

WAS LURID SUCCESS

500 People Attended the Redmen's Dance and Entertainment. The annual ball given by the Improved Order of Red Men at Busch's hall on Saturday evening was a decided success, both socially and financially, and the committees having the affair in charge are deserving of great credit for its success.



Henry K. Koehler, of Oswego, has announced his candidacy for Sheriff of Clackamas County on the Democratic ticket. Mr. Koehler is a blacksmith by occupation and has been a resident of Clackamas county for over twenty years.

CITY LOCAL NEWS

John Burgoyne, a resident of New Era, was in this city Wednesday. George Holman, a well known farmer of Beaver Creek, was in the city Wednesday. Mr. and Mrs. Bohlander of Beaver Creek, transacted business here Wednesday.

Mrs. Nettie Strickler, who formerly resided in Oregon City, being a well known soloist, has returned to her home in Los Angeles, California.

Mr. and Mrs. Ray Cole, of Portland, spent Sunday in Oregon City as the guests of Mr. and Mrs. William B. Howell.

J. Flagler, the well known contractor, who has been critically ill, suffering from pneumonia for the past two weeks, is slightly improved.

John Meindl, an attorney of Portland, who was formerly a resident of this city, was in Oregon City on legal business Tuesday.

Mr. and Mrs. Hugh Foster motor to this city Sunday, spending the day with the former's mother, Mrs. Edwin Foster of Seventh and Madison Street.

The Eagles installed their officers at the regular meeting held at Knapp hall Saturday evening. Following the business session a banquet was served, when D. M. Klensen was toastmaster of the evening.

Mr. and Mrs. M. M. Dass and daughter, Silva, of Redville, Oregon, who have been visiting in the city as guests of Mr and Mrs. C. F. Libby, left for their home Tuesday.

A. C. Beaulieu, a prominent resident of this city, has purchased the confectionery store of Mrs. Newton on Seventh street, taking possession of the same the first of the week.

Mr. and Mrs. Lawrence Ruonich and child, of Vancouver, Wash., were in this city the first of the week visiting at the home of the former's parents, Mr. and Mrs. L. Ruonich, of Sixth and John Adams Street.

The Saturday Club of the Congregational Church met at the home of Mrs. D. W. James, of Twelfth and John Adams street Monday evening, devoting the time to needle-work, followed by a dainty luncheon served by the hostess. Much work was accomplished by the members. The next meeting will be held at the home of Mrs. John Lowry the first Monday in February.

High School Wins Debate. The debating team from the Oregon City High School made a mark for debate at Woodburn and at Salem. The debating class was coached by Mrs. H. B. Cartledge, instructor of English at the High School, and much credit is due Mrs. Cartledge for the excellent way the students handled their subjects. The subject for debate at Woodburn was: "Resolved, that a single house legislature should be established for Oregon." Miss Roberta Schuebel and Elbert Charman, from this city, handled the negative side of the question at Salem, while Alvin Wiewiesek and Ted Miller formed the debaters for the affirmative, which debated against Woodburn in Oregon City. The students of the Oregon City High School were highly complimented for their splendid showing. Mrs. Cartledge accompanied the debaters to Salem.

Great in Little Things. George Washington's surveying done 150 years ago with the comparatively simple instruments of the day has been checked up by government surveyors of today and found perfect. Experts in other lines might check up other works and qualities of his—his patriotism, his common sense, his foresight, his persistence—and find pretty nearly the same degree of excellence. Washington was only nineteen years old when he ran his lines through the forests and over the hills of Lord Fairfax's estate in Virginia. But the youth was father to the man—Baltimore Sun.

Gigantic Neptune. Neptune, owing to its remoteness, shines as an eighth magnitude star. Its diameter is 35,000 miles, or a little more than Uranus. Its mean distance from the sun is 2,746,000,000 miles. It has one satellite, which revolves at a distance of 220,000 miles, or about the same distance as our moon. However, of the planet itself we know very little, but it seems probable that it is little more than a globe of very heavy gas.

Unfair. Office Seeker—Is there anything else in the job you speak of besides the salary? Political Boss—There's a little work on the side. Office Seeker—Ah, I knew there was some string to it.—Kansas City Star.

Hence His Sadness. "You are going to the wedding, Jean Pierre, and you look so sad." "I should think so. It is my own marriage."—Paris Rite.

