

OREGON CITY COURIER

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31st YEAR

OREGON CITY, ORE., THURSDAY, JAN. 1, 1914.

No. 32

SCHEUBEL PLAYING ROAD HOG GAME

WANTS ROADS AT HOME, BUT NOWHERE ELSE

NEEDY FARMER'S HOT LETTER

Thinks Eldorado Man Takes Selfish View of Road Matters

Needy, Oregon, December 26.—

Editor Courier:—I have been a reader of the Courier for a number of years and have carefully read the communications printed in your paper from citizens interested in the up-building of Clackamas County, and especially the improvement of county roads. Some of the communications spring from selfish minds and are actuated to a large degree by selfish interests. A few days since I read an article published in your paper written by one Robert Schubel, who seems to be frothing at the mouth for the reason that there is a movement on foot to improve a road commonly known as the Pacific Highway, and upon which Schubel does not live, and therefore he seems to have serious objections to the building of that particular highway, but the people living up in our section of the country who pay heavy taxes each year for road improvements are entitled to some consideration from the County Court of Clackamas County as the improvement of the Pacific Highway would be of great benefit to scores of farmers living up in our section of the county as that is the only means by which we can get to our county seat without paying tribute to the Southern Pacific Railroad.

For years we have received only a small fraction of the money which we have paid into the county road fund and men like Schubel and a great many others living in this section of the country, have been receiving our road money on the Molalla Road and on the Clark and the Highlands Roads, and we have set back and let the good work go on. Now when we come to the County Court and ask that a certain amount of money be used for the improvement of our road so that we may be able to get to our county seat on a road equally as good as the Molalla Road, we find men like Schubel bitterly protesting against the improvement of our road although for years they have taken our road money to enhance the value of their property by improving the County Road from the county seat toward their land.

I have never had the pleasure of meeting this man Schubel but from the information gathered in the last few days I find that he is a man who is very quiet when he is receiving the benefits from the taxes of other people but is against any improvement wherein he is not directly benefited. This information is obtained not from one man nor from the high collared gentry which he mentions, but from several men who have been benefited in the past at our expense.

If Mr. Schubel would stop and think for one moment that the improvement of the Pacific Highway goes through a farming section from Oregon City to Canby and southerly to Aurora, and that tributary to that road hundreds of the best farms in Clackamas County would be benefited by its improvement. The people living in the Needy precinct, Macksburg, Barlow, Canby, and all of that territory east of Canby but tributary to the road, and from there to Oregon City, pay heavy tribute to the road fund each year on account of the high valuation of the farms, also the high valuation of the Southern Pacific which traverses that same section of the county, and as a matter of fact the taxable property tributary to the Molalla Road which has received thousands of dollars of our money over in Mr. Schubel's section, and we submit that we are entitled to some little consideration for what we have done in the past in contributing to the road fund for which we have received but little consideration.

I am always pleased to hear a man argue for something that is just, but when a man like Robert Schubel who contributes a trifle each year in taxes, and who has received great benefits from the taxes paid by the taxpayers living in our section of the county by having his own road to the county seat improved, and then throw back his ears and kick because we are asking that our just proportion of the road funds be used to help ourselves, then I think it is time to ask the gentleman to explain his position in a more sensible light.

I am acquainted with a large number of those men who are agitating the improvement of the Pacific Highway, whom Schubel calls the "high collared gentry" and I am frank to confess that among those with whom I am acquainted pay more taxes each year than Mr. Schubel would pay in a dozen years, and why he finds fault with those men who are attempting to assist us I am unable to understand, unless it is the fact that he likes to hear himself bray.

It is true there are a large number of people who will come down through Willamette Valley toward Portland and enjoy the benefits of this same

road known as the Pacific Highway, and as matter of fact they have a right to expect a reasonably good road over which to travel and it also benefits Clackamas County to furnish them a good road over which to travel, but at the same time we farmers, and when I say we farmers I mean we farmers who pay heavy taxes each year, and who have lived in this county and made greater improvements than Robert Schubel ever has made, and who are equally entitled to go to their county seat by team or automobile as Mr. Schubel is, while living out in his section of the country, and why a man becomes so narrow minded and contracted as to deny us that right when we pay for it ourselves I am unable to understand.

