

Explains his Ideas of the Roads Prop- osition of County

STATE GRANGE MASTER OPPOSES BOND ISSUE

Beaver Creek, Jan. 28. Courier:—

I have been wondering for the past month what the Oregon City and Portland papers had up their sleeves while they were slandering our county courts and road supervisors, trying to convince the farmers that some \$17,000,000 have been wasted in the state and one million in Clackamas county in the past ten years. We were told that our \$200,000 road fund would be wasted, that mil- lions would be used to fill mud holes. It was intimated that all our county courts and road supervisors were grafters or incompetent, that we have no roads, only mudholes over which no loads can be hauled, and that we have too many road districts and as many different systems of road building.

Then, after we are sufficiently humili- ated, we are told that we should have a number of high-priced engi- neers to oversee the work; that the proper system is to first build the main trunk roads parallel with the river and railroads, that we should vote \$600,000 bonds and build these roads at once, for the benefit of the farmer and the TOURIST. Then I saw the darkness in the woodpile.

In the first place it is not true that any great part of our road money has been wasted, and it is true that we have some fairly good roads. Much of the funds have been used in clear- ing right of way and grading. While this work does not make much of a showing it was work that had to be done. It is an insult to the pioneers of this state to say that the road work they did was wasted through ig- norance or dishonesty. The same crowd that is now boosting the hard- surfaced road and the Pacific high- way, a few years ago were singing the praises of the good old dirt road. Now the rock road is nothing but a mudhole. We get much of our good roads education from kid-gloved gen- try who do not know a road scraper from a saw horse.

If the work of the road super- visors is not satisfactory no one is to blame more than our county courts, and the supervisors are usually the ruling power. The supervisors are appointed by the court and work under its or- ders. If the funds are wasted the county judge should receive his share of the glory. Supervisors have been appointed for political reasons and not because they were qualified for the position, and if the ex-judges have so suddenly discovered that the present system is "rotten" had done his duty he might have saved the county a million dollars, if figures don't lie, during his terms of office.

But does the proposed change to high priced officials, large road dis- tricts, bonds and hard surfaced roads eliminate graft and waste? The ex- perience of other states show that the contrary is true.

New York voted \$50,000,000 for a system of main highways. The boost- ers showed that the "System" could be built for that and money to spare. The first roads built did not last five years and another \$50,000,000 was is- sued to complete the "System". The paving contractors contribut- ed liberally to the campaign funds of those who boosted for the bond is- sue and in return were awarded large contracts. Some of these roads were to have a four inch concrete base and two inches of hard surface. They were accepted by the State highway department. Later they were inspected and it was found that miles of this high priced road had less than two inches of concrete and under one half inch of hard surface. The Governor of the state said that only a small fraction of the money spent was used in road work. Ex- Governor Hay of Washington told that not more than 20 cents on the dollar was used in actual road construction by his highway depart- ment.

Coming still nearer home, it will be remembered that a \$20,000,000 graft would have been worked in the engineering contract for the Colum- bia river bridge, if it were not for the fuses raised by other engineers. That is before the actual construct- ion has begun.

Now, we agree that the present system is not perfect by any means, but on the other hand the proposed system of bonding and unlimited graft to greater waste and expense than the present system. The State highway department offers the opportunity offers the grafters gather like buzzards about a carcass. Experience has shown that waste and graft are greater when- ever large sums of public money are to be spent in a short time.

If our county court is not capable of handling two or three hundred thousand dollars properly, why in the name of common sense do you want to give them an additional \$600,000? I think that Commissioner Smith's plan for using the county road funds to build good county roads and let the districts use their special levy to keep their roads in repair is a good one. This will leave in the hands of the county court more than 200,000 dollars with which to experiment on hard surfaced roads or any other kind of roads. If the published esti- mates of the Oregon City papers are correct, this sum will build more than 30 miles of hard surfaced road, a pretty good "sampler" for one year.

