

Public Opinion

Letters From The People Subjects of General Interest

OLD'S ROAD IDEAS

Some Changes and Reforms that Would Improve Present System

Editor Courier:—

I see a great deal of discussion about the proposed bond issue and the Pacific Highway. Now I wish to show the farmers of this county why I am in favor of the proposed bond issue.

In the first place I have always been against perpetual indebtedness on the account of interest bearing bonds, for it is the interest that draws, but in a case of this kind I think that there is a chance for the farmers of this county to get 100 cents worth of work on their roads for \$1.00, because the work will be done under the supervision of a competent road builder and engineer, and the point right here is that all of the \$600,000 will be spent under the supervision of that one head and not 59 superintendents.

I am not saying that there are not some good road builders in Clackamas county in the supervisors, for we know there are. But gentlemen, stop and think a moment.

Do you think that J. J. Hill, in his management on his road for the expenditure of about \$363,000, would hire 59 different superintendents? I do not know what you think, but I don't think so.

Another point is that you will have all of that 100 miles of hard surfaced road built in one year, and it won't cost you one cent for maintenance for 5 years at least, and you will have the roads while you are paying for them.

There is a lot being said about that money being spent on the Pacific Highway for the benefit of automobile people and machinery men. I may seem strange to you, but I mean it.

For one, am not in favor of one cent of that fund to be put on the north and south road, commonly known as the "Pacific Highway." I want to see it put where it will do the most good for the most of the farmers of this county—on the east and west roads, or the main trunk, leading into the farming districts, for they are the ones that will have to pay the bill and then you can get your produce to market at all times of the year.

Now I am not worrying about the Pacific Highway. We undoubtedly will get some of that \$238,000 of the State money this year, and probably all on the Pacific Highway.

I do not own an automobile, nor do I ever expect to, but the reason for my being on the highway committee is to assist in getting away from our present road building system, for I want to see hard surfaced roads for I believe they are the cheapest in the long run, and I cannot believe that our present method is wrong.

I believe in the contract system. Some say that the contractor will slight his work. Let us see: Suppose your road foreman and engineer surveyed, estimated and staked out a mile of road in front of James Root's place at Boring. I will use his name because we all know he is pretty keen to look after Root's interest, and the court published the specifications and you all knew them. The engineers' estimation was \$8,000, the bid \$7,500. Do you suppose for one moment that Root would let him slight his work? I think not. I would make his bondsman guarantee his work for 6 years. (and they will do it).

I believe in the division of the road fund—that is, create a bridge fund, and I will give you my reason, and will use even figures to base my argument on. Suppose, for the sake of argument, that Clackamas county levies .08 mills for the road, and it raises \$200,000. The first thing the court does is to divide that in two parts, putting \$100,000 in the general road and bridge fund. It only leaves \$50,000 for the court to peddle out where they can get the most votes at the next general election—not saying that the present court will do it, but I believe it has been done and may be done again. The chance is there.

Now if you would divide that fund by creating a bridge fund, 6 mills for roads; 2 mills for bridges and then give the districts what belongs to them, that would put an end to the political peddling of the road money. E. D. Olds.

STATE BOARD LEECH
Dr. Turner says it is the most expensive bunco on Oregon

By Dr. W. A. Turner, Naturopath.

A few cases alleged to be smallpox and varioloid, in St. Johns, were to have been the foundation of a good old-time "scarer" and would have been had it not been for the vigilance of the Health Defense League of Portland.

The political doctors had it framed up to frighten the people and then round them up and vaccinate them, reaping the usual harvest of dollars, besides sowing the seeds of future business. It was arranged to have Dr. Calvin S. White, the medical politician, who is Secretary of the State board of health, speak in the high school last Wednesday night and then offer to vaccinate for free (?) all school children. Dr. Brooks, Mrs. Lora C. Little and myself were on hand at the schoolhouse and every one entering was presented with anti-vaccination literature and nearly everyone personally expressed their selves as being opposed to the foul rite.

Being solidly opposed to what he had to say, Dr. White found himself up against a hard proposition, but he went ahead and delivered the set speech, learned by heart and much of it quoted from the public health reports. It has rarely been my misfortune to listen to such a lot of driveling. He not only failed to make out a case, but the bulk of his remarks was a distortion of facts, some of the most unreasonable and illogical you ever heard. The medical profession as a rule, have little regard for the truth when they present their theories, and this address was no exception.

