

OREGON CITY ENTERPRISE

FORTY-FIFTH YEAR—No. 13.

OREGON CITY, OREGON, FRIDAY, MARCH 31, 1911.

ESTABLISHED 1866

ROAD FROM CANBY OUT MOLALLA WAY

PLANS SAID TO BE PERFECTED AND WORK WILL SOON BEGIN IN EARNEST

TIES BOUGHT, ALSO RIGHT OF WAY

Canby Line Not Intended to Interfere with the New Road Out Molalla Way From Oregon City.

Officials of the Canby Canal Co. are connected with the plan to construct an electric railway from Canby to Molalla, with feeders extending to Beaver Creek, Meadowbrook, Colton, Needy and Mackburg. This was acknowledged this afternoon by Mr. Gorham, an associate of the concern. "The money is ready to build this road," said Mr. Lee, "and we fully expect to have the line in operation within six months. We have an average grade of one-fourth of one per cent, and a maximum of one per cent. We have the already purchased right of way for the first three miles and have plans laid for the purchase of the necessary steel rails, and there will be no hitch in our arrangements, which are practically matured.

"The publicity that has been given our project is very much of a disadvantage to our work. For many months we have been working quietly, and have bought up about 900 acres of land about Canby at a minimum figure, acquiring the Buckman tract of over 300 acres for \$74 an acre. Another tract of 180 acres was secured for \$130. With this information public, we shall probably have to pay higher prices for the land we want to obtain hereafter.

There is no intention on our part of interfering with the Oregon City project for the construction of a railway line into the Molalla country. We are working independently of any other plan and have no intention of blocking the scheme of our Oregon City neighbors. There is room in the Molalla section for more than one railway and there is business enough there for all who want to invest.

"When our road is built, it will be ready to operate. We have the power on tap, and we shall have to simply turn the button and our cars will be running."

The Canby Canal Co. officials indicated that it is by no means the intention to stop at Canby, but there is a possibility that the road will cross the Willamette River and connect with the Oregon Electric at or near Willamette. If this is true, it only bears out the report that has long been current that the Hill system has interested itself in the Molalla project.

The following special from Canby is in corroboration of the above: CANBY, Or., March 23.—Railroad ties are piled high, surveyors are busy with their transit and dirt is already flying for the construction of an electric line from Canby to Molalla, which will be fed by branch lines from Beaver Creek, Meadowbrook, Colton, Needy and Mackburg.

Save that Seattle capitalists are building the road, little is known of the power behind the project, an engineer who gave an outline of the project projected refusing to disclose the identity of the promoters. That the first car will be run from Canby to Molalla in six months is a prediction of the employee who told the extent of the unnamed company's big Willamette Valley plans.

Two miles below Canby lies a 400-acre tract, which has been purchased by the railway men from Buckman and Franz. There, evidently, the power plant of the company will be built, the acreage being on the Willamette River and in easy reach of Canby, the proposed main terminus. The Buckman and Franz tracts having been purchased by a go-between, the identity of the promoters could not be learned from that source. It is understood a big sum was paid for the land, which is considered among the most valuable of this section of the Valley.

That a half-year is not an exceptionally rapid time in which to complete the 18 miles of railway from Canby to Molalla—is shown by a view of the level country which the line will pierce.

Surveyors at work on the road declare that at no place, either on the course of the main road or on that of the proposed branches, does the grade exceed one per cent and engineers following them figure that Molalla is the only point where a bridge will be required. As the engineers, and culverts will suffice to span the few gages encountered.

One hundred men are expected here tomorrow to begin actual work of construction. Graders are already in the field and their work up with the transients. They are here in readiness for the construction gang and rails are expected on the same Southern Pacific train that will bear the first gang of tracklayers tomorrow.

The plan of the engineers is to work five gangs as soon as the main track is well underway. This means the Beaver Creek branch line, running to Beaver Creek, Meadowbrook, Colton, Needy and Mackburg will be completed with the main line from Canby to Molalla, and if the service is to begin in six months the whole honey-combed rich farming district will reap benefit from the departure of the first train from Canby.

Molalla will not be the last terminus long as the workmen in the field say they are under orders to survey the line as far as Wilhoit Springs, but to rush work only as far as Molalla for the present.

The new line taps a country occupied by 10,000 people and if forecasts

BOOSTER DAY PLANS WILL INTEREST YOU

THE HORSE SHOW PROMISES TO SHOW MANY HANDSOME ANIMALS IN LINE FOR PRIZES.