If they, with the assistance of the State Highway Engineer, can demon- strate to the taxpayers that 30 miles of road that will stand the modern condition of travel, can be built for the above sum, I am sure that the taxpayers will be willing to pay the limit of ten mills which will raise \$300,000 annually. Again, if the esti- mate is correct, this sum will build 50 miles of hard surfaced road in a year. This is certainly all the road work the court can attend to prop- erly and see that there is no waste or graft, in two years it will supply a sum equal to the proposed bond is- sue, which will be another \$600,000 and we won't be in debt the whole amount of the bonds.

The State Highway Engineer is at the service of any county court, with all the knowledge, advice and super- vision, estimates and plans, whether in the expenditure of \$200,000 or \$600,000. His department has \$238,000 of state money with which to ex- periment. Let us see what can be done with this money before we are asked for more.

In conclusion, allow me to relate some plain facts and give some ad- vice, gratis, to the boosters for the Pacific Highway. They may well make up their minds that the taxpay- ers of this county will not vote road bonds for the benefit of any pleasure boulevard, so they had better get busy on some other plan.

This proposed highway lies in

some of the richest territory of the county and is paralleled by the S. P. railroad, this company paying a large share of the taxes of the different road districts. If these road districts had been half as progressive as some of the poorer outlying districts this highway would have been built years ago. Until two years ago some of the districts along the highway never voted a special tax. I am pleased to see that they are learning the ben- efits of self help.

Let me tell you how other road dis- tricts got good roads. All of them either voted special taxes or donated liberally in road work. The merchants of Oregon City contributed liberally to the main roads leading in to the city and the county court usually di- vided the amount raised by the dis- trict.

Now, if you Pacific Highway boost- ers will get up a petition and circu- late it in Oregon City and all the towns which the road will be built, the merchants will help, members of commercial and auto clubs will be "delighted" to donate, and if you are still a little shy of the required amount, the auto dealers, road ma- chine men and paving companies of Portland will gladly supply the deficiency; the Good Roads Associa- tion of Portland will certainly give the amount they usually spend in boosting the road bonds in a county, and the county court will help out. If you will adopt this plan you will get your Pacific Highway a thou- sand years sooner than if you wait for a bond issue in Clackamas coun- ty.

The Oregon City and Portland pa- pers dwell with great stress upon the woeful waste of the present sys- tem of road building; they mention repeatedly but vaguely some per- fectly scientific system that they know of but fail to take us into their confidence. Now, give the taxpayers the benefit of this great wisdom, tell us about this system; how will the roads be built; of what material, and at what cost per square yard. Get your feet down in the mud with us and give us some details, some fig- ures that are not guess work. Take the farmer into your confidence and you will find that he is willing to do his share.

Yours with great expectations, C. E. Spence.

MOUNTAIN VIEW

This has been a quiet part of Ore- gon City for several days, not even gossiping over the back fence on ac- count of the rain. The sick folks are better, excepting Mrs. Gorbett, who is very low.

Mrs. Charles Legler is staying with her parents, Mr. and Mrs. S. V. Francis, who her husband is away on a business trip for the Oregon City Manufacturing Company. Mr. and Mrs. Francis had their daughter, Mrs. Joseph Gorbett and husband, of Portland, visiting them over Sunday.

The Ladies Aid held an all day session last Tuesday at the church. A good attendance present. A free luncheon was served.

Mr. E. F. Parker and mother-in- law, Mrs. Crawford, returned from a six week trip to Colby, Kansas, last Saturday. They report a fine trip and having a splendid time visiting old friends and visiting their old home.

Clude Van Hay expects to leave next week for Washington where he has employment, near Walla Walla. Billie Estes is getting the founda- tion ready for a large two-story building at the corner of Taylor and Molalla Avenue. The lower part will be occupied with hardware and im- plements, and the upper will be ap- pointed for a restaurant. We are glad Billie is not going out of sight in the business world. He bought the hardware and implements of D. C. Ely and will enlarge on the business when he gets his building done.

Mrs. Owen Hattan surely does not dance or wear split skirts, judging from her ideas expressed in last week's Courier, and we believe she is alright. So is Mrs. Waldron on the word OBEY. If anything extra has to be inserted it is the word RE- SPECT. It would be sufficient. If married folks respected each other's differences of opinion any feelings there would be less cause for divorce.

