

The Courier covers Clackamas Co

OREGON CITY COURIER

Weekly Reader List of 2,650.

32d Year

OREGON CITY, OREGON, THURSDAY, MAY 14, 1914

Number 2

AND STILL THE PATIENT SURVIVES

SIMILAR PRIVATE TREATMENT WOULD HAVE KILLED

LOOSEST OF BUSINESS WAYS

That Would not be Tolerated Under Private Concern

If one is honest in his criticism and his criticism is honest, it isn't going to hurt much, and if it hurts any, it ought to.

To illustrate:—
Supposing that the manager of one of our big mills should receive a bill for \$1600, for material furnished or services rendered that he had not ordered to be furnished or rendered, yet found that his orders had been disobeyed, and someone had gone ahead with the business on his own responsibility?

On an investigation, supposing the manager could not find any person who was responsible for disobeying his orders, no record of the transaction, no nothing but the material and the bill?

Have you an idea he would say "well, this just happened," draw a check for \$1600 and let it slide?

Hardly.

He would round up that force, he would locate that authority, and there would be some new faces in the business office.

Yet this is just what has happened in the business office of Oregon City.

Its council went on legal and specific record that Fifth street should not be further improved with the city's money, but that future resurfacing should be done only at the expense of the taxpayers of that street.

Yet it has been resurfaced to the extent of \$1670 (not \$1400 as before stated) the bill has been sent in to the city, it has been paid, yet there is not a city record in connection with it, not a scrap of a pen that shows authority and no member of the city council will admit he ordered it done, or knows who did order it.

Yet in comes the bill and out goes the coin.

AND WE CALL THIS BUSINESS.

And some people call criticisms of it "the Courier's knocking."

Supposing after the council had gone on official record as refusing to appropriate money for a city dock that someone had gone ahead with it just the same and brought the bill in to the city.

Supposing that after the council had refused to improve a street, had officially turned it down, then someone should simply go ahead with the work, improve that street, and then the bill be paid without locating any authority, or finding the least trace of pencil or pen in the whole transaction.

Would it be knocking if a newspaper criticized the system—or no system?

Then put us down as leader of the anvil association.

But until some authority can be shown for the illegal expenditure of \$1671 on Fifth street, until it can be proven that some member of the street committee considered he knew individually what the city wanted better than the city as a whole—until then we are going to criticize the system, or lack of system, that let this bundle of money be spent.

Councilman Amey says he was never consulted about the resurfacing of this street, never ordered it, never had anything to do with it and knows absolutely nothing about it.

Councilman VanAken, a new member of the council, succeeding William Beard, who resigned, says he supposed the work was being done by authority given before he became a member of the board, and as a member of the street committee, he was never consulted and never gave any authority for the work.

Councilman Templeton, who has the records of the resurfacing job, the number of yards of gravel purchased and the cost of same, says he did not order the work done, did not contract for the crushed stone, and does not know who did.

Yet it has been done, illegally plugged through, and not a member of the street committee knows how or who.

And it is such transactions as this that get the city in wrong and makes the people distrust the council.

You can't blame the council as a whole very much. Members come and go. Work started under the outgoing administration is carried on by the new. They are not paid a dollar in cash. Their reward is largely criticism of what they do not do, after they sit up there night after night and do the best they can to steer a business job that is clearly too big for the time they can spare to run it.

If this Fifth street improvement was at the expense of omission rather than commission, there would be more charity.

If it were a case where something had been ordered by the council and the street committee had neglected to perform it, then people would be more likely to criticize mildly.

But men are not apt to forget to do something they have not been ordered to do.

It would be exceeding the limit of abstemiousness to exercise it this way.

And men are not apt to order an illegal expenditure of \$1671 and then absolutely forget they ever ordered it.

And men are not apt to manage the repairs of a street, buy the rock, hire the help and bring in the bill for payment, and then not know a continental thing about the whole transaction.

NOT A BURDEN, AN INVESTMENT

T. W. SULLIVAN SHOWS BENEFITS OF ROAD BONDS

ONLY SOLUTION FOR ROADS

Able Arguments from Man who has Studied the Problem

Oregon City, May 7th, 1914.

Editor Courier:—

Since the question of bonding this county in the sum of \$600,000 to provide funds with which to secure the construction of hard surfaced roads—the main trunk roads of our county—has been the subject of many frank discussions, before going into the matter sufficiently to understand it, they were prejudiced against the movement and opposed to the issuance of bonds but after the plan had been made clear they could see that only a great good to the whole people would result.

