

The Courier has an average circulation during the year 1912 of over 2,000 weekly. Its advertising columns are gold.

OREGON CITY COURIER

No voting contests, premiums or other inducements. The Courier stands on its own bottom and its subscription list talks.

30th YEAR.

OREGON CITY, OREGON, FRIDAY, NOV. 29, 1912.

No. 29

SHOULD HAVE THESE PROVISIONS

SHORT TERM AND COMMON USER'S CLAUSE

LOOK TO THE CITY'S FUTURE

A One Street City Should Be Careful of Its Franchises

This paper believes that this franchise pending before the city council is a matter that should be taken up and weighed carefully and one to go very slow on.

One great trouble with giving away or selling the future is that no man can see it, and he only guesses, or ignores what twenty years may bring forth.

Oregon City is a peculiarly situated city. There is probably not another like it in Oregon, in the way that we have ONE business street—because we have no room below the bluffs for more.

If we had dozen of parallel streets, as many cities have, and where a dozen franchises could be granted if the future growth of the city warranted them, then it would not be such a highly important matter just what the provisions of the pending franchise were, but with one business street and no chance for any other principal street, we should get everything that it is possible to get for the future growth of the city—and in the position the city council is in it is possible to get almost anything reasonable.

The Courier believes that there should by all means be a common users' clause in the franchise. We don't know what the future may push up to us in the way of growth, or necessity, but we DO know we have but one inlet and outlet on this side of the river and we should go slow about giving any one railroad or company the exclusive use of this one outlet and inlet. A common users' clause will keep it. It won't do any harm to have it around. It won't spoil or wear out, and the day might come when it would be of wonderful value in the way of affording a means of competition for this city.

This common users' clause, as we understand the provisions, allows others to use the right of way by paying a proportion of the expense of the work.

Oregon City is growing and growing fast, and it will continue to grow because it has the big mills back of it, and they are in turn backed by the big water power. We want to look ahead and anticipate the future, and the more we can retain in the way of privilege, and the least we can

give away, the safer will be our future.

The common users' clause is a safe bet for the future, and it would seem to the Courier it is the safe play for the city council if they are after the city's future good. A one street city giving an exclusive franchise to one corporation is most too tight a franchise.

And another consideration is that of a short franchise. The day has gone by when men should contract for the rights of their children. Men have no business willing away privileges that will come after they are dead and forgotten. There is no good argument in a long franchise, and there is every argument for the short one—the ten year lease. A company under the short form is going to do the right thing a hundred times where they would not do it if they had fifty years, or even twenty ahead of them. A short franchise is a big club. The club may never be used, but it does not cost a cent for storage. And the city can get just as much service and just as much for the short form as for the one that lies up your children.

And if you are interested, the time to make the noise is before the franchise is granted. A protest afterward doesn't get you anything.

WHAT SHOULD BE.

A Central Freight Station for all three Roads on Thirteenth St.

Here's what should be done, and with the right kind of agitation and people behind it it might be done.

There should be a central freight depot at Fifteenth street, to be used jointly by the Southern Pacific, the P. R. L. & P. Co. and the Clackamas Southern.

Such a depot, with shipping yards and loading places is one of the serious big needs of this city and it will grow bigger every year, as the city grows bigger. Shipping is simply driven away from this city now because there is simply not room to handle the stuff, and shippers take it to other places. The Southern Pacific has hardly room for a man to turn around, and conditions are not much better at the O. W. R. N. With a central depot at this location the question of freighting through our streets would be largely done away with, leaving only the log trains.

With a central depot at this location the question of freighting through our streets would be largely done away with, leaving only the log trains. We have the tip that none of them would oppose it very hard, for they are all wise to the loss of business through the present system. All together they would give us shipping facilities that the city needs, and individually each would have its separate depot in a different location.

The time is surely coming when the freight business will have to be done in this end of the city, and it would seem that the three companies could get together and do it right.

Oregon has been having some beautiful weather

WILL LAY THE RAILS NEXT WEEK

STEEL FOR ROAD IS ON SIDE TRACK HERE.

BEAVER CREEK BY JANUARY 1

Funds Now Available to Complete Road to Mount Angel

The rails are in Oregon City ready to lay to Beaver Creek on the Clackamas Southern.

Two weeks ago when we stated they were on the way some doubt was cast on this shipment would become side-tracked or lost, and would get along about next July. But the rails are here, all that can be handled at a time, and the rest are in Portland. As soon as the connection with the P. R. L. & P. Co. can be made and the rails transferred to the Clackamas Southern, the laying will commence. It is a matter of but a day or two.