Plans for Booster Day are being perfected and new attractions added as fast as the proper routine can be carried through. There will be cash premiums for the horse show. There will be a big parade on Main street from 10:30 a. m. with entries in all classes. Prizes will be given for double teams of drivers, single drivers, coaches, standard bred, draft horses, fancy stallions and breeders with their get.

An effort will be made to have a fine display and the horsemen of the county are taking hold with much interest. Herbert Robbins, one of the well known breeders in the county, will have many animals on display, and will appear with them in the parade. Fred Marshall, of Mullino, also a well known breeder, will participate. "Everybody boom the horse show, for a good display of horses will be certain to draw a good crowd. Everyone likes a good horse and few but enjoy seeing a fine display of this most noble animal. Booster Day comes on Saturday, April 22.

BIG FIRE BURNS GIRLS AND WOMEN

NEARLY TWO HUNDRED DIE LIKE RATS IN TRAP IN GREATER NEW YORK.

FOUR UPPER STORIES SEETHING FIRE

Building Proved Fire Trap—Only Those Who Fled Early or Escaped to Roof Are Saved.

NEW YORK, March 25.—(Spl.)—Fire in the factory of the Triangle Waist Company, at 23 Washington place, downtown New York, resulted in the death of 148 employees, mostly women. The three top stories of a ten story building was devoted to the work of this company and 500 people were employed there.

No one seems to know how the fire started. It had scarcely got under way until the three floors were in flames and no way to get out. There were no fire escapes above the eighth floor and the stairways were in a well and that a mass of flames.

The women were caught as in a trap. Those who escaped were those who fled within the first few minutes, and without trying to secure any of their effects, or were those who later escaped to the roof and then to an adjoining building. The building was gutted in the four upper floors, to which the fire was almost exclusively confined. Hundreds jumped from the windows, driven to death on the pavement or from fire within. Those who jumped were mangled beyond recognition. In several instances the weight of the fall broke through the pavement. It was an awful sight and the calls for help were from those frenzied with fear.

It is the greatest disaster since the burning of the steamer Slocum some years ago. Hundreds of children of loved ones are missing. Hundreds who were not killed will die so severe are their injuries.

ROAD ROLLER BOUGHT AT HIS OWN EXPENSE

FRANK JAGGAR, COUNTY ROAD MASTER, PUTS BIG BUFFALO PITTS AT WORK.

Frank Jaggar, of Carus, who is road master of Clackamas county, was in Oregon City Tuesday on business matters pertaining to road construction. Mr. Jaggar has taken an active interest in the roads of the county, and as the county owns only one road roller Mr. Jaggar finds this will not do to do all of the road work that is to be accomplished here and has purchased, at his own expense, a 20-horsepower Buffalo Pitt road roller at an expense of \$3250, which is his own personal property, as he says that road work to be satisfactory cannot be accomplished without these road rollers. The roller arrived from Portland Tuesday morning, and was taken out on the road near Maple Lane, where considerable work is being done. The machine weighs 24,500 pounds.

In many sections of the county work on the roads is being done by large crews of men. The Maple Lane road near the Gibbs place, the Highland road, grading on the Randall hill at Central Point, will come in for their share of improvements. Stone culverts are being installed along the Molalla road, and this road will also be repaired in the near future. William Keiser has a crew of men at work on the West Side doing some expensive road work. During the present spring and coming summer it is the intention of Mr. Jaggar to have some extensive road repairing done, and we will then have roads that Clackamas county will be proud of. Mr. Jaggar is well known throughout the State as being one of the best roadmasters that can be secured.

CLACKAMAS FOLKS HAVE READY MONEY

HUGE SUMS FLOW SWIFTLY INTO COFFERS OF SHERIFF MASS, TAX COLLECTOR.

GOES TO COUNTY TREASURY QUICKLY

Interest Saved Taxpayers By Promptness of Clerical Force—Showing Indication of General Prosperity.

An indication of the general prosperity of the people of Clackamas County is shown by the fact that they have been able to pay taxes amounting to \$265,576.30 within about forty days in order to obtain a rebate of 3 per cent allowed on taxes that are fully paid between the time the roll is received by the sheriff and the 15th day of March following.