Since we have fought and won on the liquor question let us now look after the boys who smoke cigarettes. There are several here in Mountain View who know more about ciga- rettes than they do about mathematics, and the chap that buys them for the little boys had better stop it. Every voter in Oregon will get busy and register, Lad- ies especially should do this. There is something ahead that needs the help of everyone who wants a better war- time system and don't consider it of no use to look into this matter and then complain about it after the fact. With good roads, good streets and "pure water," place in Oregon could be better. It is the progressive citi- zens who want our city to be beauti- ful and healthy. It costs money, but while it does, is it not adding in value to your property? If it's only a little cottage of four square walls make it pretty both in and out, and brighten yourself on being progressive. If not in politics, let it be in civic improvements.

SPECIAL TO WOMEN

The most economical, cleansing and germicidal of all antiseptics is



Paxtine

A soluble Antiseptic Powder to be dissolved in water as needed.

As a medicinal antiseptic for douches in treating catarrh, inflammation or ulceration of nose, throat, and that caused by feminine ills it has no equal. For ten years the Lydia E. Pinkham Medicine Co. has recommended Paxtine in their private correspondence with women, which proves its superiority. Women who have been cured say it is "worth its weight in gold." At druggists. 50c. large box, or by mail, The Paxton Toilet Co., Boston, Mass.

Fancy Potatoes Highest Market Price paid at all times. Write or Phone W. H. LUCKE Phon. Mutual-18-2 W. H. LUCKE CANBY - ORE. Will be at Hodge's Livery Barn each Thursday. Bring Samples

KEEPING THEM APART

How the Capitalists Divide the Farm- ers, and the Workmen and Win

You are no doubt aware that in some of the faraway countries there live strange people who have super- stitious ideas. Indeed even in our country not far from the "hub" in times past, people believed in witch- craft. Having been taught these er- roneous ideas in childhood they grew up in the superstition to the limit of putting other persons to death, in the mistaken idea that these persons possessed occult powers. Those days are passed, and these ideas seem foolish to us now.

Are we sure that we in this en- lightened twentieth century are free from superstition? At a recent Equity meeting the subject of federating with labor unions was brought up. Some persons present seemed to have a horror of such a thing, declaring that the "working men were consumers, who sought to buy in the cheapest mar- ket; while the object of the Farmers' Society of Equity was to sell in the dearest market.

Now to me that is a superstition, for the laboring man is a producer as well as the farmer, in fact if the farmer is not a laboring man, what is he? Surely not a capitalist. I am aware that many farmers are "laboring" under the delusion that some way they are not to be classed with the wage earner. Is the farmer not also a consumer? Does he not look for the cheapest market in which to buy?

On the other hand, I am aware that the wage earner often seems to think that the farmer is his economic enemy—is afflicted with superstition. Now there is a reason. One which may be found out—why both ends of producers are suspicious of each other. The reason is none other than the mysterious middleman, who has covertly nursed such ideas among the two groups (not classes) of workers. Not so many years ago when nearly all of the manufacturing was carried on the farm.

Since power looms, spinning jennys and machine carders and that long list of occupations became social- ized in the production function, we have these occupations left the farms for the city.

In my early childhood ready-to- wear garments were the exception. Now they are the rule. Any person over a half-century old will recall that fact.

By keeping these two industrial groups apart many persons secure a living much better than both groups and themselves doing little or nothing at all useful. Not infrequently their actions are injurious.

By keeping these two useful groups of workers apart these drones are able to control the market for the product of both groups and also control the political situation; for, mark this well, that the government is only the committee thru which the economic ruling class force the collection of the toll from the workers. It is the old well known rule—divide and conquer.

When the workers get wise to the game played upon them, they will feel like Caliban must have felt when he said "Oh three double blessed ass was I to think this drunkard who was a god or worship that dull fool." Our politicians and newspaper writers are continually flattering us hayseeds with the stale joke of independent farmer and much other rot, among some well-fed tramps to Europe to study agricultural con- ditions—all for the benefit of the man with slanted brow behind the hoe.