The audience was told that if they would be vaccinated twice they would never have smallpox as long as they lived. They were told many other things also that were so disgustingly

dents. We cure people in one-fourth the time an average M. D. can, and our work is thoroughly done without drugs or operations, and our fees are much smaller. We are cheaper in the long run for your physical and financial welfare.

(Questions relating to health matters will be answered if addressed to the care of Hotel Edwards, Portland, Ore.)

"CONFISCATION"

John Stark Defines the Word as Applied to this Generation

Confiscation!—In hoc signo vinces! according to Bill Nye, means "The tail goes with the hide." Alfred Cridge says it means "making the cross X at the right place on the ballot, sign."

Be that it may let us spell this word CONFISCATION. Now pronounce it. I am breaking a buckskin bunch-grasser nowadays and while he is an ornery scrub is the best I have, also the worst, so I make the best of it. He pretends to shy at objects and as I am no mind reader of eynuses or cigar Indians I give him the benefit of the doubt, so I lead him up firmly to the object to get closely acquainted. The result is that he doesn't let on so badly next time. Now that is the way I shall go about this fateful word. I want you to get used to it. I used to shy around it too, but that was before M. J. Brown went shinhone hunting in the Santa Clara county.

We are now going at electric speed in social economies and pay no attention to social signals, until we gather up some alivers to start out anew. But what has that got to do with the capitalist word do you ask? Well, just this—

Goutre in Women

This disease affects many girls and women and is one which the medical fraternity confess that they know little or nothing about, although they claim to have a serum for it and should that fail, a surgical operation is a sure cure.

The young women of today have been left a heritage of weakness from their mothers and grandmothers. Women usually lead more or less sedentary lives, eat largely of candy, sweets and pastry, suffer from tight lacing and burden the hips with heavy things. These habits have made each succeeding generation of women more nervous and liable to disease than their ancestors were. In fact today it is almost impossible to find a woman, young or old, who is free from disease, although she will tell you she "is perfectly well."

Goutre is an enlargement of the thyroid gland in the throat and there are two kinds—simple, in which the gland is only enlarged, and a more serious form called "exophthalmic," in which the eyes protrude or pop out. This form is accompanied with extreme nervousness, rapid heart action, hysteria and melancholia.

While the medical fraternity confess they do not know the cause of this disease, the more modern and up-to-date schools have long known the chief cause is directly associated with the ovarian and uterine organs, for few women escape these troubles, owing to bad living habits.

First comes derangement of the stomach, liver and bowels, causing congestion. Then follow diseases of the uterus and ovaries, which sooner or later affect the thyroid gland. An operation to remove this gland is of course the result of medical ignorance. Just as well cut your nose off when it rubs, for the effect only is removed and the cause remains.

Goutre is quickly and easily removed by any druggist without operations or serums. I have removed hundreds of them with a correct dietary and my fingers, and have never lost a case, and today have several lady patients who are being rapidly cured by Naturopathic methods.

When signs of this disease appear consult a druggist doctor at once and save both health and money. "The American College of Surgeons" Under the plea of protecting the dear people from "quack surgeons," the A. M. A. has decided to establish a surgical "400" for the control of the practice of surgery and proposes to introduce a bill in every legislature to establish a new degree: "master of surgery." The primary object, of course, is to make a corporation and throw all surgical practice into the hands of a few, thus enabling them to charge extortionate prices and monopolize the business, also to dictate how much of the big fee shall be split with the family doctor—if any.

This is another move of the political doctors of the A. M. A. to dictate "medical" legislation and the people should be on the alert and defeat it when the A. M. A. tools present it at the next legislature. But the fun is yet to come and a kilkerry out time can be expected when these apostles of the carrying school begin to fight among themselves to decide "Who's Who."

Naturopathy Defined
A lady in Clackamas County recently wrote me asking "What is a Naturopath?" For the information of a doctor who knows all that a medical doctor knows, except medicine and surgery, which are obsolete and barbarous, and much that the M. D. doesn't know. Personally I know both medicine and surgery, but don't practice them.

Naturopathy is curing disease by natural methods. I studied the Nature Cure in Germany and follow that system, which includes a thorough knowledge of scientific fasting and dietetics, by drotherapy, electricity, magnetic healing, mental suggestion, psychotherapy, inunction or ointment with oil internal and external baths, and any and all other natural methods of aiding Nature to heal, including Swedish movements, osteopathy and chiropractic.