Another feature of the collection of taxes this year is that on last Saturday morning Sheriff Mass turned over to County Treasurer Tufts \$193,000, and the balance of the collection taxes was started, all but about \$8000 of the total money collected. The saving in interest will run into the hundreds of dollars, for Mr. Tufts knew the money was coming and issued another call for warrants, interest ceasing last Friday. This call included all road warrants, indorsed prior to August 12, 1910, and means that the county of Clackamas is about seven months behind in its road indebtedness, while county warrants on the general fund are being cashed as fast as presented. When the semiannual report of County Treasurer Tufts is made April 1 next the showing of the county finances is expected to be the best in years, and this is due largely, if not wholly, to the fact that the tax money was not only paid promptly, but that the sheriff's office has had such an efficient force that the money on hand was turned over to the treasurer in record time.

The total amount of the assessment roll of Clackamas County this year was \$493,176.25. This was reduced somewhat by the action of the Circuit Court in knocking out the levy by the Town of Willamette, through some irregularity, and also because an error was made in extending the roll in one school district, where a one-half mill levy was made and the tax figured on the bases of 10 mills.

On March 25 there had been collected \$282,515.49, and after deducting a total rebate of \$11,036.01, there is a balance of \$271,479.48 in actual cash, and about \$8,000 is left to turn over to the treasurer. Of this large sum only \$7,593.18 was on half payments and out of a total of 7341 receipts issued up to March 25, only 399 were for half payments. On the last three days of the rebate period, March 13, 14 and 15, there was \$202,625.78 collected, the office issuing 2384 receipts and for the first time in weeks the clerical force of the sheriff's office and Sheriff Mass himself have taken a breathing spell.

That the population of Clackamas County is increasing steadily is evidenced by the issuance of 7341 receipts, as against 6903 for the same period last year. This shows clearly that the land is being cut up into smaller tracts. The figures obtained from the sheriff's office are gratifying to that official, as well as to the people of the entire county.

WANTS MAYOR PROSECUTED. SALEM, Or., March 27.—(Spl.)—The Law Enforcement League wants the City Council to act in the matter of Mayor Lachmund, who it is claimed was taken from a saloon Saturday morning after the hours when the saloon should have been closed. The city pastors are in the move to make trouble for the mayor.

MAYOR BREAKS SALOON LAW. SALEM, Or., March 25.—(Spl.)—Charge is made that Mayor Lachmund of this city, was in a saloon Friday night after the hour for closing, with a party of friends, and that the chief of police found it necessary to take them from the bar and later to induce them to go home. No charge has been filed against the men, but it may be later.

Wagon Bridge is Wanted. SALEM, Or., March 24.—(Spl.)—Plans are on foot among the citizens of the North Santiam for the construction of a wagon bridge across the Santiam River between Fort Santiam and Shelburn. A committee of four has been selected to appear before the Marion County Court at its April term to secure aid.

DIVISION POSTS. Brigade Training Needed in the United States Army. SAN ANTONIO, Texas, March 24.—The recommendation for the establishment of an army division post at some desirable point in the United States is being made today to the war department by Major General W. H. Carter, commanding division post, so as to give the troops the required training in the operation of a division as a tactical unit.

General Carter has suggested that Fort Harrison, at Indianapolis, be selected. A division should be kept there constantly, he says, with frequent changes of regiments so as to give every arm of the service divisional drill. The idea is that the division be kept working under actual field conditions and that every regiment undergo the discipline. Carter further suggests that later other division posts be established in logical points throughout the country.

PROMISE RAINBOW AND BLACK SPOTTED TROUT

STREAMS OF CLACKAMAS COUNTY TO BE STOCKED WITH GAME FISH.

M. D. Latourrette, secretary of the Oregon City Commercial Club, received a letter Monday morning from George Bowers, Commissioner of the Bureau of Fisheries, Washington, D. C., stating that the application for Rainbow and Black Spotted trout had been introduced and an assignment has been made accordingly. The distribution of the fish will be made between April and November, and it is the policy of the Bureau to fill the applications in order in which they were received.

It is probable the Commercial Club will receive the consignment in April, and there will be about 60,000 in all, and these will be distributed in the streams of Clackamas county.

CLACKAMAS FAIR IS IN FRONT RANK

PROMISES BRIGHT FOR BIGGER AND BETTER FAIR THAN ANY YEAR IN PAST.

TO BE SEVERAL DISTRICT DISPLAYS

There Will be Four Days of Show This Year—Classes Promise Much More of Interest.

The Clackamas county Fair is known all over the Pacific Coast as the first and largest fair of its kind in the Northwest. The fourth annual Fair held last fall was such a success and the exhibitors and patrons were so well pleased that the prospects for the fifth annual Fair, to be held the last four days of September, are better than ever before for a banner Fair.