I have just examined some of the expenditures of Clackamas County for each year from the road fund in Mr. Schubel's district, and also in those districts leading out toward the Schubel postoffice where his brother lives, and find that during each year for the last twelve years, the County Court has expended from three to seven times as much road money on those particular roads as the taxpayers in the road districts have paid in, and I also find that the County Court has taken a large part of that money from our section of the county and gave it to those roads leading to the Schubel postoffice and Robert Schubel's farm, and we have been the ones who have been compelled to pay the bill, and now when we ask a little consideration over in our section of the county, then Schubel gets busy with his pencil and attempts to make it appear that we are seeking something that we are not entitled to.

We ask the tax payers of Clackamas County to simply figure the amount of road money that we have paid in to the County Treasury during the last ten years from taxable property adjacent to the Pacific Highway, and then take the expenditures during that same time and say whether or not we are entitled to an improved road the same as other sections of the county have received, and not be swayed by any foolish letters written by Robert Schubel or any other person who is ignorant of the true situation.

Respectfully,
Equality.

See This Only in Oregon

Christmas day J. S. Kirvin, who lives on Clackamas Heights, picked a strawberry plant and brought it to this office on which were blossoms, green and ripe, berries on the same stem. The climate and soil of the Willamette Valley can push up and pull up most anything.

The Morning After

Last night 10 saloons closed in our city. One fellow who had a "glorious (hic) good time" the night before had forgotten the verdict of the voters, and had not provided his hip pocket with a lawyer. He came out of a rooming house, and headed for the nearest thirteenth emporium. The door was closed. He stared a minute in wonder, then comprehension broke over him. He looked up the street, down the street with a look of genuine disgust over his dry face. And then he exclaimed "oh hell!"

When Will They Learn?

Here is a sample of many letters and post cards the Courier receives. It is without a postoffice, date line or signature.

Sir—Please send my paper to 4328 Milwaukee St., Denver, Colo.

We can't. We have not a mind reader's license. We don't know who the subscriber is and have no means of delivering.

This is simply an illustration. We get any number of address changes and often have to hunt through seven routes and the city list to find where the subscriber is now.

Be careful about these matters. State where you get your paper now and when you ask for a change in address.

BEGINNING OF THE END

Locks Transfer Expected to be Finally Tied Up This Month

B. T. McBain, acting as a representative from the commercial club, to ascertain what progress is being made in regard to the transfer of the private locks to the government, reports that the assistant U. S. attorney, E. A. Johnson, advises him that U. S. Attorney Reams has sent all the papers to the attorney general; that there will be no further delay in the transfer, and that this month will probably see the transfer made and the matter closed.

Let us hope—once more. For two and a half years we have been given periodical promises, while the Southern Pacific rejoices.

The completion of the canal will mean much to the Willamette Valley, and much to Oregon City. With open free locks the river should be a commercial highway, and with a reduction of 50 cents per ton on freight, the S. P. will have to meet the competition, and lowered freight rates are bound to result.

Locally the big project will make things hum. It will take about two years to dig the big canal and it will give employment to about 200 men. There is talk of a big celebration in the city when the matter is finally tied up.

The work is a big one. It calls for an expenditure of about \$700,000. It will provide a great, open river for navigation, take off 50 cents per ton now imposed on cargoes.

1914—here's to you.

CLACKAMAS RANKS SIXTH IN VALUE

ASSESSMENT ROLLS REFLECT WEALTH OF RESOURCES

TAXES PAID ON \$30,521,327

Manufacturing Plants Are Second in State in Point of Cost

The assessed valuation of property in Clackamas county, based upon the summary prepared by the State Tax Commission, shows Clackamas to rank sixth in the state, with a total assessed valuation of \$30,521,327.12. This figure is based upon a 55 per cent valuation, and proves Clackamas county to be one of the richest in the state. Only three other counties, in fact, exceed the Clackamas county figure by any appreciable extent, Multnomah, Lane and Douglas.