Thomas Mulligan Dead. Thomas Mulligan, father of Mrs. John G. Finnucane, died at the Finnucane home, 1101 Sixteenth Street on Sunday afternoon after an illness of several weeks.

Mr. Mulligan came to this city in 1909 from Chicago, Ill., to make his future home in Oregon City with his daughter, and during his residence in this city made a host of friends. He was a devout member of the Catholic church. The funeral services, which were held at St. John's Catholic church Monday morning, were largely attended, and the floral offerings were beautiful. The services were conducted by Rev. Hilbrand, and the interment was in the family lot in the Catholic cemetery.

Col. Taylor Will Talk. Col. S. W. Taylor of Eugene, department commander of the department of Oregon, G. A. R., will address the members of Meade Post at Willamette hall on Saturday afternoon.

Mrs. Allen Percy, formerly Miss Greta Strickler, of this city, but recently of Portland, has gone to Manila, P. I., accompanied by her two children, where they will join Mr. Percy. They will make their future home at that place.

TO SAVE MILLIONS IN ROAD WASTE

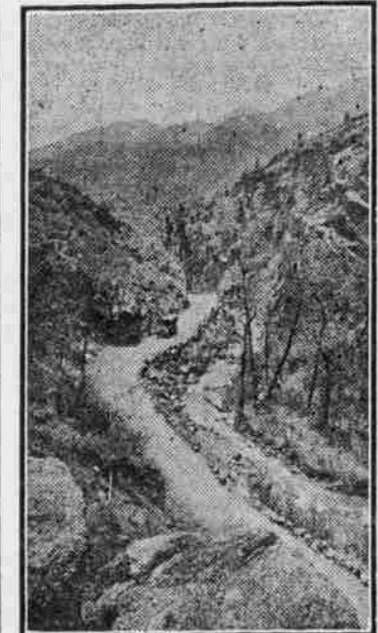
Logan W. Page Makes Tests of Materials.

BUILDS MODEL HIGHWAYS.

Director of Public Roads Gives Advice to Farmers and Others Who Wish to Make Transportation of Crops Easier. Durability of Materials Differs.

In an effort to prevent waste of millions of dollars annually in the distribution of funds for construction of public roads Logan Waller Page, director of the office of public roads of the department of agriculture, has been making scientific tests to determine what materials should be put into the roads designed to meet different kinds of traffic. It has been found that more than \$1,000,000 a day is spent on construction of roads. No estimate is made of the portion of these funds that is wasted, but it is believed to amount into the millions.

Efforts are being made to teach the country that the expenditure of large sums of money on certain types of roads may result almost in a total waste. A road built of materials which



AN EXAMPLE OF A GOOD ROAD.

would be ideal in one locality may not serve the purpose elsewhere, and the money expended may bring scarcely any result in reducing the cost of hauling or making it easier for the farmer to get to the shipping point with his crops.

To aid the farmers who want to build their own roads and assist communities that desire to improve roads near by, the office of public roads of the department of agriculture has employed experts to test all materials and study their usefulness on roads subjected to certain traffic conditions. The office of public roads is acting in an advisory capacity to many states and counties, giving a practical form of national aid.

On roads where there is heavy traffic it has been found that certain kinds of materials are better than others and that while one kind of binder may not serve the purpose, another kind preserves the road indefinitely. Millions of dollars doubtless have been wasted because of the absence of the scientific knowledge.

"There are two ways in which the engineer may avail himself of the information necessary to a proper selection of road material," says Director Page. "The only certain one is to make an actual service test on the material under observation and under the same conditions of traffic and climate to which the proposed road will be subjected. This method is impractical except in rare instances, due to the lapse of time before definite results can be obtained. The second method is, by means of short time laboratory tests, to approximate the destructive agencies to which the material will be subjected on the road, supplementing this knowledge by a study of the results obtained in practice on material of a similar nature."

MIRE!
BY GEORGE F. PAUL
The shades of night were falling fast
When through a country village passed
A youth, who bore through slush and snow
A carpet sweeper and a mop.
Excelsior!
The shades of night fell like a log,
They roused the cricket and the dog—
He floundered through the ruts so deep,
And as he sloped he swore a heap.
Excelsior!
He lived but seven miles from town,
Just where the hollow road slopes down,
Yet when at last he reached the place
Long whippers covered all his face.
Excelsior!
No more he ventures in to town
To act the mud bespattered clown.
He's sitting there; he waits and waits
Till mud dries on the peaty gates.
Excelsior!