We have found that nearly 95 per cent of all disease comes from wrong living, eating, drinking and sleeping, and the German Nature Cure Naturopathy is the only doctor of any school who knows the real chemical values of food and the chemistry of cooking.

We believe that sickness is an effort of Nature to expel morbid poisonous matter from the system and that it should be helped and not suppressed by medicines and serums. We take no stock in the crazy "germ" theory, which like vaccination, is only a superstition. Disease makes terms, but germs do not make disease, unless transmitted by personal contact. Drugs and serums interfere with Nature's efforts to heal disease and cure nothing.

There are no superfluous organs in the body and surgery is a step backward, though sometimes useful in case of gunshot wounds and acci-

gals for them by loaded dice. The men who built those roads are never heard of in our modern scheme of obtaining a living without labor. But you will argue, then "you will take them from those who bought them, and that is highway robbery on a larger scale."

Did you ever hear the little German maxim: "Caveat Emptor?" Well never mind just what it means, but I am sure when you are out buying you never risk much on a shabby title.

These roads were never bought from the men who built them. The people have paid for these roads many times over and it is high time that they took possession of what rightfully belongs to them.

I am aware that all my neighbors who hold a cord or two of railroad bonds, will seriously object and say "that if I had done as they; did not go to the circus 49 years ago but invested that quarter in railroad securities, I could be as well off as they; that I did not look ahead far enough." The fact however remains, that as people we can rightfully confiscate the railroads with a clear conscience and in a simple way, once we can see the way to go about it.

What was the first move toward building any railroad? Was it not in obtaining a charter? Yes. Well then, what the people gave they may take from whom please? From the people, also take. Take away the charter and how will the so-called owners operate them? It can't be done, but we need must have railroad service, now that we have got the habit, and who is there but the people to give that service? But what will "become of those securities, will you ask? I don't know. They might make good cigar lighters, if their holders smoke.

At present we see signs of movement for government ownership of

equal rights with every other citizen. Those who are living in a foreign country and claiming title, will need to come to American courts to prove their claim. As Dooley aptly said: "Court decisions follow the election returns." We will know in advance what they will get.

If a little digression from the main topic is allowable, I make reference to the child born into this world without its knowledge or consent, and finds, when it arrives at an understanding, that it is heir to debts made generations ago, which it must pay for if it will live on this earth.

Now I claim, with all the emphasis I can bring to the question, that it is a crime and anyone is justified to repudiate such debt. Conservation has become quite a fad. It is applied in many forms, but there seems to be no one to demand conservation of the most precious of natural resources, namely the children. They may be exploited to death to pay interest on debts created by railroad gamblers many years ago; but no four gold pens are used to sign a warrant of freedom for the child.

You have been led past this ugly object on life's highway this one and the great work of confiscation has done you no harm. Just think of that on your way to the ballot box next November, and then remember the motto—"In the Sign of the X Conquer."

John F. Stark.

PACIFIC HIGHWAY ROUTE SUGGESTED

CLACKAMAS FARMER OUTLINES SERVICABLE LOCATION

River Valley Sections and Outlying City Property to be Benefitted.

A scheme for uniting the interests of the farmers and such auto-

tourist a comprehensive idea of Portland's beautiful residence district. Plans of the metropolis and of Multnomah county now include the hard surfacing of this route to the county line, and the county line is only eight miles from Oregon City, thus leaving but eight miles of new permanent road to be built.

"As this route now exists there are no bad grades. In fact there are but two short hills, and on these the grade is light and probably will not need to be bettered. One hill lies just to the north of Clackamas, and is about a fifth of a mile long, and the other lies northeast of Gladstone, and is possibly a third of a mile long. Otherwise the route is so nearly level that it takes a surveyor's transit to tell the difference. The roads already laid out are 60 and 80 feet in width, so no extra right-of-way would be required."

"The great factor in favor of this route to my mind, however, is that while the route furnishes all attractions for the tourist, it also follows the main-traveled route of the farmers and the produce men traveling either to Portland or Oregon City. East of Clackamas there branches from this route the main road up the Clackamas valley—a road that now carries a greater daily tonnage than any other highway in the county, and that in summer crowded with automobiles journeying to the upper reaches of the Clackamas river. Surely this traffic should be taken into consideration in routing the Pacific Highway."