To the many others who are still in doubt or do not understand the great economic benefits that will result I wish to address the following statements giving facts and figures:

In the first place the bond act provides that under it should be raised under it shall be spent. This must be clear to all now since the County Court has, in carrying out the wishes of the petitioners, mostly from the country districts, to place this bond measure before the people at the election to be held on the 15th day of this month and in compliance with the law, selected the roads to be improved in a permanent manner as provided for and declared the minimum amount of money to be spent on each road so selected. Only permanent roads can be built under the bond act.

Good, permanent all-year roads are one of the greatest factors in increasing the prosperity of the farmer and reducing the cost of living for all. Good permanent roads bring to the farmer the greatest benefit, in time required to reach it and enhances the value of the farm on that account. They permit the farmer to haul his produce to the market or shipping point at any time so he can take advantage of the best prices for his produce when the market is there for it and he is more independent of the middle man and in closer relation with the consumer to the mutual advantage of both.

The heavy cost of bad roads falls on the entire population of the county as compared with that over present roads, but this heavy cost falls in a greater degree on the farmer who are the principal haulers of produce over these bad roads.

The average cost of hauling, by horse drawn wagons, a ton of freight or produce a distance of one mile over the present roads is 23 cents, in this state it is considerably more, while in Europe over high grade roads the cost is but 7 cents. The average cost in this country of hauling a ton one mile over hard surfaced roads is 5 cents and over soft roads 8 cents.

In hauling cost alone is great and will save to the farmers, stage lines, rural mail carriers and others having to haul over the country roads many thousands of dollars each year in excess of the cost of these hard surfaced roads. If the farmer could save 5 cents on each ton hauled it would mean an annual saving of \$7,500,000,000.

This one item of saving would do more for the farmer than all the Panama Canals.

If all the highways were improved this seven and a half billions of dollars would go to those who do the country hauling, chiefly farmers, who in turn would share the benefits of the billions with the city and town people who form the market for the country hauled freight. It would cut down the cost of living by cutting down the big margin existing between retail prices in the city and cost of production in the country. It is this difference which makes the pockets of the American people.

In addition to the great saving in the cost of hauling over these roads as above set forth is the further advantage to the farming communities and are in addition to the better social and sanitary conditions they will bring about as well as the better facilities they will afford to the children to get to and from the district school, especially during the winter or rainy seasons.

It is true that good permanent roads bring the farms nearer the market and enhances its value on that account. This is a fact and a very substantial benefit will accrue to the holder of every acre of land in this county served by such roads and are in addition to the benefits already enumerated, and set forth.

For example, in Vanderburg County, Indiana, the townships that have

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Bids Rejected in Clatsop Co.

The county court of Clatsop last week rejected all bids for the construction of the Columbia highway, as the lowest was \$50,000 above the amount voted for by the people at the special election last fall.

Probably Next Governor

"If they want to be endorsed, let them run for prohibition party candidates," was the slogan voiced by Mr. Chaffin at the state prohibition convention. U'Ren is the only man who can consistently do so, and he will probably be the next governor.—McMinnville Telephone-Register.

May Proceed with the Work

Circuit Judge Campbell dissolved the injunction granted by Charles Tooze some weeks ago against the Willamette Valley Southern Ry. building its trestle along Water street, under a franchise granted by the city. Mr. Tooze held that Water street had never been in a condition that it could be used for a public street, and that the city had no right to grant a franchise on it. Judge Campbell held that a street was property of the city when it was dedicated, whether it was used as a street or not.

Smith Opposes Bonds

To the County Voters:—
In connection with the road bond election to be held Friday of this week, I wish to make an explanation of my position, as I have heard repeated rumors that I am for the county bonding proposition.

I wish to state emphatically that no man in the county is more in favor of good roads than I am, but I would differ with the supporters for bonding in the way to get them. I do not favor mortgaging the county for permanent roads, because I believe we can get them without, and at much less expense. It is easy to get on bonds, but the experience of many a town, city and county is that it is hard to get them off.

County Commissioner.

In Early Days

William Gardner, the Main street jeweler, handed the Courier an interesting little bit of old time history last week, in the form of a paper published by Rogers Bros, dated back to 1847, and reproducing news items of that early day. And in it we find some facts of interest.

According to the Spectator, Oregon City contains five hundred souls, and 80 houses, two churches, two taverns, two blacksmiths' shops, two cooper's shops, two cabinet shops, four tailor shops, one hatter, one tanner, three shoe shops, two silversmiths and a number of other mechanics; four stores, two flour, and two saw mills, and a lath machine.

Three years ago it was a dense forest of fir and underbrush, and was laid out by Dr. McLaughlin on the west side of the Willamette. Opposite the city and falls is Linnetty, which contains one tavern, one chair, one factory, one cabinet shop and one wagon shop.

