

**Oregon City Enterprise**

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**MAJESTY OF THE LAW.**

The messenger of death is always an unwelcome visitor, but when sent at the behest of and through the instrumentality of a brain-enfevered mob it is a monster which the limited meaning of mere words is unable adequately to describe and one that makes all people whom evolution has brought above the level of cannibalism shudder and turn away. There is a lesson to be learned in the aftermath of the race-fighting spectacle which Springfield, Illinois, recently furnished the nation. Human beings both white and black, were killed and maimed in order that someone be visited with vengeance. A bloodthirsty mob in order to uphold its conception of the majesty of the law desecrates the very law it did not want broken.

At no point in the construction or working out of the philosophy of human life has it been demonstrated where one wrong might be launched at another wrong in the interests of right. And now after the affair has practically subsided it is discovered that the mob got hold of the wrong negro.

In addition to this someone has also discovered that another someone, foreseeing just such a calamity as that which found its setting in Springfield, had drafted and passed a law which makes the State of Illinois pay \$5000 to the heirs of each negro killed by mob violence. This will give the people of that state something to think about in their sober moments.

Following upon this carnival of crime the announcement is made of the organization in Washington, Pittsburg, Atlanta, New York and Chicago of a national law and order league that will include negroes only in its membership and will have for its purpose the ridding of all communities of worthless and criminally inclined blacks. A convention has been proposed within the next six months so that the movement may be spread to include the entire United States.

**COTTON GROWERS COMBINE.**

The cotton growers of the South are making a determined effort to free themselves from the oppression that has attended the marketing of their crops by a gigantic plan to sell direct to the spinners and in such quantities and such price as they think the market warrants. The National Farmers' Union is the organization back of this scheme, and the National Cotton Committee is the agency through which it will be accomplished. The farmers in their warehouses have room to store some 2,000,000 bales of cotton, and the Committee will have correspondents throughout the world to keep close watch of the market and its need, reporting to a man in charge at the headquarters, which will probably be at Fort Worth, Texas.

This man is really the main spring of the scheme, for he will have accurate and absolute knowledge of the markets and their requirements, and under his direction will the sales be made. It is planned to do away with the middleman, and when the spinners are in need of cotton, the sales will be made direct to them. The man in charge at headquarters will first decide whether the price offered is satisfactory before he orders the sale and his knowledge of the cotton in storage will determine the pro rata basis on which the cotton from the several states will be sold.

The cotton producers have long been planning this move, and they are extremely well organized. The plan calls for the farmers to pledge their crop to the Cotton Committee without reserve. In connection with the working out of the scheme will be developed a system of crop bulletins that it is said will be more thor-

ough than that of the Government. It is also expected that the National Farmers Union will be able to control the minimum price at which the crop is to be sold.

**CONQUEST OF THE AIR.**

Undoubtedly the most interesting and important topic of the day is the conquest of the air. Nineteen hundred and eight, or for that matter many decades before it, has produced no more momentous development than that which the efforts of a few persons in the perilous experiments in aviation have brought face to face with the civilized world. That we are on the threshold of the secret of the air, which for centuries the people of the world have considered quite beyond human achievement, there now seems to be no doubt. The eyes of all the world are centered upon the daily movements of three or four men who are blazing the trail to an undiscovered realm of opportunity. Successfully solved, the problem of navigation of the air as a practical means of intercommunication would revolutionize all existing financial, commercial, racial and national conditions; and its effect on social and even ethical questions would be incalculable. Therefore any progress toward this end is worthy of note.

The experiments of the past few months in both private and public investigations have proven beyond reasonable doubt that a machine heavier than air not only can be made to accomplish aerial navigation but is the only practical means to this end. During the past thirty days both hemispheres have been ringing with the performances wherein mechanical flight for the first time in the world's history has received high official recognition. The governments of France and the United States have both officially recognized mechanical flight.

The average man who reads may be aware that inventors recently have been busy experimenting with different kinds of aerial craft. He hears about airships, aeroplanes and other "aerial nonsense" and lets it go at that. To him it is all a joke, a fad without any practical value. He does not know, however, that instead of being a mere aspiration, mechanical flight is now a wonderfully serious reality. He is not yet awake to the appreciation of the fact that a new realm has been opened up for human activities and that a new field for transportation has been discovered equally as important as the land and the sea, and that aviators have within the past few days demonstrated flights which place the automobile in the realm of "has-beens."

All air vehicles are divided into two classes, viz.: balloons, or "lighter than air" machines, which derive their buoyancy from gas of low specific gravity, and "heavier than air" machines, which depend upon dynamic or mechanical functions for their operation. Of the latter there are three general types, the aeroplane, the helicopter and the orthopter. The helicopter differs from the aeroplane in that it has horizontal propellers designed to give it a vertical lift. The orthopter is modeled after a bird having beating wings operated by a motor. But of these the only one thus far which has demonstrated itself to be practical is the aeroplane.

