN Electric FAN

Portland Railway, Light & Power Company

MAIN OFFICE SEVENTH & ALDER PORTLAND

Phones Main 6688 and A. 6131



WHERE THE RED MAN USED TO ROAM THE PALE FACE NOW BUILDS RAILROADS

a like amount by other parties, making a total of ninety thousand dollars, in addition to the amount subscribed in 1911. Since that time Mount Angel within a week's time subscribed thirty thousand dollars worth of the capital stock; Scotta Mills has offered to subscribe twenty thousand dollars, Monitor twenty thousand and Marquam is now raising twenty thousand.

Enough stock has now been subscribed to more than build and equip the line from Oregon City to Molalla, and ballast the roadbed in first class shape.

The Company has been handicapped through antagonistic agents of the Southern Pacific and the false articles which have been published in the newspapers, all of which were inspired by the antagonistic companies and which will be submitted to the Grand Jury at the next term of the Circuit Court.

While the Southern Pacific is attempting to scare the stockholders at Molalla by running a line from Canby into the Molalla coun-

and knows what is in store for the rich valleys in this part of the state when the big canal is finished and the thousands of settlers and hundreds of manufacturers come here, knows that a railroad that opens up these rich acres is going to be a gold mine.

Hill the Big Chief in railroad-ing recently said a railroad couldn't go wrong in Oregon any where men could build it, and Hill said this way out in the desert part of the state.

The Clackamas Southern is going to be a winner, a big winner and the day is coming when it will be met from the south and be one of the big pushes.

But if it never ran a rod farther than Mt. Angel, if it stopped at Molalla and that place was always its terminal, it would be a great big success, for the one reason that it opens a country that will support it and make it profitable for the next hundred years.

The men who have taken hold of this road and assured its success are the quality of men who

Governor West has told Huntington that he would bring the state troops if necessary to clean up just such conditions as these.

We can't afford to have this kind of advertising, and the city officials can hardly afford the risk.

Let us see if anything will be done.

### Court Denies Motion.

Attorneys Brownell and Hedges made a motion to strike out certain parts of the supplemental complaints filed by Attorney Chris Schubel, in his libel action against the Morning Enquirer, but Judge Campbell denied the motion. A demur has been filed.

### 'Have A Look'

In our window is one of the Greatest Photographs ever made of Oregon City. See it and be convinced you can buy copies of it at this office. One of the latest and most wonderful pieces of photography of the age is made with these machines. Better try one right away as the opportunity will while.