A new expedition to Oregon is fitting out at Newburyport, Mass.

GO SLOW, COUNCILMEN.

ON MAIN ST. PAVING

The Remonstrance and Referendum are in the People's Hands

Editor Courier:—
On Monday evening, May 4th, at a meeting of the Oregon City Council a petition from the various property owners on Main Street was presented to said council protesting against the repairing of Main street at this time. Said petitioners further asked that the city pitch up the money to complete the general fund. By majority vote of the council it was decided to grant the prayer of the property owners.

It seems certain members of the council are determined to force an expensive hard surface pavement upon the property holders at this time. The city council will not warrant Main street needs repaving or repairing. To hard surface the entire length of this street will cost the property holders anywhere from \$50,000 to \$60,000 good hard cash.

Main street can be repaired by taking up the stones and had places, re-fill and relay, and by the addition of a few more bricks make Main street good for three or four years at a cost of not to exceed \$3,000 or the entire street can be taken up and relaid with the added cost of a few more bricks in practically as good condition as it originally was for a cost not to exceed \$8,000. Hundreds of square feet on Main street are in fairly good condition today and it does seem wrong and unwise to throw all this away simply because the money was passed up year after year; the bridge wore out; the bonds were bonded; another bond issue was voted to build another bridge, and now we will probably never pay either bonds, but just pay perpetual interest—just what the bond owners want.

If it was a case of emergency or necessity it would be different. Thirty years ago, if the residents of Clackamas county had voted bonds for good roads, it would have been justifiable, for it would have been the only means where they could have gotten them.

Today we are a pretty wealthy county—rich enough to build good roads and pay for them—without mortgaging the county and paying \$2.50 back for every dollar we borrow.

In five years we have expended over \$1,000,000 in roads in this county, they tell us, and yet we have deplorable highways.

Two hundred thousand dollars a year. In six years this would amount to the same sum we are now asked to bond for.

If Clackamas county can't build satisfactory roads on this amount, without borrowing \$600,000 more, then it is time to have the lunacy commission come to Clackamas county and see if we are capable of administering its affairs.

Last year the road and bridge fund was over \$300,000—half the amount of the proposed bond. If we would cut the present road expenses one-half, (cut out all im-

provements only those of emergency and absolute necessity) and apply the money to permanent road making in four years we would have all that we would get under bonding, and it would be a saving of \$2.50 on every dollar.

State Grange Master Spence shows up where bonds and their interest will carry us. He says the total cost of the 77 miles of road at the end of the thirty years will be \$1,500,000 or an average of nearly \$20,000 per mile.

Judge Anderson's letter in last month's Courier was to the point, and thinking men are bound to acknowledge his arguments are sound.

This paper is for good roads—they are the one big need for development for the county.

Newcomers go back ten or twelve miles, look over the county and then refuse to purchase. The main reason they all give is that they can't get out during the winter months.

But to get these roads is it necessary to go to our uncle the three-ball shop and "hook" Clackamas county for security, when we already have the money on hand to build these roads, and are every year spending enough to put in many miles of permanent roads.

The taxpayers of Clackamas county have always been very liberal to dig up the money for roads. They will continue if they get somewhere near value for their money—and it is no more necessary to pawn the county than it is for Vincent Astor to run a grocery bill.

Yet it is a pipe that the taxpayers of the county simply cannot and will not stand for any heavier taxation—and road bonds and interest mean heavier taxation regardless of tables of figures to the contrary.

If we would give the same attention and endeavor to reducing unnecessary taxation in state and county, and put the reduction on roads, we could soon have as good hard surfaced roads as any state has without any more burden.

The state tax commission, needless to say, abolishes it.

The state railroad commission, just as extra, lop it off.

The naval militia, an expensive plaything. Kill it.

The fish commission, an aid society for the salmon canneries. Close the streams to net fishing and we don't need it.

The school supervisor law—the people don't want it and counties don't need it.

The county veterinary law—just a useless expense.

The scales of weights and measures law—give the authority to the county clerk or sheriff.

A dozen or two more could be abolished and never a leaf would stir in Oregon.

If we would cut out the needless, useless tips we are giving to politics and get right down to tackling our county expenditures, we would very soon have the best of permanent roads in Oregon.

We need business more than bonds.

This county doesn't need to run in debt and pile up interest for thirty years for something it has the coin to pay for spot cash.

Spence, Anderson, Hicinchotham, Schuebel and other protesters are dead right.

The bond issues should be voted down.

Is this plain, Mr. Meredith?

ROSE SHOW AND CARNIVAL COMBINED

Saturday, May 23 to be Double Celebration in Oregon City.