The Clackamas Southern has purchased the Toole block and is leveling and improving it for a terminal site, and laying a side track.

The company has now funds enough to complete the road to Mt. Angel, all the steel is ordered and 600 tons are on the way.

In raising money for the railroad, locally where there are no big capitalists financing the project, it is always necessary to guarantee that the money subscribed in a certain locality shall be expended in that locality. And the Clackamas Southern has been more favored abroad than at home, in regard to this support, hence it is this end, between this city and Beaver creek, that funds are needed.

Mayor Dimick told the Live Wires Tuesday that \$6,000 was subscribed in the vicinity of Mt. Angel last week, and that one man in Molalla had done more to make this road possible than all the men in Oregon City. He said \$10,000 was needed to ballast the road to Beaver Creek, and he asked the Live Wires to help out on this end—not as an act of charity, but in the way of an investment that will bring good future returns.

Nearly two years ago the Courier picked this railroad proposition for a winner, if enough support could be guaranteed to get it well under way. We didn't foresee the obstacles that would come—and probably the officials and directors didn't either; that is, they didn't know they would come in bunches and quite so fast.

But they have stayed by the woodpile and pushed the bucksaw—and that means sawed wood. They have been up against the

real sharp pricks, but they have stayed on the Courier and kept on building a road out into that forbidden Molalla country.

But the completion of the road is now certain, so certain that the interests have been fighting it for two years have quit, and they say "swell now gets a natural sleep once in a while."

And when the laying of the steel starts, Oregon City should have a rousing ratification meeting.

IT'S THE ONLY WAY

And We Ask You Subscribers To Make It the Easy Way

There is one point that subscribers on the Courier might not as well understand, and get thoroughly into their heads, and that is they will have to pay their subscription when they have had the paper twelve months or part company with us.

We appreciate your subscriptions, and we want to hold them. We are going to try to give you your money's worth, and we will give any subscriber a year's time in which to pay.

This is all we can do without taking long chances—and we are not going to take them. Perhaps you do not know it, but there is a government ruling which forbids any publisher from sending a weekly publication to any subscriber longer than one year at the second class rate, and we are not going to buck Uncle Sam or take any chances of losing our mailing privilege.

We will notify every subscriber when he is one year behind, and we simply ask you to heed that note, and not compel us to stop your paper.

There is only one way to run a newspaper and run it right and that is on the one year basis, and if you readers will play fair with us it will be dead easy and most satisfactory to us all to have it on this footing.

If you let the grocery account run a year and get a notice to send a check, you wouldn't get mad because you were "dunned" would you?

Well, then, don't swell up because we send you a notice when your Courier account is twelve months old.

We have worked a year revising, adding to and getting the subscription list of this paper on a live basis. Today we have readers not dead heads, but live ones and a bunch of them. They are men and women who want the paper and who read it.

Now if you want to get under this umbrella, we want you to, but let it be definitely understood that twelve months is our longest terms. Just get the habit and you will thank us for it. It is so much easier to pay once a year than once in five years. It avoids all mistakes and misunderstandings, avoids big back subscription bills and enables us to give you a better newspaper.

So when you get your notice, be a Johnny, and send in the check or money order.

Help The Deserving.

Editor Courier:—In the merchants' voting contest for an auto prize, I note there are young men candidates whose fathers could step out and buy autos for them and never miss the money. And I also note that there are men holding public offices trying for the prize.

There is no law to prevent this class from entering, if they are determined to, but it seems to me much like asking unneeded charity.

And there are contestants for this prize who need it, to whom the auto would be of great practical good, and who are not able to purchase one.

Help these candidates. Give your notes where they will help some one who needs help. The office holders and sons of rich fathers don't need help.

FAIR PLAY.

If these men had to pay half this amount in a special tax levied on their property, they would leave the city.

As near as it can be figured, average property owners would have to pay an extra tax of about \$1.50 a year for the elevator.

Why would you simply hop to it, if a public subscription paper were circulated for this purpose, and you were asked for this amount.

We don't have much snow, but when we do have a fall, the stairways are impossible to women and the older people.

The stairways are always impossible to baby carriages, and women have to go seven blocks to get one.

In midsummer the stairways are a dread to many men, who take lunch down town rather than to make the climb.

Old people and people with poor health or weak hearts cannot climb them, and they live on the bluffs only because they cannot find houses elsewhere.

The time saved by an elevator would pay for its upkeep every year, if your time is worth anything.

Some object to the project on the ground that those directly benefitted should pay for it. This same reasoning prevents our city having a public dock. It is too narrow a view. B. T. McBain lives on the west side of the river, his home and his interests are there, and he probably would not use the elevator a dozen times a year, but he is not working hard for it, because he looks at it as progress, for the best good of the many, as a means to a bigger city.