Oh yes, give the farmer the bun- jolly and he will not stop to scratch off these perfumed flies. Brother Farmer, hear this in mind, that with all the nice things that they are doing for you you must work continually in order to feed and clothe the world and the other group of workers, the wage earners, is in the same boat with you.

"Workers of the World, unite. You have nothing to lose, but your chains and you have a world to gain." Stark.

DOVER

Mr. and Mrs. Alex Bews were the guests of Mr. and Mrs. Roberts over Sunday.

Miss Leah Bodley has been spend- ing a few days in Portland with her sisters.

Arthur Evans had the good luck to kill a wild cat recently. His dogs treed the cat on Deep Creek. We all hope he has more good luck of the same nature.

Victor Bodley has gone to Port- land with a load of apples.

Mrs. A. Bews had the misfortune to fall Wednesday morning on a stone jar. It is feared that some of her ribs are cracked.

Mrs. George Kitzmiller is on the sick list.

"OH YOU EXPERTS"

Gus Schubel and his Opinions of En- gineers and Live Wires

Editor Courier:— I think I can show you, and the rest of the live and (dead) wires that you are very much mistaken when you say that we have nothing to show for the money spent on the road, and condemning the supervisor system. Also, in regard to paying the price for hard surfaced roads and getting mud roads.

Now let me show you where you Ananias club is talking just to make a noise, and make the farmers believe that all their interests are to better the conditions of the farmer. I can remember back 35 years and more, trees, stumps, rocks and climbed hills on a 15 to 20 per cent grade, while now nearly all the roads are graded from 20 to 60 feet wide, hills cut to about a 7 per cent grade, and a great many cut to even less. All done, by the present system all farmers, who now are supervising the work, and it is not necessarily true that they are incompetent as Judge Dimick says.

If we had an engineer, at \$5,000 a year, who secured his experience from the books, would he have done all the clearing and grading with hot air? Or would he use an air line to build on?

We had some experience with en- gineers. At one place he built 300 yards at a cost of about \$1,500. It has been rebuilt not less than 4 times since. Why, with his knowledge and salary, it should have lasted at least 10 years.

Again, take Molalla Avenue. A farmer built a road, the old coun- ty system. It was well drained, and it should have been good for one hun- dred years, but one of your know-it- all engineers dug it all up, then dug a three-foot trench and filled it with crushed rock; and it was a mud-hole in less than six months. (At a cost what the county would be hard sur- face road.) If I am not mistaken it is a record of it. If I am not mistaken it should last a year at least.

Two more cases where the engi- neers figured that the number of yards to be moved; set their grade stakes; drove the home and drew their salaries, and the former supervisor had to cover the stakes from 2 to 7 feet to find room for the dirt and make a correct grade. They were all different engineers too.

Can your engineer make a plank or rock wear any longer than a far- mer? District No. 18 has over 25 miles of road, about 6 miles of rock and 6 of plank. The rest is all graded, from 20 to 40 feet and all done by a farmer supervisor. The same was done at Highland, Clarkes and all over the county. Would your \$5,000 engineer just say presto, change, and all the roads would be hard surface roads? Or would it take money and someone to do the work?

Most of you live (Dead) wires think because a young man went to college and gets the handle to his name that he can and would build a hard surface road from the same materials that the farmers have been using. Well, it can't be done. From Oregon City toward this way there are about 11 miles of rock road with a good foundation the same as your engineer would have to build, to pre- pare for hard surfacing.

Mr. Swift was the only one of your live (dead) wires who knew what he was talking about—namely that the rock would be hard surface road. The wagons grind them to dust. An automobile comes along and throws it out. Soon there will be a rut.

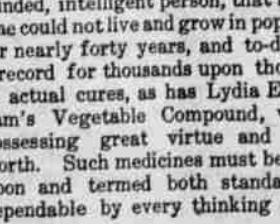
What we need is a repair gang un- til we can get something to take the place of our rock. The life of the hard surface road is estimated at about ten years with little or no re- pairs. I can show you some plank road that has been in use that long, but if you had to ride over it now I think you would say that it needs re- pairing.