Saturday, May 23rd, is going to be SOME day in Oregon City—rose festival and street carnival day combined—and the plans being worked out should fill this city full of people on this Saturday.

Heretofore the city has put on separate celebrations, and both occasions have been big attractions. This year it has been decided to combine the festival days and have one big celebration, and the rose club and commercial club are both working together this year.

The program has not been fully arranged yet, but it will be a splendid record of interesting events—sports, parades, stock show, bands, and all kinds of carnival attractions. The fair program of events. In the meantime date yourself to come to Oregon City for one whole of a good time.

WORK TO START AT OGLE MINE AT ONCE

Manager, Engineer and Crew Left Last week to Start Plant.

The engineer, general manager, the Fairclough brothers and a force of men left for Ogle mine last week, and it is but a matter of a few days when the mine and the new cyanide plant will be in operation.

The mine will start with a force of ten men, which will be added to as the work gets under way, until about forty men will be on the payroll.

Ogle mine has come up from a little hole on the side of Ogle mountain to the present big plant and thousands of feet of shafts solely on its merits. It isn't a "blue-sky" proposition and has never been. For eight years it has been worked and has grown to where it must be operated as a mine, and the present full equipment is the outcome.

The cyanide plant will treat from 100 to 150 tons of ore per day, and any man can figure what this means on ore that goes \$5 to the ton—and Ogle ore goes better, as has been proven by many assays. Yet when Ogle produces a real good brick that can be seen, felt and weighed, there will still be some of the skeptics who will ask "I wonder if it is gold."

The Courier Editor has been at Ogle mine, passed days there. He has seen the ore, been in every foot of the tunnels, seen the assays and has talked with the different engineers who have visited the works. He has confidence in the mine and the Fairclough boys who have for so many years stayed with it. And now the mine is where it is going to prove itself. It has the machinery, the money, the men and the ore.

Editorial

THE COURIER AND THE BOND ISSUE

MEREDITH QUESTIONS AND COURIER EDITOR ANSWERS

IT'S LIKE CHICKEN BUSINESS

A Cinch on Paper but It Seldom Works out That Way

P. W. Meredith, editor of the Equity page of the Courier, writes the following note of inquiry from Mt. Pleasant:

May 11, 1914.

Editor Brown:—

I see by last week's Courier that nearly everybody but the Courier editor takes a stand on the proposed bond issue for hard surfaced roads. Will the Courier editor tell us through the Courier where he stands?

He will. If there is anything he likes to do it is to take a stand—when some persistent fellow like Meredith puts him where he can't dodge.

The \$600,000 bonding proposition is a matter to scratch one's head over—and there's a nice little head mown just riding on the writer's crown.

For weeks he has read everything and listened to everything on the proposition, both sides of it, and here is about what it analyzes:

Those favoring bonds present a pretty good proposition and sustain it with convincing arguments. They show the biggest of benefits as a result, and they work out an easy payment schedule that seems almost like having an uncle die and surprising you with some easy money.

It could be run on this schedule, no doubt, could be paid off as shown in the tables and arguments, and the burden would be light if it was carried out according to program.

But WOULD IT BE? Would the \$600,000 build the roads as designated? Would the bond boosters for future results show the biggest of benefits as a result, and they work out an easy payment schedule that seems almost like having an uncle die and surprising you with some easy money.

Years ago I went into west Texas and gave it out I had a few dollars to put into the sheep business. They saw me coming and for two weeks I saw figures that multiplied success and beat the biggest claims of the day.

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THE SQUEEZE OF THE MOST HIGH

VOTE BONDS OR YOU DON'T GET STATE MONEY

AND BY WHAT AUTHORITY?

Has State Highway Commission Usurped the Supreme Court?

Talk about the squeeze play, this is pulling it some.

And the question is whether the taxpayers of Oregon who have piled up \$238,000 of gate receipts are going to let the managers use the coin in this kind of a ball game.

As the Courier editor understands the frame up (and he thinks he knows what he is warbling about) the state highway commission (one of the 52 commissions we can spare and not notice the spring) has decided that only the counties of the Willamette Valley which vote bonds (for Pacific Highway purposes) will be entitled to a piece of the \$238,000 jackpot the legislature put over when the people did not suspect it.

Now if this is a fact, if this commission makes its law as well as Pacific highways and politics, and if this commission has gone into holding a club over the heads of the counties to force them to vote bonds to get a piece of their own money—then it is time the people rose up and demanded, either through the initiative or the coming legislature, that this commission be abolished before it usurps the supreme court and takes its place.

As a matter of fact, and as a further matter of law