

GLADSTONE

THE 'HOME-SPOT' IDEAL

HAVE YOU EVER FELT THE CALL OF GLADSTONE?

OF COURSE YOU HAVE. IT'S THE CALL THAT HAS LED TO OVER FORTY NEW HOMES IN GLADSTONE DURING THE YEAR 1912; IT'S THE CALL THAT CONTINUALLY WHISPERS TO THE MAN WHO WANTS A REAL HOME: "YOU SHOULD BUILD IN GLADSTONE;" IT'S THE CALL THAT IS ETERNALLY REMINDING YOU THAT GLADSTONE IS ONE OF THE FINEST LITTLE "HOME-SPOTS" IN THE STATE, WHERE PURE WATER HEADS THE MENU EACH DAY, AND WHERE PRACTICALLY ALL THE MODERN CONVENIENCES MAY BE ENJOYED. THIS CALL IS INEVITABLE.

CONSERVATISM HAS CHARACTERIZED GLADSTONE'S DEVELOPMENT FROM THE BEGINNING—THERE'S NO SPECULATION ABOUT GLADSTONE. THE CITY IS RIGHT THERE AND ON THE JOB EVERY MINUTE. WE DON'T BELIEVE IN SPECULATIVE "BOOMS." OUR STRONGEST ARGUMENT IS IN OUR TOWN. OUR NEXT BEST ARGUMENT IS OUR MUNICIPAL ACCOMPLISHMENTS—PRESENT AND PAST, RATHER THAN WHAT IS TO BE DONE IN THE VAGUE DISTANT FUTURE. PURE WATER, TWO TELEPHONE FRANCHISES, ELECTRIC LIGHTS AND ALMOST THREE MILES OF STREET IMPROVEMENTS—GRADING, CURBING AND WIDE SIDEWALKS—THESE ARE A FEW OF THE ACCOMPLISHMENTS OF PUBLIC-SPIRITED CITIZENS AND CITY OFFICIALS, DURING THE PAST TWO YEARS.

AS A TOWNSITE GLADSTONE APPROACHES THE "IDEAL" NESTLING AS IT DOES ALONG THE SHADY BANKS OF THE PICTURESQUE CLACKAMAS, WITH THE QUIANT OLD CHAUTAUQUA PARK ON THE NORTHEAST, THE "SETTING" FOR THE HOME-LOVER COULD NOT BE IMPROVED UPON.

BUT THAT ISN'T ALL. GLADSTONE IS ON THE RAILROAD MAP, TOO, AND BOASTS OF AN EXCELLENT HALF-HOUR CAR SERVICE BETWEEN OREGON CITY ON THE ONE SIDE AND PORTLAND ON THE OTHER. IT'S ABOUT A SIX-MINUTE JUMP FROM THE MILL TOWN TO GLADSTONE, AND A 40-MINUTE RIDE TO PORTLAND.

COME DOWN TO GLADSTONE AND SEE THESE THINGS FOR YOURSELF. STROLL DOWN EAST ARLINGTON STREET JUST BELOW "BUNGALOW ROW" WHERE RIGHT NOW SIX NEW BUNGALOWS ARE BEING BUILT, ALONG SIDE OF THREE COMPLETED HOMES WHICH HAVE BEEN ERECTED DURING THE PAST YEAR. ASK ANY OF THESE FOLKS WHY THEY BUILT IN GLADSTONE.

WE AVE ABUNDANT HOME-SITES IN GLADSTONE FOR SALE AT ALMOST ANY TERMS THE PURCHASER MIGHT SUGGEST \$10.00 DOWN ANAD \$5.00 PER MONTH AT A LOW RATE OF 6 PER CENT, WILL PURCHASE ANY HOME-SITE WE HAVE IN GLADSTONE. OR WE CAN DO BETTER, IF NECESSARY. ALL YOU HAVE TO DO IS TO CONVINCUS THAT YOU REALLY WANT A HOME IN GLADSTONE.