The Department of Agriculture is experimenting with about 20 differ- ent states—experimenting, I say, and your Live Wires think that because a man secured his diploma from some college that he can build a good, durable, ever-wearing road, without price. Just a little soft soap to make it stick together—at least it seems that way from some of the arguments used.

Every farmer that has worked on the road the last 15 or 20 years (with few exceptions) earned every dollar

WOMAN IN BAD CONDITION

Restored To Health by Lydia E. Pinkham's Veget- able Compound.



Montpelier, Vt.— "We have great faith in your remedies. I was very ir- regular and was tired and sleepy all the time, would have cold chills, and my hands and feet would be cold. My stomach bothered me, I had pain in my side and a bad headache most of the time. Lydia E. Pinkham's Veget- able Compound has done me lots of good and I now feel fine. I am regular, my stomach is better and my pains have all left me. You can use my name if you like. I am proud of what your remedies have done for me."—Mrs. MARY GAUTHIER, 21 Ridge St., Montpelier, Vt.

An Honest Dependable Medicine It must be admitted by every fair- minded, intelligent person, that a medicine could not live and grow in popularity for nearly forty years, and to-day hold a record for thousands upon thousands of actual cures, as has Lydia E. Pink- ham's Vegetable Compound, without possessing great virtue and actual worth. Such medicines must be looked upon and termed both standard and dependable by every thinking person.

they got, because they were directly interested, and those who traveled the roads during that time say that most, if not all the money, was well spent. You Live Wires, don't think for a minute that the farmer has not stud- ied the road questions—not only studied and talked, but gave time and money in improving the same, be- cause they are the ones who were us- ing the same every day and not find- ing fault with the system as your wires do, who do not need a road once a year, in fact never saw the roads as they were, nor as they are now. G. A. Schubel.

BEAVER CREEK

Miss Cathlene Blum of Beaver Creek and Miss Lena Heft of Los Angeles, have returned from a month's visit in eastern Oregon.

Rev. Smith in Washington County— Rev. E. A. Smith the horse back preacher, has just closed a very suc- cessful meeting at Gresham where he assisted the Baptist pastor there. The interest of the meeting was such that the M. E. Church co-operated by closing their church Sunday night and going to the Baptist church. Mr. Smith went Tuesday to begin a meet- ing with the Hillsboro Baptist church. He will be at Hillsboro until the 8th of February.

COUNTY COURT

In the matter of the petition of R. F. Watts for a gateway; ordered that board of viewers meet at premises through which said gate way is to be established on the 20th day of Febru- ary 1914.

In the matter of the subscription of B. J. Helvey and others for im- provement of the Helvey road; or- dered that said matter be denied.

In the matter of the appointment of a sealer of weights and measures for Clackamas county; ordered that Wm. Griesenthwaite be and is appointed County Sealer for Clackamas County.

In the matter of the townplat of Clyde's Addition to Parklake; con- sidered that said plat be and is hereby approved.

In the matter of the Child's road; the Ormsby road; the Sturvo Road and the Leitzell road; resolution passed directing surveyor to make the required examination.

In the matter of the fixing the sal- ary of G. F. Johnson, Deputy Asses- sor, and Clara Mitchell and Gertrude Wilson, Clerks in said office; ordered that salary of G. F. Johnson be fixed at \$75.00 per month, and that of Clara Mitchell and Gertrude Wilson be fixed at \$55.00 each, per month.

In the matter of application of J. M. Johnson and others for a tele- phone permit over certain roads in Clackamas County; ordered that said permit be granted, subject to regula- tion by the County Court.

In the matter of the petition of Samuel Batdorf and others asking for county aid for Louise Ballou, an indigent person; ordered that she be allowed \$15.00 per month until fur- ther order of this court.

In the matter of road tax money collected in city of Canby; ordered that a warrant on the general road fund be issued in favor of said city for \$125.03.