That's the idea. Now you ladies, this is as much your interests as your husbands for they say over half the homes in this city are your property.

Look this matter over, and then VOTE. There is little contest over city officials and half your indolent husbands won't vote. You women of the woman's club take this matter and see if it is not along your line of work of doing things. If it is, organize and get your voters out. The Courier believes the elevator would be a splendid investment for the city and would do wonders to build up the residence section. The yearly payments are no load, the benefits are many. Think it over.

LET HS CONTINUE TO PROGRESS

CITY CANNOT AFFORD TO BACK UP AT THIS TIME

ELEVATOR MEANS PROGRESS

And Big Growth to Residence Section is Sure to Result.

They say New York City has a greater debt than the government.

It's the penalty (or benefit) of business—of progress.

Portland is the real live doings of the Northwest, but it has obligations that will surprise you when you see the totals.

Any real noise of a city, any hustling, talked-of city, where they do business six days in the week and every hour of the day, has obligations—otherwise it wouldn't have business.

The towns where public improvements are few and taxes low are the towns where trains stop on signal.

Wouldn't you rather be a live one, do more business, pay more taxes and know you were living? It isn't so much the expense, as the income. If you are doing the business, you will always have to pay a proportionate expense.

Oregon City hasn't got to have a public free elevator up the bluffs. We can get along without it.

We didn't have to have Main street paved; we didn't have to have a suspension bridge over the river. Our forefathers got along with a ferry. We haven't got to have a commercial club, a public library, office, fire alarms, public library, locks, canal, or any of the many public improvements, that we have now, and are going to have.

Here's the proposition: There will be submitted to you next Monday a ballot to say yes or no, on the question of a public free elevator, for service to the residence section of this city.

It provides that a man to get so much of this sum as is necessary, shall be issued in bonds of \$500 a year for 24 years, to pay for this service.

Now look at it. If you own a place that is worth \$2,000 a year, your share of this tax to pay these yearly bonds will be about eighty cents.

How much more will it make your property worth, to say nothing about personal convenience and public welfare?

Wouldn't it advance the price of your property from 25 to 50 times as much as your original taxes?

But you say the initial cost of the elevator is only a part of the cost, that there must be added to this the salary of a man to run it every day in the year.

Certainly, it won't run itself, but add \$100 a month to your assessment on a \$2,000 property and then you have less than \$3 a year added to your taxes, a hundred dollars or two added to the value of your property and a value added to it that is a market value if you want to sell—the heights will be a pretty good locally to live in then.

There's a bunch of men in the Live Wires who pay \$12 a year dues to this Commercial Club, in order to be eligible to the Live Wires, where they pay \$60 a year more, and besides this \$72, many of them pay \$24 a year as a public subscription to the Commercial Club. And there is a special tax of \$100 a year.

If these men had to pay half this amount in a special tax levied on their property, they would leave the city.

As near as it can be figured, average property owners would have to pay an extra tax of about \$1.50 a year for the elevator.

Why would you simply hop to it, if a public subscription paper were circulated for this purpose, and you were asked for this amount.

We don't have much snow, but when we do have a fall, the stairways are impossible to women and the older people.

The stairways are always impossible to baby carriages, and women have to go seven blocks to get one.

In midsummer the stairways are a dread to many men, who take lunch down town rather than to make the climb.

Old people and people with poor health or weak hearts cannot climb them, and they live on the bluffs only because they cannot find houses elsewhere.

The time saved by an elevator would pay for its upkeep every year, if your time is worth anything.

Some object to the project on the ground that those directly benefitted should pay for it. This same reasoning prevents our city having a public dock. It is too narrow a view. B. T. McBain lives on the west side of the river, his home and his interests are there, and he probably would not use the elevator a dozen times a year, but he is not working hard for it, because he looks at it as progress, for the best good of the many, as a means to a bigger city.

That's the idea. Now you ladies, this is as much your interests as your husbands for they say over half the homes in this city are your property.

LET HS CONTINUE TO PROGRESS

CITY CANNOT AFFORD TO BACK UP AT THIS TIME

ELEVATOR MEANS PROGRESS

And Big Growth to Residence Section is Sure to Result.

They say New York City has a greater debt than the government.

It's the penalty (or benefit) of business—of progress.

Portland is the real live doings of the Northwest, but it has obligations that will surprise you when you see the totals.

Any real noise of a city, any hustling, talked-of city, where they do business six days in the week and every hour of the day, has obligations—otherwise it wouldn't have business.