Of the above valuation \$24,001,560 represents the strictly county resources, which are assessed and taxed directly by the county assessor's office. The balance of \$5,919,767.12 is the county's share of the assessment of large public service companies operating throughout the state, such as railroads, sleeping car concerns, express, telegraph and telephone companies, and other inter-state and inter-county industries.

The assessment roll shows that Clackamas County has a generous and fair distribution of its wealth. Tillable lands to the extent of 101,121 acres show an average value of \$60.48 giving a total assessed valuation of \$6,115,340. Non-tillable lands total 527,746 acres, with a total assessed valuation of \$9,717,520, or an average of \$18.41 per acre. This, based on a 55 per cent valuation, corresponds closely to the market value of lands throughout the county.

Farming implements in the county are assessed at a total of \$188,055; while merchandise and stocks in trade in the various stores of the county show a total valuation of \$499,550. In the value of its manufacturing machinery and apparatus allied with manufacturing, Clackamas county ranks second in the state, with a figure of \$711,305. Hotel and office furniture is assessed at \$18,295, which, though Clackamas county is mainly an agricultural county, gives it a rank of 12th in the state in this line.

Livestock makes an important division of the county's taxable property, and the assessed valuations are as follows:

7,663 horses and mules, \$388,280; 12,302 cattle, \$271,100; 13,072 sheep and goats, \$20,325; 6,179 hogs and swine, \$30,555; 1,756 dogs, \$10,600.

Over one million dollars in value of "broad property" is apporportioned to Clackamas county for taxation purposes; while \$4,694.40 is the county's apportioned amount of the value of inter-urban railroad property, power plants, water, gas and electrical concerns. Telephone companies must pay a tax in the county on an apportioned value of over \$115,000; while telegraph companies will be taxed on a value of \$12,137, and express companies on \$15,202.

On this valuation the county court has set a total levy of 20 mills, divided as follows: state tax, 5.1 mills; county tax 2.4 mills; school tax, 3.1 mills; indebtedness, 1.4 mills. The school levy will yield \$93,000, and in addition to this a special school levy of \$116,463 has been voted. Special road taxes will yield \$74,390 and the levy for cities will give \$46,342.

READY FEBRUARY 1

New Postoffice Building Is Being Rushed by Contractors

The new postoffice block is going up rapidly, and the contractors think the building will be ready to occupy about February 1.

The building is brick tile, one story of classic design, with imitation stone front. The outside walls are 32x104 feet, and the inside will be partitioned into postmaster's private room, a clerks' workroom and a public lobby. The fixtures will all be oak, there will be 288 medium automatic keyless lock boxes, 24 automatic lock drawers, and a stand of regulation call boxes.

The building will be used exclusively as a postoffice building, built according to plans furnished by the government, and is leased by Paul Weisinger to the government for five years.

Our present postoffice has long been a place of lack, it has been anshamed of Park, convenient and with the front rooms rented to real estate companies, a stranger would have to hunt for it.

The present place will be clean, light and convenient and will serve the growing city fairly well for five years, after which we trust the many time pigeon-holed federal appropriation will be forth coming and the city have a postoffice of its size.

Wanted! WOMEN and Girl
(over 18 years of age)

To operate SEWING Machines in garment factory

Oregon City Woolen Mills

Appreciated Present
A Macksburg farmer brought thirteen new paid in advance subscribers to the Courier the day before Christmas.

River Steamer Sinks
The "Oregon" owned by the Oregon City Transportation Co., ran into the government dredge off Magoon's park Saturday last, in a fog, knocked a big hole in her hull and sank. She was loaded with Portland freight. The cargo was immediately hoisted out and the boat has been raised.

Equity meeting Jan. 10
A very interesting quarterly meeting of the Society of Equity will be held in this city Saturday of next week, January 10, at which time Harvey G. Starkweather and W. S. U'Ren will talk, the former on the matter of rural credits abroad and the latter on the subject of a state market.