"They talk of bonding the county, mainly to build this link of the Pacific Highway. If the route I have outlined is adopted, I can see the justice of such a plan, for all the farmers who will benefit by having this superb route to Portland built, will be willing to stand their share of its cost. They will realize that the Pacific Highway, aside from being a great trunk road through the state, is also a great benefit to them and will enable them to carry their produce to Portland or Oregon City markets with ease, and they will be glad to help pay for it."

"However, if the Pacific Highway should be routed down the west side of the river, or even down the east side, it would not benefit this vast farming area one iota, and it does not seem right that these men should be asked to stand its cost. The adoption of any other route will require the construction of more new, permanent roadway, and so will increase the expense, without giving benefits in return."

"Advocates of the Sellwood, Milwaukie, Oak Grove route point to the hard surface street work in Milwaukie, and say that this will reduce the cost of the new construction. I do not want to seem selfish, but I cannot see how the three-quarters of a mile of hard surface in Milwaukie is sufficient to offset the savings that can be made by the adoption of the route I have outlined. The route thru Gray's Crossing and Clackamas is the shortest, has the minimum of grade, serves a vast stretch of farming country, and requires the least amount of new construction. I think it should be adopted."

W. S. GORBETT'S ROAD IDEAS

Slams Dimick, the Live Wires and The Pacific Highway

In reading of what the Live Wires have to say about road building, it makes a fellow think of a few new things that comes under the head of a taxpayer's duty. One of the duties of a taxpayer, I think, is to write his opinion and send it in to the paper, on road building and to read other opinions of Live Wires and lawyers. We must take note that they are talking for Oregon City and themselves. Yes, we know that all lawyers talk for themselves and their pocket-books, even when they talk on building roads.

Let us see about these road overseers. Let us say that we have 4 or 6 overseers appointed in each county. That means 4 or 6 more salaried men in the county; a little more political graft.

Judge Dimick says that the appointed road supervisors have no knowledge of practical road building. He compares the work being done to Penitentiary road engineering. Well, it is a great comparison for sure, but he doesn't stop to compare the amount of rain at Pendleton as in Clackamas county, and I guess most any of the 59 road supervisors would see farther than that.

I don't think any practical road builder would try to use the same system of road building in crossing a slough as he would in going over a hill, and we have both in Clackamas county. Lots of farmers can build good roads if they have \$5,000, but we must realize that they cannot have that kind of roads all over, and also realize that lots of rural mail carriers would be well pleased if they just had an old rancher's road to travel instead of taking the mud for it, he had a puncher road by his place so that he could get rural mail services.

Mr. Dimick says that \$400,000 expended in four years and poor results to show for it. I suspect that if every cent had been spent around Oregon City the rest of the county could go to it.

Our District No. 21 has had something like \$7,000 expended in the last 4 years and we think we are progressing nicely in roads, but must say that over half of the \$7,000 expended has been special road tax.

Some of the Live Wires say that there are too many small districts. I think there are too many large districts where the work is all done for the money and not for the road and as a result of the supervisors being located on one side of the district and not being interested on the farther side of the same district, and so, consequently, they have good enough roads on their side of the district. If the other side should want to vote a special tax the supervisor and his friends could vote it down. Road districts should be divided so that all of the tax payers would be interested in the whole district.

Just one remark on the Pacific Highway. It is a great idea, but I think we should let them build it who will use it, and everyone should not have to chip in. I would not care to help a farmer over in Eastern Oregon put in his crops, at least not when mine were not yet in. I don't believe in helping to build a long auto road as long as I haven't an auto myself. If I had the auto, I would first want a decent road to reach the main road.

W. S. Gorbett.

Where is the Authority?
Editor Courier:—
Noticing in your paper of January 22nd an article on "Music in Europe and America."

I would like to know where the writer gets his authority for saying that America is more advanced in the world of music than Europe.

We acknowledge that the Metropolitan Opera House of New York City is one of the finest if not the finest of its kind in the world. But I would like to know where we get the talent for such places. We certainly have a knowledge of music as to Europe that we have to go for that.

Furthermore, I would like to know where we could produce choirs to equal those that tour this country yearly from Europe.

We may have the best of rag-time, but when it comes to classical music we are compelled to take a back seat. J. Price.

VIOLA

A large number attended the funeral of H. P. Mattoon Friday, January 23.

Professor Hawley is teaching a very successful school of twenty-eight pupils.

Ed Miller, who has been ill for some time, is improving.

