

OREGON CITY ENTERPRISE

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FORTY-FIFTH YEAR—No. 45.

OREGON CITY, OREGON, FRIDAY, NOVEMBER 10, 1911.

ESTABLISHED 1866

LIVE WIRES WORK FOR POSTOFFICE

CLUB ORGANIZATION TO ASSIST IN OBTAINING NEW FEDERAL BUILDING.

MERCHANTS FAVOR STEAMBOAT LINE

Only Obstacle is Lack of Wharf Accommodation—Plan For Rural Route To Stafford Is Discussed.

Urgent demand for a public building in Oregon City will be made by the Live Wires of the Commercial Club and at the next weekly luncheon resolutions will be adopted requesting the Oregon delegation in Congress to put forth strenuous efforts to secure the passage of an appropriation bill that is now pending. The statement of postmaster T. P. Randall at the luncheon Tuesday that Oregon City postoffice is a disgrace to the town was greeted with cheers. The government has not provided adequate space for the postoffice, and has rented the space on both sides of the entrance to the building, one side to a transfer company and the other to a real estate firm. Postoffice Inspector E. C. Clements, who was in the city Tuesday, is heartily in accord with Postmaster Randall in his efforts to secure an appropriation for a suitable Federal building. Senator Chamberlain and Congressman Hawley have bills pending in the Senate and House for a Government building at Oregon City. Through the co-operation of the Live Wires, the Commercial Club and the business men of the city there is a good prospect of success.

Tuesday's meeting of the Live Wires was an unusually interesting one. Frank Busch, chairman of the committee to which was referred the proposal for an independent steamer line, made a report and stated that Captain Hembree, owner of the steamer Leona, would be in Oregon City this week. Mr. Busch says that nearly every merchant interviewed expressed a willingness to support the proposed line, but that the sticking point is the lack of wharf accommodations. This is a matter that has long been a thorn in the side of independent shippers and it is possible that by the concerted effort of the city council and the Commercial Club that the city may yet have a public wharf. The way for this institution was opened last summer but negotiations between the city and the Oregon Engineering & Construction Company fell through because of the unwillingness of the company to close a deal.

H. C. Nielsen, who may establish a creamery in this city, was a guest of the Live Wires at lunch Tuesday and outlined his plans. Mr. Nielsen is still looking over the territory in the immediate vicinity of Oregon City and will probably make a definite announcement in a few days.

The Live Wires are still working on the project for the establishment of a rural route running out of Oregon City and tapping the Stafford country, which has for several years been served from Sherwood, Washington county. This means that the people residing only a few miles from Oregon City are out of touch with this community and are compelled to wait for days before receiving mail sent out of Oregon City. Postmaster Randall has been in correspondence with Congressman Hawley relative to the matter and has received the following letter:

Salem, Or., Oct. 24, 1911.

Hon. Tom P. Randall, Oregon City, Or.

My Dear Friend: I am very glad to receive your letter of the 21st inst. relative to the proposed rural route forming a loop from Route No. 5, from Oregon City, and thank you for writing me so fully relative to the matter. I think with your co-operation we can place the matter in such a manner before the Postoffice Department and the inspector that the excess portions of rural routes Nos. 1 and 5 from Sherwood may be added to the territory not at present covered by any rural route formed. It seems to me that this route would very greatly benefit the postal facilities in that locality. The matter will probably be referred to you for information and I will gladly co-operate with you in an effort to secure the service we desire.

With best wishes, I am,

Truly yours,

W. C. HAWLEY.

The following menu was served at Tuesday's luncheon:

Digger Chickens
Dried Beef Pickles
Cold Baked Tongue
Spud Dumplings
Jellied Porker Pedal Extralities
Combination Shot Salad
Bread and Butter
Ma's Pumpkin Pie
Whipped Cream
Coffee and Trimmings

MAH GOES DRY.

AUGUSTA, Me., Nov. 6.—Maine retains constitutional prohibition. Governor Plaisted and his council decided late tonight to accept the corrections in the vote of four towns, cast in the special election in September, thus reversing the result as indicated on the face of official returns.

APPLES ARE BOUGHT IN SOUTHERN MARKET

Owing to the high prices demanded for good apples by some of the leading Oregon associations Portland dealers have been compelled to purchase supplies elsewhere.

Early varieties have been purchased in the Yakima section and these are now coming forward to the trade. Late varieties are being purchased in the best districts of California and will arrive soon. To date this season front street handlers have purchased twelve cars of Yellow Newtowns in the South and several cars of Bellflowers. The Newtowns will not be put on the market upon arrival, but will go into storage to take care of the late season demand.