Waiting for Weather
Ogle Mine Ready to Start as Soon as Snows Will Permit
Ogle Mine is practically ready to start. The cyanide plant is in, the three big vats, with a capacity of 900 tons each are completed, the 150 horse power steam plant is installed, and all other equipment is nearly ready to start the mine.

It is now but a question of waiting until the winter snows in the mountains will permit the rough roads to be used when operations will commence. It requires about 1000 tons of supplies daily to keep the plant running, and it is impossible to get this in at this time of year, as a man on foot has all he can do to make the mountain trails. Before another winter roads will be built that will permit an outlet.

The mine was recently inspected by R. A. Watson, of the corporation department, under the "blue sky" law, and the mine was granted a permit to do business and sell stock.

THE PEOPLE KNOW
They Don't Have to Ask the Enterprise Before They Sign Petitions

Closing an editorial on the matter of petition circulating the Enterprise says:

An officer in this day and age would be more than justified in disregarding petitions that come to him because he knows just how the signatures are secured and he every reason to believe that the people who have signed those petitions in nine cases out of 10 do not know what the preliminary statement says.

This coming at a time when a petition was in circulation asking Mayor Jones to approve the Carver franchise as twice passed by the city council, would appear to be aimed at this petition, and this paper would state that the people DID know what they were signing and what they were asking for.

Nearly every business house on Main street signed the petition, and they knew what it was and what the preliminary statement read. Officials of the commercial club circulated the petition; business men of the city left their business and worked for signatures. They want a competing road to the P. K. L. & P. Co. The private citizens signed the petition. They know what railroads do for cities. It is twaddle to say that nine out of ten of the signers of the petition did not know what they were asking for. They don't have to ask the Enterprise, and the Enterprise should look over the petition, and the men back of it before it makes such breaks.

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To operate SEWING Machines in garment factory

Oregon City Woolen Mills

NOW FOR PURE MOUNTAIN WATER

RAND'S REPORT MADE AND CAMPAIGN STARTED

SPECIAL ELECTION IS ASKED

Enthusiastic Meeting Before Pure Water League

Firm determination to get the question of the construction of an independent pipe-line from the south fork of the Clackamas to Oregon City before the people at the earliest possible moment was reached Tuesday evening at a meeting of the Oregon City Mountain Water League, at which Engineer H. A. Rands presented his report. Following the reading of the report and an outline by City Recorder Stipp, of the legal action necessary, the executive committee of the league was instructed to take steps at once to have the city council order an election in regard to the proposed bond issue to pay for the new water system.

In presenting his report, which went into all details of the planned pipe-line to bring glacial water to Oregon City, Mr. Rands said that he had figured everything at contract prices, and had then allowed 20 per cent for engineering charges, contingencies and so forth. His estimate for the completed pipe line was \$288,000, and in the discussion that followed, it was declared by B. T. McBain and others, that this estimate was not only ample for the work in view, but would also provide funds for the construction of a reservoir, with a capacity of a week's supply of water for the city. It was the sentiment of the meeting that Mr. Rands include an estimate for such a reservoir in his final report.

City Recorder Stipp said that the detail work of the construction of the proposed line, and the sale of its bonds, could probably best be handled by a commission of five men, who, when they had completed the work, would turn the completed pipe line over to the city for management. The cost of the project, it was pointed out, could be taken care of within twenty-

Stream	Flow Sept. 27, 1913.	Catchment Area
South Fork	24.2 cu. ft. per sec. (15,641,000 gal. in 24 hours)	29 sq. miles
Fish Creek	38.2 cu. ft. per sec. (11,753,000 gal. in 24 hours)	43 sq. miles
Roaring River	56.8 cu. ft. per sec. (36,710,000 gal. in 24 hours)	42 sq. miles
East Fork of South Fork	Not measured	13.2 sq. miles
West Fork of South Fork	Not measured	15.2 sq. miles
South Fork Area on Reserve		22.6 sq. miles
South Fork Area not on Reserve		6.4 sq. miles

six years from practically the present water revenues of Oregon City. Sale of mountain water to West Linn, Gladstone and Canemah, would enable the debt to be paid all the sooner, or would make possible a reduction in local water rates with the payment to be made in the longer time. The increasing population, with the corresponding increase of the number of water consumers, is expected, however, to make it possible to care for the proposed cost of the new system without any increase in water rates after the first two or three years.