GLADSTONE REAL ESTATE ASSOCIATION PERCY A. CROSS, AGENT
OREGON CITY OFFICE, BEAVER BLDG. PHONE 1982 OFFICE OPPOSITE POSTOFFICE, GLADSTONE.

WONDERFUL YEAR FOR THE CITY OF GLADSTONE

Forty-three New Homes Built During Last Twelve Months in Thriving Town on the Clackamas

Seldom has an Oregon town maintained a steadier or more substantial growth than has the little city of Gladstone, during the past year. During the past twelve months forty-two new residences have been erected in this thriving little community, which approximates at a conservative conjecture, an outlay of at least \$60,000.00 for homes. This is a most enviable improvement record—even for cities much larger than Gladstone, but it is expected that the record will be duplicated in 1914.

The building spirit caught the Gladstonians early last spring and has been continuing steadily throughout the summer and fall months, and during practically all of the time, at least one dozen homes have been in process of construction at the present time at the corner of Yale avenue and Arlington streets, where four bungalows are now being built, each one by B. T. McBain, W. W. Leete, C. A. Chambers and Carrol Leete.

In addition to the list of those who have built or are building now, there are eight others who expect to start homes soon.

But not alone in the construction of private homes has Gladstone shown wonderful progress. Early last spring an era of municipal work was begun. Mayor, councilmen and citizens all put their shoulders to the wheel in united effort and have made an enviable reputation in street improvements. Hereford street, almost a mile in length, was first improved, and Gladstonians are proud of the fact that their own people did the work, the task furnishing employment an average crew of fifteen or twenty men all summer. Sidewalks were laid and curbing set and after Hereford was finished Railroad Avenue and Dartmouth street were improved with Gladstone labor. A municipal grader and a municipal gravel pit are of practical assistance in keeping the street assessments down to the minimum. The P. R. L. & P. Co then re-laid their tracks to conform to the established grade. As a result Hereford, Portland Avenue, and Dartmouth are now completed, and with wide 80-foot streets with sidewalks and curbing lining them.

The Gladstone people are naturally proud of their city's growth and their municipal accomplishments, and predict big things for 1914. Within the last month two telephone franchises have been granted to the Pacific States and Home Phone companies, an electric light franchise, which, incidentally, provides for a street lighting system, has also been passed, and a franchise for the proposed new Carver inter-urban line has also been given the promoter of that road. Then too, they have an excellent municipal

water system at Gladstone, having erected a pumping station, well, filter and reservoir within the last two years.

While most of the Gladstone folks are interested in Oregon City or Portland, nevertheless a great many do small farming, as the soil is unusually fine for vegetables in many parts of the little town. The Hollowell farm located in northwest Gladstone is one of the finest produce farms in the entire county, especially noted for its fine celery.

Gladstone people not only raise fine vegetables. J. M. Hagerman only last week captured the sweepstakes on his Brahmin chickens at the Poultry Show of Marion County. Mr. Hagerman, however, is not a professional chicken rancher. He is a business man of Portland, who resides in the very heart of Gladstone and the chicken business with him is a side issue.

The list of Gladstone home builders during 1912 is as follows:

Frank Barlow, Gloucester St.	\$3000
Dave Cotto, Dartmouth	1750
Gill Russell, Dartmouth	1250
E. B. Anderson, Dartmouth	1250
E. B. Anderson, Dartmouth St.	1150
John Loder, Exeter St	850
John Loder, Exeter St	850
J. F. Holdren, Kenmore St.	2500
John Page, Gloucester St	1000
John Page, Gloucester	850
W. R. Wilson, Gloucester	1150
W. S. Thomas, Clarendon	1250
Hayworth, Arlington	1000
Geo. Warren, Berkeley St	850
John McGetchie, Arlington	1200
Dr. Geo. Stuart, Dartmouth	1200
Guy Swiggins, Arlington	1000
August Guinther, Jersey	800
Peter Schroetin, Ipswich	800
R. L. Blanchard, Ipswich	1000
Ed Maddox, Ipswich	800
J. W. Gray, N. Gladstone	2500
Wm. Bruce, Hereford	1500
John Anderson, Dartmouth	1500
J. W. Wallace, Hereford	—
F. M. Williams, Fern Ridge	—
E. P. Carter, Berkeley St	1200
Gladstone Laundry	600
C. Nelson	2500
James Prater, Arlington	1250
Mrs. Edwards, Arlington	1250
J. H. Gobbie, Arlington	1500
W. W. Leete, Arlington	2500
C. A. Chambers, Arlington	2000
B. T. McBain, Arlington	2000
Guy La Salle, Dartmouth	1500
Emil Nelson, Berkeley	1500
D. C. Moore, Arlington	—
Chas. Legler, Arlington	—
H. B. Miller, Arlington	—