The towns where public improvements are few and taxes low are the towns where trains stop on signal.

Wouldn't you rather be a live one, do more business, pay more taxes and know you were living? It isn't so much the expense, as the income. If you are doing the business, you will always have to pay a proportionate expense.

Oregon City hasn't got to have a public free elevator up the bluffs. We can get along without it.

We didn't have to have Main street paved; we didn't have to have a suspension bridge over the river. Our forefathers got along with a ferry. We haven't got to have a commercial club, a public library, office, fire alarms, public library, locks, canal, or any of the many public improvements, that we have now, and are going to have.

Here's the proposition: There will be submitted to you next Monday a ballot to say yes or no, on the question of a public free elevator, for service to the residence section of this city.

It provides that a man to get so much of this sum as is necessary, shall be issued in bonds of \$500 a year for 24 years, to pay for this service.

Now look at it. If you own a place that is worth \$2,000 a year, your share of this tax to pay these yearly bonds will be about eighty cents.

How much more will it make your property worth, to say nothing about personal convenience and public welfare?

Wouldn't it advance the price of your property from 25 to 50 times as much as your original taxes?

But you say the initial cost of the elevator is only a part of the cost, that there must be added to this the salary of a man to run it every day in the year.

Certainly, it won't run itself, but add \$100 a month to your assessment on a \$2,000 property and then you have less than \$3 a year added to your taxes, a hundred dollars or two added to the value of your property and a value added to it that is a market value if you want to sell—the heights will be a pretty good locally to live in then.

There's a bunch of men in the Live Wires who pay \$12 a year dues to this Commercial Club, in order to be eligible to the Live Wires, where they pay \$60 a year more, and besides this \$72, many of them pay \$24 a year as a public subscription to the Commercial Club. And there is a special tax of \$100 a year.

If these men had to pay half this amount in a special tax levied on their property, they would leave the city.

As near as it can be figured, average property owners would have to pay an extra tax of about \$1.50 a year for the elevator.

Why would you simply hop to it, if a public subscription paper were circulated for this purpose, and you were asked for this amount.

We don't have much snow, but when we do have a fall, the stairways are impossible to women and the older people.

The stairways are always impossible to baby carriages, and women have to go seven blocks to get one.

In midsummer the stairways are a dread to many men, who take lunch down town rather than to make the climb.

Old people and people with poor health or weak hearts cannot climb them, and they live on the bluffs only because they cannot find houses elsewhere.

The time saved by an elevator would pay for its upkeep every year, if your time is worth anything.

Some object to the project on the ground that those directly benefitted should pay for it. This same reasoning prevents our city having a public dock. It is too narrow a view. B. T. McBain lives on the west side of the river, his home and his interests are there, and he probably would not use the elevator a dozen times a year, but he is not working hard for it, because he looks at it as progress, for the best good of the many, as a means to a bigger city.

That's the idea. Now you ladies, this is as much your interests as your husbands for they say over half the homes in this city are your property.

8-STORY HOTEL, AND NO ELEVATOR

THIS HOTEL NEED NOT EXPECT MUCH PATRONAGE.

MUST KEEP UP WITH DATE

Practical, Convincing Reasoning by S. P. DAVIS.

Editor Courier:—A gentleman of my acquaintance was thinking of purchasing property for a home on the hill in this city; but he said he would not buy the place thought of under any consideration if he knew the talked-of elevator would not be built.

And I have heard many other home-seekers express their objection to a location which would mean so much stair-climbing.

We lose to Gladstone and other places even more distant, many good people whom we might have as citizens of our town, if we had the proposed elevator.

As to the question of debt about which a correspondent recently tried to alarm our citizens let me say that what should have been the limit a quarter of a century ago, need not be the limit now. A man worth \$50,000.00 may assume obligations which the man worth only \$500 would not dare consider.

If I owned a building with top floors as high above ground as is the top of our bluff from the street near the railroad station, and had provided no better mode of ascent than the old time stairway, I would regard it as good business policy to have something more modern. I would know that an elevator would be a good investment, even if I had to go in debt for it. It would enable me to get better prices for my floor space. And if I didn't provide the elevator, everybody would need to make that ascent of six or eight stories, either daily or only occasionally, would think of me as utterly lacking in humane consideration for the comfort and convenience of others.

Where is the building on this continent six or eight stories in height so much used that two thousand or more people go to its top floor every day, that does not have an elevator? Any yet, what nobody would think of in case of a building, we are requiring in case of a bluff.