Enthusiasm was constant at the meeting, and it was the general feeling, the plan for mountain water as outlined, would be readily adopted by the voters of the city. It is hoped to get the matter before the people before the end of the winter, so that it might be voted on in the spring.

Especially favorable terms can be obtained from bond-buyers by the city, it was declared, owing to the determination to issue serial retiring bonds, with the first series due in from two to three years. Calculations made indicate that the entire cost of the project, as well as the present work on the construction of the pipe line can be started with the coming of better weather, and can be completed in 18 months, and can be met and paid off within considerably less than the expected life of the pipe-line, regardless of whether the city increases in population or not.

The sentiment of the meeting was enthusiastically in favor of the construction of the pipe-line, as outlined by Engineer Rands. His report, covering all phases of the matter, is as follows:

To Dr. L. A. Morris:— I have been asked by your organization to make a survey and prepare an estimate for a pipe line to bring water from the South Fork of the Clackamas River to Oregon City as a supply to replace that now provided by the pumping and filter plant.

Agreeable to this, I would state that I have made the survey and would respectfully report as follows:

The South Fork of the Clackamas River is a stream of sparkling, pure water having its source and entire course amid the wild and rugged slopes of the Cascade mountains. The flow, as measured by a representative of the U. S. Geological Survey on Sept. 27th of the present year, amounted to 24.2 cu. ft. per second which corresponds to 15,641,000 gallons in 24 hours. This figure, if in error at all, is on the

safe side, as engineers of the Portland Railway, Light & Power Company have measured this stream for several years past and have never recorded so low a flow. The water shed, or catchment area, of the stream as taken by planimeter measurement from the large Forest Service map amounts to 29 square miles, and, as the proposed intake is but one-half mile from the stream's mouth, all the low water flow and practically the entire catchment area is tributary to the proposed pipe line.

East and West Forks.
One-half mile, or to be exact 3,200 feet, from its mouth the South Fork proper is formed by the coming together of two streams of nearly equal size called the East and West Forks. So far as I know, no measurements have been made of the flow of these streams separately, and at the time this work was initiated heavy rains had raised all the streams above their minimum or low water flow so that measurements made then would have been of no value as affecting the problem in hand. The West Fork, according to the Forest Service map has a catchment area of 15.2 and the East Fork 13.2 square miles, but as the areas have little relation to minimum run off, we can judge little from this comparison. A stream having steep rocky slopes and generally rugged topography will be "flashy" with frequent sudden floods after every storm, and will have a very low minimum flow, while a stream with gentle slopes, better yet, with its sources in lakes and ponds will have few freshets, and will maintain a fair flow even during the dry season. From a study of the map I am inclined to the belief that the West Fork has rather the better of it as regards the low water flow, but I do not believe the East Fork will ever fall below 10 second feet and as this equivalent to 6,463,000 gallons in 24 hours it alone will supply Oregon City for some time to come.

West Fork in part not on Reserve. I have gone into this matter of flow at some length as the West Fork is in part in T. 5S. R. 4E. and so is not on the Forest Reserve. This area outside the Reserve amounts to 6.4 square miles and has been patented, the odd sections to the Oregon & California Railroad, and the even sections to the Northern Pacific Railroad, excepting section 36 which belongs to the state of Oregon. O. & C. lands may revert to the United States in which event they will undoubtedly be added to the Reserve, and possibly, by the time Oregon City will need the flow of the West Fork, the other patentees may be prevailed upon to take other lands provided the matter were taken up with the proper authorities.

Other Streams.
The flow in Roaring River and Fish Creek was also measured by the engineer of the U. S. Geological Survey on the same day that he measured the flow of the South Fork, Sept. 27th, 1913, and the facts concerning these streams appear in the table below.