The district display this year will be one of the main attractions. This entry will open to Granges, Improvement Clubs or Districts to make a collective display of the products of the farm and household. Already Claimant districts have selected space for their big exhibit with B. Kuppenbender as manager of the exhibit. Maple Lane Grange is contemplating making an exhibit and Barlow will be in the field again. They are the winners of first prize at the last Fair. Gladstone has had an exhibit at every fair so far and will probably run a close race for first prize this year. They won first prize two years ago.

At the last meeting of Warren Grange at New Era, they decided to go to the Fair with the one intention of carrying away first honors. The space for the exhibit has already been selected and the committees are at work. Geo. Randall, Geo. Lazelle and S. L. Casto are looking after the grains and grasses department. Fred Chinn and David McArthur will handle the vegetable department is up to the standard. Mrs. Geo. Randall, Mrs. K. Spulak and Mrs. J. C. Doods will arrange the household and fancy work department and Mrs. Joe Hoffman is in charge of the committee of decorators. W. A. Dodd is general manager.

Warner Grange is noted for its business like methods and system and everybody will know that Warner Grange has an exhibit at the Fair. Other granges and improvement clubs are expected to be heard from soon, among these are Mt. Pleasant, Mountain View and Willamette.

SHEEHAN FORCES GIVE OVER FIGHT

INSURGENT DEMOCRATS CAME OFF VICTORIOUS OVER OLD PARTY ORGANIZATION.

FEAR OF FUSION FORCED ACTION

Republicans Held Caucus and Made Plans to Make Overtures to Insurgent Democrats in the Legislature.

ALBANY, N. Y., March 27.—(Spl.)—The regular Democrats in the New York legislature have been forced to abandon W. F. Sheehan as the caucus candidate of the party for United States Senator. This came about through fear that the insurgent Democrats and regular Republicans would fuse, as was planned by the Republicans.

It became evident to the regular Democrats, too, that they could not elect Sheehan, and many of them were glad for any excuse to break away from him. The Democrats, in caucus tonight, voted to rescind the action of the caucus in naming Sheehan. After Sheehan's name had been taken down there was a hot discussion as to whom to name for the place, but after a long conference, and much speechmaking, the caucus adjourned without a caucus choice for Senator.

The Republicans held a caucus for and partly perfected plans for overtures to the insurgent Democrats. These will likely prove abortive now that the name of Sheehan has been withdrawn.

WORK HAS BEGUN ON NEW RAILWAY

FIRST WORK CLEARING RIGHT OF WAY OF CLACKAMAS SOUTHERN RY. STARTS

FORCE BRUSH-BURNERS TO FOLLOW

A Gang of Graders Will Begin Work the Last of This Week or the First of Next Week.

The actual construction work on the Clackamas Southern Railway was commenced on Tuesday morning at the corporate limits of Oregon City, and will be pushed as rapidly as possible toward the Beaver Creek and Molalla country. A good crew of men are now actively engaged in clearing the right of way and burning all of the debris so that the graders that follow will be able to prosecute their work as rapidly as possible.

The company will use the very best system possible in their construction work, and the cost of each week an engineer will carefully measure up all work one for that week and compare the expense account with the value of the work performed, so that the company will be sure to get value received for every dollar expended. The grading work will probably be done by the same foreman who constructed the Columbia Southern Railway and Oregon and Southeastern. He has made an application for the position and has offered to take stock in the company as compensation for his services, which demonstrates the fact that he has faith in the enterprise.

The directors of this company are men who are well known as business men of Clackamas county, and the obligation which they are assuming is a comprehensive one, and they are engaged in the unlimited support of every patriotic citizen in the county. They have promised the stockholders that during the construction period that every dollar of money paid in the treasury for capital stock will be expended in the construction of the road, and they would give their time to the work without salary.

There never has been an enterprise started in Clackamas county that has more merit than the building of this short line of railway which would enable people who own property in the interior of the county to market their vast forests of timber, and also to develop one of the finest sections of Oregon that has been so long neglected.

Oregon city will also be benefitted because it will bring all of the freight from that large territory into Oregon City, and also make this city a great distributing point for logs, lumber, planing, cord wood and other freight that will come from that rich section of the county.

Everybody should assist the directors in their work and subscribe to the capital stock of the company, and not be influenced by those people who love to stand around on the street corners and tell others that "the work can't be done."

A staff writer for the Enterprise, who was out on the ground Tuesday afternoon, writes as follows concerning the work: "Active building operations commenced this morning at 8:30 on the Clackamas Southern R. R. Eight hundred feet of way has been denuded of rock brush today by a gang of a dozen men under Mr. Swift who is in charge of the work at present.