PORTLAND PROPERTY TO TRADE

For Farm or Acrea
8 room plastered house, bath, toilet, gas, 3 lots each 25 x 100, situated on graded street, cement block front, \$3,000. Will trade for equal value of real estate on farm property.
DILLMAN & HOY AND
Over the Courier Office
Oregon City, Oregon

CONVICT WORK ON PUBLIC HIGHWAYS

Majority of States Now Use Prison Labor.

DISCARD CONTRACT SYSTEM

During the Present Year Thirteen States Have Passed Laws Allowing the Use of Convicts in the Construction and Repair of Roads.

Thirteen states have passed laws during the present year allowing the use of convicts in the construction and repair of highways, according to a compilation by Dr. E. Stagg Whitin, assistant in social legislation in Columbia university and chairman of the executive committee of the national committee on prison labor. They are Arkansas, Delaware, Florida, Illinois, Indiana, Kansas, Maine, New Jersey, North Dakota, Pennsylvania, Vermont, West Virginia and Wisconsin. As many other states had previously passed similar legislation, but few of the forty-eight states have not adopted the policy of using prisoners to build and maintain public roads.

West Virginia and Iowa are the two states whose laws regarding the working of convicts on highways stand out most prominently. So anxious was the governor of the former state to secure an effective law that he went to New York and with the assistance of representatives of the national committee on prison labor, of the road department of Columbia university and of the legislative drafting bureau worked out bills making compulsory the employment of convicts on the roads. The West Virginia law authorizes the county courts to make appropriations out of road funds for convict work; it states that the court shall sentence any male person over sixteen to the county jail; persons charged with misdemeanors unable to furnish bail shall work



CONVICTS AT WORK ON A STATE ROAD.

on the roads and if acquitted when tried shall be paid 50 cents a day for each day's work they perform; justices of the peace shall sentence to work on the roads persons convicted of crime whom otherwise they would send to the county jail.

Another feature of the West Virginia law is the establishment of a state road bureau to supervise any plans proposed by a county for using prison labor in road building. The plans approved, the county shall apply to the board of control for the number of prisoners required and shall state the length of time they shall be needed. The board shall, as far as possible, give equal service to each of the counties and shall determine which prisoners may be assigned to such work. The warden is to provide suitable and movable quarters, which shall be built, where possible, by convict labor. The convicts shall remain under direct control of the warden, their work, however, being under the supervision of the road bureau.