Described in a simple way the aeroplane is a large box kite, or two horizontal planes, one above the other, with other planes set fore and aft as rudders to direct its course and with motor-driven propellers to give it velocity. Of the various types of the aeroplane those evolved by the Wright Brothers, of Dayton, Ohio, and Henry Farman and Leon Delagrang, of France, are the best. The Wright Brothers have demonstrated the superiority of their type and within the past few days both in this country and in France have publicly made flights in which their machines were under perfect control, making circles and turns in all directions with ease and maintaining an average speed of 35 miles an hour. The War Department is now conducting tests of the Wright model at Fort Meyer, Virginia, while in France a new office has been created in a Minister of Aerial Communication and the Wright model is also being tested there with a view to permanent adoption for use in the army.

**MR. HARRIMAN'S PROMISE.**

E. H. Harriman, man of power, spent his vacation this summer in the wilds of central Oregon. To this fact is due, perhaps, the promises he made on coming out from his summer home that work on a railroad to the rich regions in the center of that

state would be pushed with all speed. For years the people of Oregon have wanted a railroad into this part of their state. It contains riches undreamed, almost, and has resources the development of which will raise Oregon far in the scale of material importance. For lack of transportation facilities the exploiting of these regions has been held back and even Oregonians are not aware of the immense richness of the interior of their state. Now their wishes are to be granted, and with all the speed possible.

There are four ways of reaching the country to be opened up, one from each point of the compass. Which of these is to be followed, Mr. Harriman has not yet announced. Each will traverse equally rich country. Naturally it is of much interest to the people of these various sections which route is chosen, and they are putting forth great efforts to call attention to the richness of their respective sections.

In the middle eighties, Jules Verne showed in his "Tour of the World in 80 Days," how it was possible to encircle the globe in a length of time hitherto unthought of. Now, after the lapse of a little more than two decades, it is possible to cut down this time by more than half, using the same means of travel. If the new fast ships of the Cunard line will land their passengers at Plymouth on Thursday—sailing from New York on Saturday—it will be possible by means of the Trans-Siberian Railway leaving from Moscow, after a journey of a week and a half, to arrive at Vladivostok, whence a steamer to Japan and a rail ride across that empire to Yokohama would put one on the Canadian Pacific Mail steamer for an eleven-day trip across the Pacific to Vancouver. Then the Great Northern and an eighteen-hour train ride to New York could bring the passenger back to his starting point in a little less than forty days, a trip of 19,900 miles. The expense of this little jaunt around the world is estimated at \$800, which would include everything necessary.

The recent enactment of a law, new in its scope in England, will have a far-reaching effect on the manufacturing industries of this country. The new law is called the "patents act" and under its provisions the American manufacturer will have to pay a big price to protect himself from piracy in the British isle. According to this law a foreigner who holds a patent in England must manufacture the article thus protected in England and at the same time be subject to the rents, rates and income tax as well. If these provisions are not lived up to a complaint may be registered with the English Board of Trade, which has the power to revoke the patent and throw the article open to unrestricted competition. A number of American firms now enjoying a large trade in England have signified their intention of building a plant on the other side and complying with all the provisions of the law in order to protect their interests in John Bull's land.

There is rejoicing in the hearts of masculine America this fall because of the fact that small hats are to be worn this season. The latest importations from Paris are all diminutive in comparison with the "Merry Widow" monstrosities that have been affected. In Europe impetus has been given to this movement by King Edward, who in issuing invitations to certain of his friends to attend a box party at the theater, specified that the hats worn must be small.

In order that man may find out about the world in which he lives great sums of money are spent each year and an endless amount of work is done. The American Museum of Natural History in New York City for the past eight years has been collecting through the agency of Frank Miehler Chapman, its ornithologist, specimens of the 1000 varieties of the important birds of the North American continent, each surrounded by its natural conditions. Dr. Chapman has traveled about 60,000 miles in this work, and has succeeded in getting not only the birds themselves, but the nest and the branch or shrub in which it was built, so that the whole group may be reproduced faithfully. In many instances he was accompanied by an artist, who drew in the background so that it might also be shown in the mounting.

It is worthy of note that the German people are the first to come to the front with a practical scheme for the exploitation of drama and opera in a National Theatre scheme at popular prices. Plans for a great People's Opera House, which is to cost \$4,000,000, and which will be erected in Berlin have been made public. Half of this sum will be contributed by the German Reichstag and the other half by the City of Berlin. The best seat in the house will cost 87½ cents while the lowest price will be but 12½ cents. The best dramatic and operatic productions of the German stage will be given here. What it loses in the price of the individual ticket will be made up in the increase in the seating capacity. The City of Berlin will receive half of the earnings of the enterprise.