In the matter of the slaughter of

two cows belonging to W. S. Turner; ordered that a warrant issue to said W. S. Turner for \$31.25 in payment of said cows.

In the matter of the petition of Ella A. Spooner for quit-claim deed from Clackamas County for prop- erty in the Jennings Donation Land Claim; ordered that said petition be granted.

In the matter of the town plat of Hollywood; ordered that said plat be and is approved.

In the matter of the cancellation of warrants issued to Alice Carr, a county charge; ordered that all war- rants issued to said Alice Carr, un- called for, be cancelled.

In the matter of the Frank Lewis Petition to vacate an old road; or- dered that said road be and hereby is vacated.

In the matter of the P. C. Fermann petition to vacate an old unused road; ordered that said road be and hereby is vacated.

In the matter of the bond of J. A. Tufts as tax collector; ordered that said bond be fixed at \$100,000.00. Election Precincts as created by County Court:

Abernethy Beginning at S. E. corner section 3 4 T. 2. S. R. 2 E. thence west to Abernethy Creek; thence down Abernethy Creek to N. W. corner Ezra Fisher D. L. C. thence west to North line of Abernethy D. L. C. thence west to the Willamette River; thence down Willamette River to mouth of Clackamas; thence up the Clackamas River to intersection of township line between T. 2. S. R. 2 and 3 E. thence south to S. E. corner section 13; thence west 2 miles; thence south to beginning.

Ardenwald Beginning at quarter section corner on north side of section 30 T. 1 S. R. 2 E. on boundary line between Clackamas and Multnomah County; thence south to north line of Hector Campbell D. L. C. thence west to N. W. corner of Gibson's subdivision of Logus Tracts; thence south to south line of Hector Campbell D. L. C. thence west to east city limits city of Milwaukie; thence westerly and northerly to intersection with Willa- mette River; thence northerly along river to county line; thence easterly to place of beginning.

Beaver Creek No. 1 Beginning at N. W. corner of sec- tion 22, T. 3. S. R. 2 E. running thence south 1 1/2 miles; thence east 1/2 mile; thence east 2 1/2 miles; thence north 1/2 mile; thence east 1 mile; thence north 1 1/2 miles; thence west 4 miles to place of beginning.

Beaver Creek No. 2 Beginning at S. W. corner of sec- tion 35 T. 3. S. R. 2 E. and running thence east 2 miles; thence north 1/2 mile; thence east 1 mile; thence south 2 1/2 miles; thence west 1 mile; thence west 1 mile; thence north 1 mile; thence west 1 mile; thence north 2 miles to place of be- ginning.

Boring Begin at northwest corner of sec- tion 25 T. 1. S. R. 3 E. and running

thence east 2 1/2 miles; thence south 3 miles; thence east 1/2 mile; thence south 1 mile; thence west 3 miles; thence north 1/2 mile; thence west to Little Deep Creek; thence up Little Deep Creek to west line section 1, T. 2. S. R. 3 E. thence north to place of beginning.

Bull Run Begin where the Sandy River crosses the north line of section 25, T. 1. S. R. 4 E. thence east on county line to summit of mountains; thence southerly along said summit to head of Sandy River; thence down Sandy River to place of beginning.

Barton Beginning on north bank of Clack- amas River at intersection of the quarter section line running east and west through section 17, T. 2. S. R. 3 E. thence east to quarter corner on east side of section 1.6 T. 2. S. R. 3 E. thence north 1/2 mile; thence east 1 mile; thence south 1/2 mile; thence east 3 miles; thence south 1 1/2 miles; thence east 1/2 mile; thence west to Clack- amas River; thence down Clackamas River to beginning.

Clarkes Beginning at northwest corner of section 13, T. 4. S. R. 2 E. running thence east 1 mile; thence north 1 mile; thence east 2 miles; thence south 1 mile; thence east 1/2 miles; thence south 1 mile; thence east 1/2 mile; thence south 1/2 mile; thence west 2 miles; thence south 1/2 mile; thence west 1 mile; thence north 1/2 mile; thence west 1 mile; thence north 3 miles to beginning.