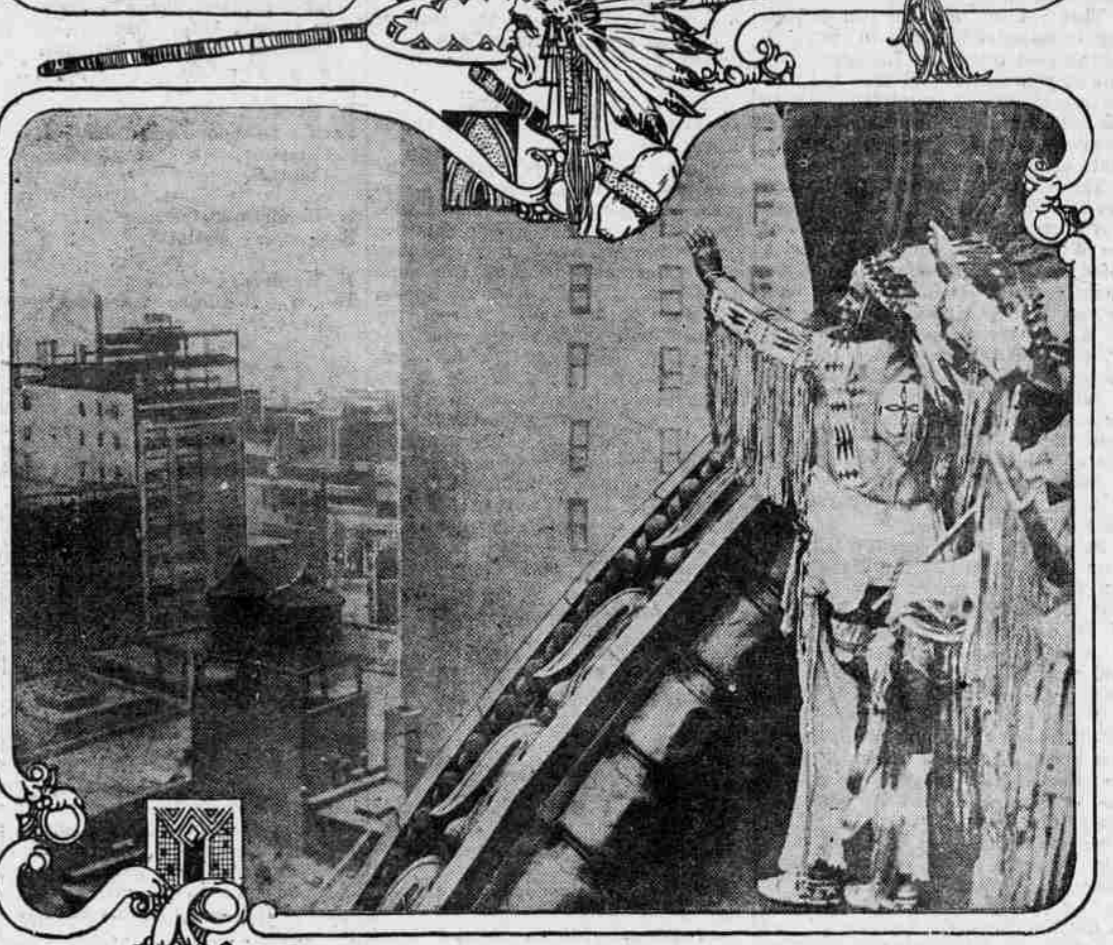
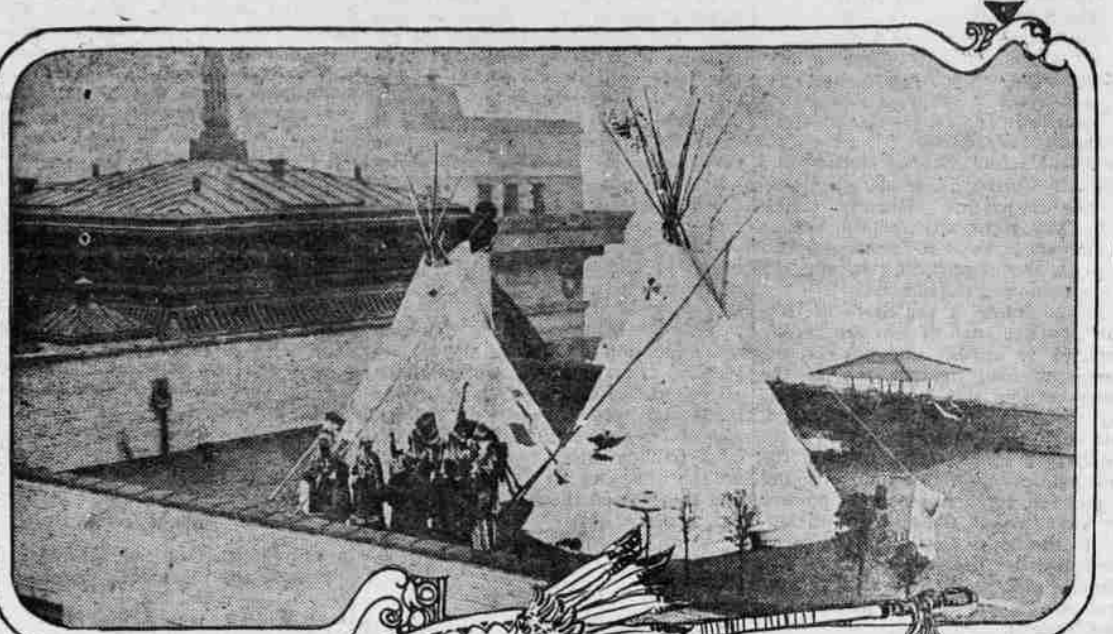
In Iowa the board of control of the state institutions with the advice of the warden of any penal institution, may permit able bodied male prisoners to work on the roads. The law specifically states such labor shall not be leased to contractors. A prisoner opposed to such work, or whose character and disposition make it probable that he would attempt escape or be unruly, is not to be worked on the highways. Although the prisoners are under the jurisdiction of the warden while building or repairing roads, their work is supervised by the state highway commissioner. Prisoners employed on the highways of Iowa receive such part of their earnings above the cost of their keep as the board deems equitable, the earnings either being funded or given to their dependent families. Before Iowa passed her present prison labor laws, George W. Cosson, attorney general of the state, made a thorough investigation of the prisons of his own and other states, and strongly denounced the contract system, under which the prisoners were employed up to that time. Mr. Cosson drew up the road bill and is of the opinion it will do much to drive the contract system out of the state.