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**SOCIETY**

The lawn social given by the Ladies of the St. Paul's Guild at Rose Farm Friday, was a very successful affair both socially and financially. A short musical and literary programme was rendered. Among the numbers were: Recitation, "Christmas Greens," Miss Florence McFarland, who gave as an encore "Her Letter." Mrs. Theodore Osmond sang "June Madrigal," and was assisted, giving "Resolves" as her second number. Several piano selections were rendered. Beneath the large elm trees of this historical home, tables were spread, where delicious refreshments were served by the members of the Guild. One of the features of the afternoon was the auctioning of packages, containing useful articles, which were unknown to the purchasers.

A jolly party of young folks met at the home of Miss Kathryn Sinnott, of Greenpoint, on Thursday evening, and from there they went to the banks of the Willamette river, where a huge bonfire was built, and the evening spent in singing and games. One of the features was roasting corn and potatoes, and a luncheon was also enjoyed. At a late hour the merry-makers departed for their homes.

Mr. and Mrs. John Adams entertained a few of their friends informally at their home on Seventh and Jefferson streets Thursday evening. Bridge was the amusement of the evening, the prizes being awarded to Mrs. Linwood Jones and R. T. McHain. Refreshments were served.

Willamette Council, Knights and Ladies of Security, held a very interesting meeting in Woodmen of the World hall Monday evening. A delicious supper was served in honor of Mrs. Jennie E. Boyles, who will leave for the East in the near future.

A pretty wedding took place at the home of J. A. Wilson at Hill crest farm near Damascus, Thursday, September 3, at 12 o'clock, when their daughter Victoria, became the bride of Arthur L. Heacock, of Gresham. Miss Lillian Walter sang the beautiful solo "When Song is Sweet," after which the bride and groom entered the parlor to the strains of Loebenstein's wedding march. Little Mildred Maple and Ruth Forbes, four year old cousins of the bride, led the procession, carrying tiny baskets of pink sweet peas, followed by the bridesmaid, Miss Mary Wilson, and the bride on the arm of her father. The groom was attended by Mr. Harold Wilson, the bride's brother. Rev. Moore, of Clackamas, performed the ceremony under a bower of evergreens, then the guests, relatives and friends of the happy couple extended congratulations. The bride was becomingly attired in white and carried a large bouquet of bride roses and the bridesmaid wore a gown of turquoise blue "Lansdown" and carried white asters and ferns. Miss Carrie Heacock, sister of the groom, caught the bride's bouquet. Refreshments were served, after which Mr. and Mrs. Heacock too their departure, amid a shower of rice, for a brief sojourn at Seaside, followed by the best wishes of a host of friends.

The marriage of John G. Bargfeld, a well known farmer of Logan, to Mrs. Icy Chapman, was solemnized Wednesday morning by Justice of the Peace Samson, at the home of the latter.

The marriage of Dr. Hugh Stevens Mount to Mrs. Matilda Ganong Miller was solemnized Wednesday evening at the home of the bride's brother, Joseph W. Ganong, vice-president and general manager of the Portland Flouring Mills Company, on the East side. Rev. Philip Kemp Hammond, of Eugene, was the officiating clergyman. Dr. Mount has left with his bride for New York City, where they will spend the winter.

Mrs. William Gardner, of Meldrum, celebrated her 51st birthday anniversary at Meldrum Wednesday afternoon by inviting the members of the Ladies' Aid Society of the Congregational church, of which society she has been a faithful worker for the past six years, and a few intimate friends. The ladies attending from this city left on the 2:05 car and spent a most enjoyable afternoon at the hospitable Gardner home. The hostess was assisted in the entertainment of her guests by her daughter, Mrs. Ernest Walker, who recently arrived from Baker City. The house was prettily decorated with Oregon grapes, asparagus ferns and Chinese asters. The afternoon was spent in a social manner, and before the departure of the guests Mrs. Allan Brown and son, Allan Brown, Jr., gave several recitations, and received hearty encores. A birthday dinner was served beneath the fir trees on the lawn, and the tables were appropriately decorated with bright colored asters and asparagus ferns, and the guests were presented with boutonnières. As an appreciation of the work of Mrs. Gardner in the society, a beautiful picture was presented to her besides other handsome gifts that were presented by other guests. After wishing their hostess 51 more years, the guests departed on the car for their homes.

Legend has it that in the beginning there were three brothers, one of whom settled in China and from whom sprung the Chinese race, another went to Japan and the third to Korea, each founding in his respective country the race that now inhabits it. While the people of these three countries resemble each other in certain characteristics and traits, there is a three-cornered hatred among them, however, that is most bitter. Just now Korea, whose one desire is to free herself from Japan and also to keep out of China's clutches that she may have an independent government, has united with China against the common enemy, Japan, in the boycott against Japanese goods. Korea is less than Japan in point of size, but the hatred against the race of Nippon is bitter and lasting.

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