To the aged and infirm, to the lady with a baby carriage, to the weary workman at the close of his day's toil, to these and to all others, if we vote against an elevator, we would thereby say: "Get up to the eighth floor the best way you can, or else move to some other locality. We haven't room for you on the lower stories, and rather than provide anything so modern as an elevator, we will let you go to places where they care more for you."

S. P. Davis.

MRS. NEWTON CANDIDATE.

Will Run Against Linn E. Jones for Mayor of City.

Two weeks ago we stated that Linn E. Jones would have no opposition for mayor and that he would be a 100 to 1 shot on election day.

But Mr. Jones isn't going to be a lonesome starter—he is going to have company, and you can't get quite so big odds at the pad-dock.

Mrs. Kate Newton of Tenth and J. Q. Adams street is a candidate. It is said the matter started as a joke, when several petition papers were circulated in the mills and on the streets, but when Mrs. Newton was informed of the matter, she said she would play the joke out, would play it for all it was worth, and would be a candidate against Mr. Jones.

And then the Portland newspapers got busy here, wired their reporters to feature anything they have been making first page stories of it.

Mr. Jones takes the matter good naturedly, and they say he started to say "may the best man win." He said the office was but a bunch of trouble and worry, and if Mrs. Newton would relieve him of it, he would certainly remember her with a Christmas present.

Mrs. Newton is a well known lady of Oregon City and a large property owner. She has been a widow for thirty-five years, but has carried out many successful business deals and is fully capable of taking care of almost anything in the line of business.

Mrs. Newton will not make an active campaign, leaving the matter entirely in the hands of her friends. She does not believe in the constant inharmonious feeling which has characterized the work of the council in the past.

Bigger Rigs For Carriers.

After January 1, the cost of shipping a parcel of merchandise out from town on a rural route will be five cents for the first pound, or fraction of a pound, and a cent a pound after that, up to eleven pounds, which is the limit. This makes it 15 cents for eleven pounds.

Must Serve His Sentence.

William Hardin of this county, convicted of intimacy with his step daughter in the circuit court here some months ago and sentenced to twenty years in the state prison at Salem, must serve his sentence. The case was appealed to the supreme court and its decision refuses a new trial. The rancher has been out on \$10,000 bail and will be surrendered to Sheriff Mass today.

Railroad Must Pay 3 1/2 Per Cent.

Without a dissenting vote the city council Wednesday evening voted that the new franchise for the P. R. L. & P. Co. must pay to the city 3 1/2 per cent of its gross earnings on its freight business in this city.

Franklin T. Griffith of the company strongly objected to this charge, which he declared was exacted anywhere in the state. He declared the railroad would not and could not accept this franchise with this provision.

Strayed from my place a moose colored Jersey heifer, 18 months old. Reward for return, Peter Sager, Oregon City Route 4, phone Beaver Mutual.

Find It On Pages 2 and 5.

Pages 2 and 5 are local pages, and on every page you will find interesting matters.

Flagged Train With Shirt.

Tearing his shirt from his back an Ohio man flagged a train and saved it from a wreck, but H. T. Alston, Raleigh, N. C., once prevented a wreck with Electric Bitters. "I was in a terrible plight when I began to use them," he writes, "my stomach, head, back and kidneys were all badly affected and my liver was in a bad condition, but four bottles of Electric Bitters made me feel like a new man." A trial will convince you of their matchless merit for any stomach, liver or kidney trouble. Price 50 cents at Huntley Bros, Oregon City, Canby, Hubbard and Molalla.

The Best Light At the Lowest Cost

ELECTRIC LIGHT is the most suitable for homes, offices, shops and other places needing light. Electricity can be used in any quantity, large or small, thereby furnishing any required amount of light. Furthermore, electric lamps can be located in any place, thus affording any desired distribution of light.

No other lamps possess these qualifications, therefore it is not surprising that electric lamps are rapidly replacing all others in modern establishments.

Portland Railway, Light & Power Company
MAIN OFFICE SEVENTH & ALDER
PORTLAND
Phones Main 6688 and A. 6131



J. J. Cooke, who is an applicant for the postoffice at Oregon City, Oregon, to succeed T. P. Randall, was born at Damascus, Clackamas County, Oregon, and came to Oregon City 32 years ago; for the past 22 years he has been the junior member of the firm of Wilson & Cooke.

In 1898 he was elected sheriff of Clackamas County and in 1900 was re-elected. He has always taken a great interest in politics and always worked for the success of the democratic ticket.

Anticipating.

Here is the way an eastern paper relates a personal item: "Our esteemed fellow citizen, John G. Harris, will go to the hospital tomorrow to be operated upon for the removal of his appendix by Dr. Smith. He will leave a wife and three children."