D. C. Fouts and sons have been doing some fine work of late with their Feeder Hay-Baler. Mr. Fouts stayed faithfully to the job and was amply rewarded at the end of one week with five nice bales of hay.

Clarence Ray, who was reported ill of rheumatism, is better.

The Misses Christina and Janet Graham are home from Estacada, where they have been attending High School.

Mrs. William Young has been ill lately, but is now able to be out.

E. T. Bateson is contemplating a trip to Portland in the near future, with a view of fatiguing himself.

F. E. Cockrill, Viola's successful poultry man, has given up black-smithing and is aiming to devote more of his time to his poultry.

Jim Seivere and the Coop brothers are grubbing on J. E. Lacro's farm.

CASTORIA

For Infants and Children.
The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Watson*

DON'T MISTAKE THE CAUSE

Many Oregon City People Have Kidney Trouble and Do Not Know It. Do you have backache? Are you tired and worn out? Feel dizzy, nervous and depressed? Are the kidney secretions irregular? Highly colored; contain sediment? Likely your kidneys are at fault. Weak kidneys give warnings of distress.

Heed the warning; don't delay—Use a tested kidney remedy. Read this testimony, Portland. Mrs. Henry Rankos, 502 Vancouver Ave., Portland, Ore., says: "One of my family was troubled by attacks of backache which prevented stopping or lifting. Doan's Kidney Pills for weakness and pain across my kidneys and they have really benefited me."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other.

Wonderful Cough Remedy
Dr. King's New Discovery is known everywhere as the remedy which will surely stop a cough or a cold. D. P. Lawson, of Eidsen, Tenn., writes: "Dr. King's New Discovery is the most wonderful cough, cold and throat and lung medicine I ever sold in my store. It can't be beat. It sells without any trouble at all. It needs no guarantee." This is true, because Dr. King's New Discovery will relieve the most obstinate of coughs and colds. Lung troubles quickly helped by its use. You should keep a bottle in the house all times for all the members of the family. 50c and \$1.00. All Druggists or by mail.

H. E. Buckler & Co. Philadelphia or St. Louis.

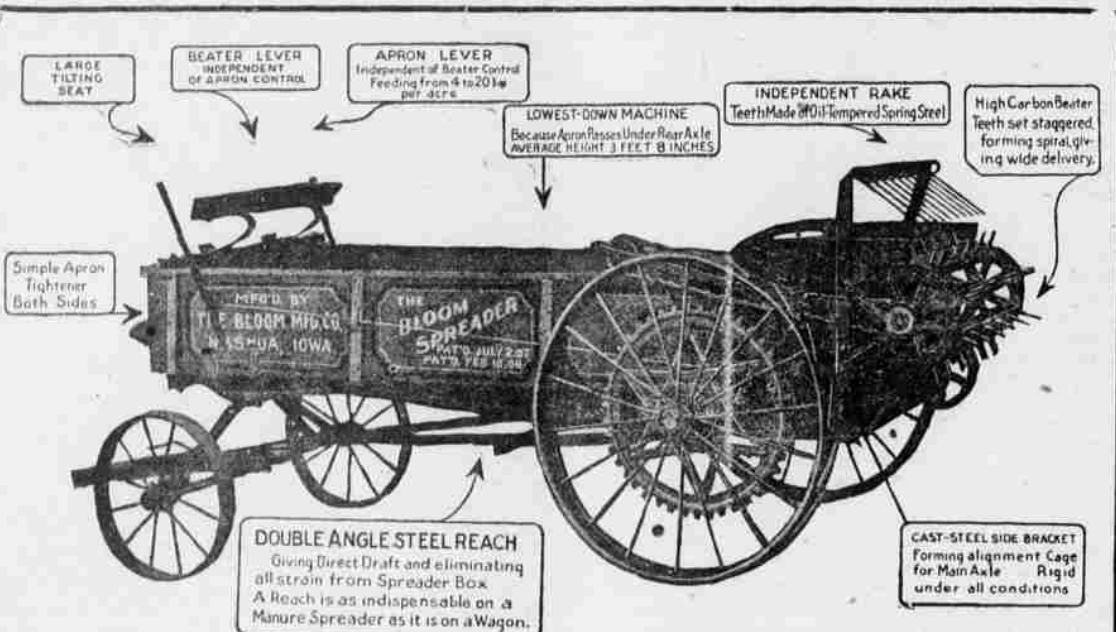
PORTLAND PROPERTY TO TRADE

For Farm or Acrea
8 room plastered house, 100' toilet, gas, 3 lots each 25 x 100, water on graded street, cement 1/2 block from carline. \$3,000. Will trade for equal value or assume some on farm property.