"Tomorrow morning another gang will follow from where the first gang began and the logs and underbrush will be burned preparatory to grading, which will be started next week. The men were all working steadily and the hillside became bare as by magic.

"The work of grading will be comparatively easy even for the first mile which is the only one where there will be much rock work. The rock work on the first mile through loose boulders and offers the best kind of foundation for a roadway with minimum of labor in preparing it.

"A grade of one and one half per cent will take the new road out of town, starting from the same level as the Southern Pacific track. Out around the bluff beyond Kansas City and overlooking the flats back of Green Point the road will run through a beautiful country which ought to become popular with sightseers as well as the people living in the country to be opened."

STATE FORESTRY BOARD Named by Governor West—Will Have Seven Members in All.

SALEM, Or., March 24.—Governor West has announced the personnel of the new state board of forestry. He has named L. D. Hill, at the suggestion of the Oregon and Washington Lumbermen's association; A. F. Sprague, at the suggestion of the Oregon Forest Fire association; A. T. Buxton, at the request of the State Forestry, and George H. Craig at the request of the United States forestry department, as provided by an act of the late legislature. The act also allows the Oregon Woolgrowers' association to make a suggestion as to one member and the governor, but it has so far failed to respond. In the event that the woolgrowers make no suggestion Governor West will probably name Dan P. Smythe of Pendleton to fill out the membership of the board.

The act makes Governor West a member and also the professor of forestry at Oregon Agricultural college, which position is now occupied by George W. Peavy. The board will have altogether seven members.

GRANGERS OF COUNTY ENJOY TWO MEETINGS

MORTIMER WHITEHEAD, PAST LECTURER, GIVES ADDRESSES AT MEETINGS HERE.

The Grangers of Clackamas county held two sessions of a most enjoyable meeting in Willamette hall on Saturday, at which time Mortimer Whitehead, past lecturer of the National Grange, gave two addresses. The lectures were at 2 p. m. and 8 p. m., the afternoon meeting being open to the public.

There was a fair attendance in the afternoon and there was a most excellent address for the enjoyment of those present. The speaker is well known the country over, and in the course of his efforts for the organization he has accomplished many things for the Grangers in particular and the farming community in general.

The evening was a closed meeting to Grangers. The attendance was good and the work of the evening very enjoyable. Brother Whitehead made many friends on this visit to Oregon City and Clackamas county.

CURTISS WILL FLY AT ASTORIA EXPO

HE HAS SIGNED CONTRACT TO BRING HIS HYDROPLANE TO THE CENTENNIAL.

WILL MAKE FLIGHT THE LAST WEEK

Machine Will Rise From Surface of Bay and Circle Above Its Waters in Full View of Crowd.

PORTLAND, Ore., March 28.—People of the Pacific Northwest expect to have a chance to see the Curtiss Hydroplane at the Astoria Centennial, for contracts have been signed between the management of the exposition and Glenn Curtiss. He agrees to bring his machine to Astoria during the last week in August and give a number of exhibition flights.

The hydroplane is the machine that rises from the surface of the water and wings its way about in the air, finally coming to rest again like a huge waterfowl upon the river or lake above which it flies. The Columbia at Astoria offers ideal conditions for such flights, which will be the first ever given in the Northwest by the hydroplane. This machine is supported in the water by pontoons which take the place of the wheels that serve as feet for the aeroplane.

The hydroplane skims along the surface of the water for some distance before it attains sufficient momentum to rise into the air and the contract with Curtiss calls for a speed of 35 miles an hour on the surface of the river for several miles before the actual flight begins. The aviator will then circle the Astoria harbor, make a detour over the city and then fly westward ten miles to the ocean and return to the starting point. Successful flights by the new hydroplane, the latest thing in flying machines, are guaranteed by Mr. Curtiss who will send an experienced birdman to Astoria and in addition, a regular aeroplane of the Curtiss type will be circling about Astoria during the Centennial.

CONVICTS TO WORK ON STATE ROADS

STATE NEEDS THE ROADS AND CONVICTS NEED THE EXERCISE OUT OF DOORS.

SALEM, Or., March 24.—At a conference held in the governor's office last night which was attended by members of the county court of Marion county, and the executive committee of the board of trade, plans were discussed for a complete and extensive system of macadamized roads connecting the city with the state institutions and the institutions with each other. Convict labor is to be utilized.