Colds To Be Taken Seriously

Intelligent people realize that common colds should be treated promptly. If there is sneezing and chilliness with hoarseness, tickling throat and coughing, begin promptly the use of Foley's Honey and Tar Compound. It is effective, pleasant to take, checks a cold and stops the cough which causes loss of sleep and lowers the vital resistance.—Huntley Bros. Co.

William Grisenthwaite, of Beaver Creek, was in Oregon City on business Monday.

Indians Camp on Skyscraper So as to Feel "at Home" In Chicago



We pitch our tepees high above the gorge
Of city life that shelters maddened men—
Wild in pursuit of pelf, of pelf galore,
While pelf suffices us for our winter store.

Here on the summit of your storied hill
We near the stars and see beyond your ken
The distant plain—the wealthy plowman's voice
On prairie land—and wonder at your choice!

—Chief Eagle Calif, Poet and Interpreter of the Glacier National Park Reservation, Montana.

CHICAGO—Upon the roof top of the skyscraper building, Hotel Sherman, the Blackfoot Indian chiefs from Glacier National park pitched their tepee village as the most desirable spot for sleeping quarters during their three weeks' stay in Chicago in attendance at the United States Land show. In selecting this unique camping place, high above the roar of traffic, these Rocky mountain Indians not only found conditions congenial to the high altitude of their native environment, but they commemorated the spot upon which their brothers of the Pottawatomie tribe had their lodges long before there appeared the first evidences of the great city to which they gave the Indian name Chi-ca-go.

Eagle Calif, interpreter of the visiting band of Blackfeet, found inspiration when he gazed over the parapet of the great hotel down into the "antlike working" industry of white men surging to and fro in the throbbing life of civilization, which presented an unending motion picture panorama such as he never before had beheld.

"More white men than I ever saw in my entire life," was his comment. The more he looked down upon the busy scene of Chicago bustle the more animated he became. The foregoing verse he scribbled with a lead pencil and presented to Eugene Belfeld, one of the proprietors of the hotel. Mr. Belfeld was so impressed with the lines that he had them framed and hung in the lobby. It was the first time he ever knew that an Indian was capable of such poetical expression. Eagle Calif was educated in an Indian school and speaks English quite fluently. The rhythmic thought, he explained to Mr. Belfeld, he absorbed from nature, which, he explained, is garbed in its most surpassing beauty "upon the roof of the continent" in the Rocky mountains, where he grew up.

Hundreds of guests of Hotel Sherman visited the Indians' roof top camp during their stay in Chicago, and at the Coliseum, where the land show was held, they also had a village established in the annex, the entire space of which was given over to the Glacier National park exhibit installed by Louis W. Hill, chairman of the Great Northern railway. It is estimated that more than 150,000 people passed through the entrance to the Glacier park exhibit, a portion of which was devoted to a lecture room with a seating capacity of 1,000. In this lecture room moving pictures of Glacier park were shown revealing the scenic wonders of Uncle Sam's newest playground. The walls of the exhibit room proper were hung with costly paintings, which to the hordes of Chicagoans proved a marvelous scenic revelation of mountain grandeur, beautiful lakes and awe inspiring glaciers. The actual photographic reproductions shown in greater sections of brilliantly illuminated transparencies were even more wonderful to them.

These latter actualities the Indians pointed to with pride, explaining to the throng of ejaculating paleface visitors, "This is the country where we live—where the Great Spirit created his wonders."

Nobody doubted after beholding the scenes of artistic splendor shown in oils and photographic reproduction. In the throngs of sightseers were many people who had visited Glacier park. They came, enthusiastically leading friends by the hands through the Glacier park exhibit, pointing to this scene and that one as if confirming natural wonders the existence of which their friends had been unable to conceive.

The Courier and Colliers only \$2.50