What Oregon Could Do
Oregon produces 25 per cent more corn per acre than the average produced in the United States. Also Oregon produces 10 per cent better corn than the average United States crop. Yet Oregon produces less than one-tenth of one per cent of all the corn grown in the United States, according to the Oregon Agricultural College.

MORE SPADES AND SHOVELS Less Salaried Officials and Newspaper Matters

Hubbard, Ore. Dec. 30. Editor Courier:— To my mind there has been a great deal of talk and printers' ink wasted in condemning our present method of road work. Some editors, who have not been in the valley any length of time imagine that our roads fell from the clouds in their present condition, therefore they conclude that all the money and labor spent upon them has been wasted. They have no conception of what our roads looked like twenty-five years ago. I doubt if any of those who are so loud in denouncing the present system ever had had to turn out into the brush when meeting a team and after it had passed back out into the track and go on. That has happened to the writer more than once, and on a road that is one of our main thoroughfares. Heavy loads are hauled over it every day.

Not long ago the Portland Evening Journal said editorially that our roads were no better than they were twenty-five years ago. Anyone who will say or write anything of that kind either does not know what he is talking or writing about or willfully misrepresents facts. Such men never traveled the trails we had twenty-five years ago, from the south end of the county to Oregon City and Portland. We, who were here and threaded our way through the tall timber around the wildfalls, stumps and in and out of the mud holes of those days, imagine that our roads now are quite an improvement on what they were at that time and it is hard to make us believe all our road taxes have been wasted. Now these young bloodhounds want to foist on us a lot of high salaried officials who will draw down a large amount of tax money with little or no results to our roads. For as a farmer writing on this subject said "Gabriel's trumpet full of wind and the Dead Sea full of printer's ink will never remove the Pyramids of Egypt; it takes manual labor." So with road work, riding bosses, large districts and county engineers will avail us little—the work is what counts. Some one writing this subject during the last session of the legislature, advised its members to quit quarrelling over road bills, adjourn, go home and each take a spade or a shovel and go to digging ditches three feet deep, with good outlets, along side of the road. That would help some. So with our high salaried officials, if they would take off their coats and go to work, it would help some.

In a recent issue of the Courier I notice that the good people of Molalla had been "Whereas" and "Resolving" at some length in order to induce the county court to appropriate a certain amount of farmers' taxes to help build the Pacific Highway. It is my opinion that if the citizens of this

modern Rome would have spent their time and energy in filling some of the mudholes in the roads that lead to our latest boom town they would have more for their money. As to the Pacific Highway I agree with Mr. F. J. J. Let the autoists build it. For no one but speed maniacs and auto fiends will be benefited by it. J. S. YODER.

Road District No. 28.

Editor Courier:— We just slipped up to Willhoit Springs for a little view of tricks and things; But since our trip we've had the "swiney." Because of bad roads, we found so many. We didn't go up in our auto car, because we had learned we couldn't get there. We started through on our old gray mare; Got to Shank's road—and left her there. There we found no bottom—went down with a slam, But we should wonder. "We should worry a damn."

Ten thousand dollars spent last year, For bad roads and bad beer, We are not surprised "when we think and look," That we have to go most way on foot. When the pets arrive two hours late, Work six hours, get pay for eight; Get a dollar a mile for moving a plow, Is it any wonder that we are now Feeling as a rascal instead of a man, And wonder if—we should worry a damn.