DILLMAN & HO' AND Over the Courier Office Oregon City, Oregon

S. K. CHAN CHINESE DOCTORS

133 1/2 1st St. Cor. Alder Portland, Or.
Dr. S. K. Chan Mrs. Dr. Chan
The reliable Chinese Doctors, S. K. Chan, with their harmless Chinese remedies of herbs and roots as medicine, can wonderfully cure all sickness. They have cured many sufferers, both men and women, of chronic diseases, and all internal or external sicknesses when others failed. No operation. Examination free. Ladies treated by Mrs. Dr. Chan. Call or write for symptom blank.
133 1/2 First St., Portland, Oregon (Opposite Oregon City Car Station.)



ARE YOU LOOKING

For a Low Down—Easy Loading—Light Pulling Manure Spreader—One that will Last a long time and please you better every time you use it? Look no further.

WE HAVE IT AND YOU NEED IT

THE BLOOM MANURE SPREADER

GETS THE MOST OUT OF THE MANURE

By breaking it up fine and spreading it evenly—Easy, sure control and no horse killer—The only Spreader with a reach—Farmers who have bought them say they are the best farm machine investment a farmer can make.

See the BLOOM at the nearest Mitchell Agency or write us for Illustrated Catalog



Northwest's Greatest Impement and Vehicle House PORTLAND, ORE. SPOKANE, WN. BOISE, IDAHO

In the rush after easy money certain far-sighted gentlemen have mortgaged the earning power of future generations. The undreamed of child of tomorrow has been capitalized. His creative capabilities have been discounted, and the account thus drawn has built mansions for the successful dealer in futures.

Now approaches a time when we must begin to stop! Look! and listen to the shrill cry of the babe born in debt.

I am aware that the word confiscation arouses some very smug and satisfied persons to alarm. I wish I could alarm those who are bearing the burdens laid on by unseen hands; that another crusade might head toward the east under the motto: "In the sign of the X Conquer."

Take the railroads. What? Take the railroads away from the men who built them, will you ask? Oh no, not from the men who built them, but from the men who bought them, who take them from the sharppers who

mobiliests and tourists as may desire to take advantage of the Pacific Highway has been formulated by the Rev. L. M. Haworth, of East Clackamas, and by him has been laid before the Clackamas Local of the Farmers' Society of Equity for action. Mr. Haworth's scheme takes in to consideration the matter of economy as well, and aims at the creation of the great arterial highway between Portland and Oregon City along such a route as will answer the needs of all concerned.

"It seems to me," says Mr. Haworth, "that the chief requirements of the Pacific Highway shall be directness of route, absence of difficult grades, economy in construction and availability for all classes of traffic. Bearing these points in mind, I have been convinced after a careful study of the various routes between Portland and Oregon City that the logical line of this portion of the great highway should be by way of the East Side in Portland, Gray's Crossing, Clackamas, Gladstone to Oregon City."

"Such a route, while answering all the requirements of a section of a great trunk road from the Canadian border to southern California, would also prove a boon to the greatest number of farmers in the lower Willamette and Clackamas valleys. It would provide a hard surface road easily accessible from the territory adjacent to Oregon City, from all portions of the Clackamas valley, from the Sunnyside district, and from the rapidly developing territory lying along the Mt. Scott road. Leading to it are some of the best roads in the county at present; and it also provides the shortest amount of new roadway that will have to be built."

"There are many alternative routes through Portland to Gray's Crossing, all of them now hard surface for practically their entire distance. Such routes would give the

Fill this Out, It Will Pay You

Name _____
Postoffice Address _____
I live _____ miles from _____ on road near _____ I have _____ acres of land.
There are _____ acres under cultivation. There is an incumbrance of \$_____ against the property due on _____ 191_____.
I would like to borrow \$_____ for _____ years, giving this property as security. Do you want to sell your farm? _____
If you have a mortgage on your farm, or if you wish to borrow money for development purposes, or if you want to sell your farm, it will be to your advantage to fill this out and return to us at once.

WILLAMETTE VALLEY MORTGAGE LOAN COMPANY
Aurora State Bank Building Aurora, Oregon