Governor West called the conference with the idea that untold effort can perhaps accomplish much towards bringing about the desired end. The roads leading to many of the institutions are in a bad shape. The state county and city are all mutually interested and the governor believes the interests of those who subscribe. Conditions are being put into the by laws of the road that are certain to continue it an Oregon City and Clackamas county enterprise, and what is for the good of the county will be for the good of the city, and vice versa.

The meeting at which the road is a great success and assures the building of the road in the minds of those interested in the project. A second meeting will be held a little later and then the friends of the road will advance on Molalla and the citizens in that part of the county.

THOMPSON IS REMOVED. SALEM, Or., March 28.—(Spl.)—W. Lair Thompson, member of the House, who was an announced foe of Gov. West throughout the last session of the legislature, today lost his place as land board attorney, and will be succeeded by L. J. Conn.

NEW PAROLE BOARD. SALEM, Or., March 27.—(Spl.)—Gov. West has named John W. Minto and James R. Linn as members of the new parole board, created by the last legislature. At present there are said to be 150 men who will be subject to the new parole laws. The men named are from Portland and Salem, respectively.

Oregon Physician Going to Rome. SALEM, Or., March 24.—Dr. August M. Kinney, of Astoria, who has been appointed by Governor West as one of the delegates to the International Conference on Tuberculosis, to be held in Rome, Italy, during September, has written the Governor accepting the appointment and saying that he will attend, leaving for Rome September 1. After the conference he will go to Berlin to take up further work along this line.

BEAVER CREEK IS WILLING TO AID

EIGHTEEN CITIZENS MAKE SUBSCRIPTIONS OF FROM \$100 TO \$500 IN STOCK.

APPEAL IS TO PEOPLE OF COUNTRY

Nine Hundred Dollars Pledged Friday By Those Who Hunt Up Officers of the Road to Subscribe.

Officers and friends of the Clackamas Southern Railway Co. held a meeting in the Grange Hall at Beaver Creek Friday evening. The effort was understood to be one at which there would be a sale of stock, with subscriptions to be taken for stock, so that those present went to the meeting for the purpose of learning what was wanted, and what the cost was to be to those who decided to give a boost.

The hall was filled, nearly a hundred being in attendance when the meeting was called to order. Judge G. B. Dimick was the speaker of the evening and he at once presented the matter to those present and invited them to subscribe. It was shown that a railway from Oregon City to Molalla, via Beaver Creek would mean much for this city and to every village and farm passed en route. The people were told how it would enhance every acre and every town lot and the methods to be put in vogue to complete the work.

Following Dimick Messrs. C. Schueler, W. A. Huntley, O. D. Eby, Frank Busch, George Harding, John Adams, Dr. Wood, of Portland, and Mr. Swift, of Portland, each told his opinion of the good that was to come to Oregon City and the whole section traversed. These speakers assured the people of Beaver Creek that the people of this city were doing their share, and would continue to do so, and asked that the people out through the country come in and assist as far as was in their power, investing a small part of what the increased value will be to their property.

In fact it was clearly shown the people of Beaver Creek that the increased value to the property in the country would double or treble the cost of the road and its equipment, the only thing that the people would be required to do was to anticipate to a degree this increased valuation in making subscriptions.

After the speakers from Oregon City and Portland had told the conditions as they saw them Messrs. Spence, Harris, Murant and Hartwell, of Beaver Creek, made short talks. The explanation was that the road would grade the roadway to Beaver Creek, and that \$16,000 has been subscribed in Oregon City. It will then take about \$4000 a mile for equipment. After the road has been graded to Beaver Creek an effort is to be made to continue on to Molalla, and it is believed that once the road is graded as far as Beaver Creek it will be an easy matter to get money to go on to Molalla.

There were 18 subscriptions received at Beaver Creek, running from \$100 to \$500. Those present seemed willing to do their share towards this improvement and anxious to see the road made a certainty. Others manifested an interest in the success of the undertaking but wanted to sleep once more over the project before signing for shares. But taking it all in all those who went to Beaver Creek to interest their citizens in the project feel well repaid for their effort in the matter.

As an indication of the interest that the Oregon City people are taking we recite the fact that \$900 in subscriptions was received at the office of Dimick & Dimick Friday, without solicitation.

Those who are aiding in the financial management of the road are doing all in their power to safeguard the interests of those who subscribe. Conditions are being put into the by laws of the road that are certain to continue it an Oregon City and Clackamas county enterprise, and what is for the good of the county will be for the good of the city, and vice versa.

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(Continued on page 4.)