The relatives and pets are a majority, Men of good judgment are the minority, So if the boss gets to town, gets on a "stew," Fails to turn in the time when it is due, We just turn in a few extra hours, And we are sure the victory is ours. We think most everything is fine, For the Molalla bank will cash the time, We are in the swim if a member of the "ban," But if not—we should worry a damn.

We are not surprised that here of late Some citizens in District 28, Talk of aeroplanes and flying machines, And many other kinds of things. For if they are not "a relative or pet," They must stay out—get cold and wet \$25000 spent in the past three years, For bad roads and bad beers. Things are coming to an awful slam, Oh Lord, help us to "worry a damn."

If you are smooth in these country days, You can load your cannon and shoot both ways, Always on the popular side, When you know you have lied and lied,

Go round and try to be all smiles, Cavort about in proper styles. It may cause some little bluster But we will leave that all to Buster. We'll get ours—me and Sam, And we don't care if we "worry a damn."

Now dear editor, and reader, too, This is just one-tenth that's due, But we must look after our cows, If they get on Shank's road, they'll go "baaoo."

So we'll let this rest until next week, Then we'll inform you as to the creek If we get through sound and well, For these roads certainly do beat — But if we get in with Uncle Sam, We should smile and "worry a damn."

Respectful submitted, TEXAS TOMMY.

Meade Post and W. R. C. Officials.

Meade Post and the Women's Relief Corps will install their new officers at Willamette hall on Saturday evening. A dinner will be served by the relief corps. The following officers are to be installed: Commander, H. S. Clyde; senior-vice-commander, S. Sewell; quarter-master, Geo. A. Harding; officer of the day, J. Doremus; chaplain, L. P. Horton; officer of the guard, Wm. McClelland; adjutant, Frank Moore; surgeon, J. L. Mattock; quartermaster sergeant, C. N. Lewis; sergeant-major, A. Stokes.

Last week we printed a little A and B problem, and offered a year's subscription to the person giving the first correct answer. And the office has been deluged by replies. Over fifty have been received. A subscriber in the eastern part of the county sent in the problem. The replies have been submitted to him, and next week the correct answer will be printed.

Whitman's Christmas Remembrances. Frank Whitman, carrier on Route 2, wishes the Courier to extend his sincere thanks and appreciation to the 35 patrons of his route who joined together and made him a present of a substantial purse for Christmas. Mr. Whitman has many friends on his route, friends of year's standing. They wanted to show their appreciation of the man who is always ready to oblige them in any way the postoffice department will permit, and a handsome cash present was their way of showing it.

Swedish Service in the Methodist Church. Swedish service will be held in the Methodist church next Sunday, January 4, at 3 o'clock P. M. All are most cordially invited to attend. John Orvall, Swedish pastor.

Children Cry FOR FLETCHER'S CASTORIA

Equity State Convention

The regular quarterly meeting of the Oregon State Union of the Farmers' Society of Equity will be held at 8 o'clock, A. M., on Jan. 17, 1914, at the Commercial Club rooms in Oregon City.

Each local and Co. union is entitled to one delegate, and as there is much important business to be considered at this meeting no local or Co. union in the state should fail to have a representative present.

It is expected that the President and the Vice President of the state organization of the Farmers' Union will be present to take up with us the question of federation of the two organizations.

F. G. Buchanan, Sec.

Organization Goes Briskly On.

The number of branches organized and reorganized from April 1, 1913, to June 30, 1913, both inclusive, is as follows:

ORGANIZED.	
California	2
Connecticut	2
Indiana	2
Iowa	2
Kansas	2
Maine	1
Maryland	2
Massachusetts	2
Michigan	2
Minnesota	2
Missouri	2
Montana	2
Nebraska	2
Wisconsin	2
Wyoming	2
Total	37
REORGANIZED.	
California	1
Pennsylvania	1
Washington	4
Total	6

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