Attorney H. E. Cross, representing the Carver road, at this point, said that he preferred that the council take no further action until he consult with Mr. Carver, and then to re-introduce the measure. Mr. Cross believed this to be the best way to get all parties agreed on the plan. Mr. Holman withdrew his motion, and discussion of the grades of the streets under discussion was taken up. In the course of this, Mr. Cross announced that:

"What our road wants, and what the council ought to do, is to establish the grade of Water street, particularly by the Sommers and Charman properties. I don't know how many times people representing these interests have been to us, asking us to buy this property. This Mr. Carver cannot, and will not do."

After further discussion, in which it was admitted by the council that the establishment of the Water street grade was of paramount importance, Councilman Holman again moved for the revision of both franchises at once. Mr. Cross said he believed he should confer with Mr. Carver first, that any suggestions he might have could be given consideration by the council before first reading by the council. Mr. Myer agreed with Mr. Cross that Mr. Carver should be given a chance to study the proposed changes.

Councilman Albright strenuously objected to any interpretation being put upon the proceedings that would make it appear that the city council had held up the franchise, and wanted the blame for any delay that might result to be shouldered by the railroad companies. Mr. Cross again explained his position, and Councilman Myer moved that the franchises be laid upon the table for the immediate present. On the second of Councilman Holman the motion was passed, just as Councilman Toose arose to make some further remarks upon the matter.

Councilman Albright next took a hand at attempting to untangle the situation, and moved that the city recorder be instructed to draw ordinances that would establish grades of such sections of Fifteenth and Water streets as were not already listed upon the city profiles, and that resolutions of the establishing of the grades of Sixth, Eighth and Eleventh streets, from Main to Water streets, be prepared and introduced at once. Both motions were unanimously adopted.

The somewhat tense situation was then relieved when Councilman Albright moved that the outgoing members of the organization, then attending their last official meeting, extend to the incoming city fathers the best wishes for a happy new year. This motion passed with chorles of glee. Councilman Horton remarking that probably after the new man had been in office about six months they would regard the wishes as sarcasm.

Ordinances declaring the assessment rolls for the improvement of Fourth street, from Monroe to High; and for the appropriation of \$2,100 for details of sewer work on Seventh street, were passed to second reading.

Just before council adjourned, Councilman Long arose and asked a question.

"Mr. Mayor," said he, "when we get the elevator built and all ready for the public, I would like to know how we are going to run it?"
"I should worry," answered His Honor, and the meeting broke up.

BOTH FRANCHISES GO BY THE BOARD

MAYOR JONES VEToes GRANTS AND COUNCIL CONCURS

TECHNICAL ERRORS ARE FOUND

Uncertainty About Street Grades and Transfers Main Objections

At a special council meeting held Wednesday afternoon Mayor Linn E. Jones vetoed both the franchises granted the Clackamas Southern and the Portland & Oregon City railroads. Councilmen Horton, Albright, Holman, Metzner, Long, Myer and Toose, the only ones at the meeting, voted unanimously to sustain the vetoes.

In presenting his vetoes, Mayor Jones said that he did so because there was no provision in either of them that the roads should conform to the grades of parts of Water and Fifteenth street, and that owing to the wording of the franchises it would be possible for the lines to construct three sets of tracks on Fifteenth street between Center and Water, and three on Water street from Fifteenth to Twelfth. The mayor also believed that the transfer sections were not sufficiently mandatory; and suggested that to remedy these defects revised sections be added to the franchises.

Attorney Chris Schubel, who at the request of the mayor, had prepared altered sections to replace those to which there were objections, explained the changes proposed, after which Councilman Holman moved for the revision of the Carver franchise, and its re-presentation for first reading, at a special session of the council to have been called Wednesday evening.

Attorney H. E. Cross, representing the Carver road, at this point, said that he preferred that the council take no further action until he consult with Mr. Carver, and then to re-introduce the measure. Mr. Cross believed this to be the best way to get all parties agreed on the plan. Mr. Holman withdrew his motion, and discussion of the grades of the streets under discussion was taken up. In the course of this, Mr. Cross announced that:

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