Carus Beginning at northwest corner sec- tion 34, T. 3. S. R. 2 E. running thence west 1/2 mile; thence north 1/2 mile; thence west 1/2 mile; thence north 1 1/2 miles; thence west 2 miles; thence south 2 miles; thence west 1/2 miles; thence south 1/2 miles; thence west 1/2 mile; thence north 1/2 mile; thence east 1/2 mile; thence south 1/2 mile; thence east 1/2 mile; thence north 2 1/2 miles to beginning.

Canemah Beginning at a point on the east bank of the Willamette River where the north line of the M. Brown Claim intersects said river in section 11, 3 S. R. 1 E. thence southwesterly along north line of said Brown claim to the top of the bluff; thence north- easterly, following the top of said bluff to south line of Oregon City; thence westerly to Willamette River; thence up said river to place of be- ginning.

Clackamas Begin where the north line of the Cason claim intersects the Clacka- mas River and running thence west on north line of Cason claim to an in- tersection of the 1-16 line running north and south through the east half of section 17, T. 2. S. R. 2 E. thence north to S. W. corner of the N. E. 1/4 said section 17; thence west to east line McNary Claim; thence northwesterly to the most northerly corner thereof; thence north to northeast corner Oren Kellogg Claim; thence west to east line of R. S. McLaughlin's land; thence north to Foster Road; thence northwesterly on Foster road to the southeast corner of Daniel McLaren's land; thence north to township line between T 1 S. R. 2 E. and T. 2 S. R. 2 E. thence east to northeast corner section 4; thence south 1 mile; thence east 1/2 mile; thence south 1/2 mile; thence east 1 1/2 miles; thence south to Clack- amas River; thence down said river to place of beginning.

Canby No. 1 Beginning at a point where the Oregon & California Railroad track crosses the Molalla River; thence down said railroad track to where same crosses the north line of sections 34 T. 3. S. R. 1 E. thence east to northeast corner of said section 34; thence south 1/2 mile; thence east 1 mile; thence south 1/2 mile to Southwest corner of section 36; thence east 1 1/2 miles; thence east 1/2 mile; thence south to Molalla River; thence down Molalla River to place of beginning.

Canby No. 2 Begin at a point where the Oregon & California Railroad track crosses the Molalla River; thence down said railroad track to where same crosses the north line of sections 34 T. 3. S. R. 1 E. thence east to northeast corner of said section 34; thence south 1/2 mile; thence east 1 mile; thence south 1/2 mile to Southwest corner of section 36; thence east 1 1/2 miles; thence east 1/2 mile; thence south to Molalla River; thence down Molalla River to place of beginning.

Cottrell Beginning at the quarter section corner on the north side section 29 T. 1. S. R. 4 E. and running thence east to Sandy river; thence up Sandy river where it crosses the out line of Section 1; thence west to quarter section corner between sections 5 and 8, T. 2. S. R. 4 E. being the center line of the Oregon City road; thence north to place of beginning.

Relief Corp's Birthday Dinner The W. R. C. gave a birthday din- ner Tuesday in honor of Mrs. Annie Tufts, Mrs. Nellie Cooper, Mrs. Minnie Donovan, and comrades James, Maddox and Horton. The aggregate number of years celebrated was 388, but as all refused to have individual ages printed, you will have to guess them.

The following committees were ap- pointed at the last meeting.

(Continued on Page 4)

TO OUR PATRONS In order to save your DISCOUNT Electric bills must be paid before the 10th of the month at our office. 617 Main St. Oregon City, Ore. We have numerous electrical de- vices on display in our show room that you will be interested in know- ing about. Portland Railway, Light & Power Company MAIN OFFICE SEVENTH & ALDER PORTLAND Phones Main 6688 and A. 6131 C. D. LATOURETTE, President F. J. MEYER, Cashier. THE FIRST NATIONAL BANK of OREGON CITY, OREGON (Successor Commercial Bank) Transacts a General Banking Business Open from 9 a. m. to 3