All through the apple market there is a much better tone ruling. Small sizes are still being discriminated against. Much better quality fruit is now coming forward from all districts.

500 ITALIANS ARE SLAIN IN BATTLE

CONSTANTINOPLE, Nov. 6.—Five hundred Italians were slain and the remainder of the Italian force was taken prisoners today in a terrific battle with the Ottoman troops, according to dispatches which have been received here.

The official announcement also declares that the Ottoman troops have occupied Derna following the engagement in which the Italians met with their overwhelming defeat.

It has been believed that Derna, Tobruk and Benwasl were securely held by the Italians, who could not be dislodged by the Moslems. But according to the dispatches of the Moslem officers, so fierce was the attack of the Turks and their allies that the Italians were swept off their feet and the rout made complete after a short fray. Eighteen guns were taken by the Moslems.

REINDEPENDENCE OR.

REINDEPENDENCE, Or., Nov. 8.—Resolutions favoring construction of the Oregon City canal on the west side of the Willamette River were adopted at a joint meeting of the Independence Commercial Club and a delegation from the Salem Commercial Club. Speeches were made by Colonel E. Hofer, Senator Patton and Mr. Thielsen, of Salem, and Walton Brown, of Portland. Argument was advanced that construction of a canal on the east side would be too costly.

Sues For \$192.72.

H. H. Hughes, through Attorney W. A. Dimick, filed suit for \$192.72, alleged to be a balance due for merchandise, against J. B. Cumins. The original bill was 1,959.83, \$816.11 of which has been paid.

COYOTE STOPS STREET WORK IN GLADSTONE

Gladstone, like all growing cities, has a story to tell which suggests the call of the wild. In New York the horse cars furnish the big joke. In Portland there is much wonderment over the fact that there are no owl cars, and more wonderment because it has been suggested that they be established on a ten-cents-per-ride basis in Oregon City there is wonderment by some because the curfew is not observed. But something happened in Gladstone last Sunday that has New York, Portland and Oregon City going to the discard. Earnest Sievers, Guy LaSalle and John Sievers were surveying streets when they saw a strange animal. The animal had not been indigenous to that section for years. Investigation proved that it was a coyote—a carnivorous coyote. The animal fed, but not any faster than the surveyors. It's up to New York, Portland and Oregon City.

W. COOPER MORRIS RETURNED TO PRISON

PORTLAND, Nov. 6.—(Special.)—W. Cooper Morris returned to Salem this morning to re-enter the penitentiary after three weeks spent in Portland in inspecting the books of the Oregon Trust & Savings Bank, of which he was once cashier. He was sentenced to six years' imprisonment for embezzlement of funds from the bank, and was recently called to Portland to assist the district attorney's office in preparing the evidence for the trial of Louis J. Wilde on January 2.

District Attorney Cameron this morning said that Morris has done "fine work" in scanning the books. He is not prepared to disclose what has been found, he says, but intimated that the examination by the former cashier has revealed new transactions for the entanglement of Wilde. He says a mass of papers has been gone over and Morris has thrown light upon them that will be exceedingly valuable to the state in the trial of Wilde.

Morris and Wilde are jointly indicted on the charge of embezzling \$90,000 from the bank through the sale of Home Telephone bonds to the bank by Wilde. They are alleged to have divided that sum as "plunder." Morris is to be a witness for the state in the trial of Wilde.

BURGLAR CAPTURED SOON AFTER ROBBERY

Within less than ten minutes after the Chinese tailoring establishment at Fourth and Main streets was robbed Tuesday night Policemen Frost and Cook had the burglar under arrest. The arrest was made, in fact, before the policemen knew the store had been robbed. The prisoner, who is a Filipino, was captured in a boxcar on the Southern Pacific railroad. His loot, which consisted of a \$15 pistol, two overcoats, two gold pins, two bolts of cloth, a ring and a box of cigars, was recovered.

COMMERCIAL CLUB TO PUBLISH PAPER

"Oregon City Publicity" will be the name of a paper to be published semi-monthly by the Commercial Club. The first issue will be December 5. The object of the paper will be the advertisement of the resources of the county. The Publicity Committee at a meeting Monday afternoon authorized the starting of the journal. Marshall Lazelle will be the editor and members of the club will have charge of various departments. It is planned to issue the paper on the fifth and twelfth of each month. It will be four pages, seven columns.

FARE TO PORTLAND REDUCED 5 CENTS

NEW RATES ORDERED BY RAILROAD BECOME EFFECTIVE IN TWENTY DAYS.

BROWNELL PRAISED FOR VICTORY

Springwater Division Fares Also Are Cut And Transfers Are Ordered—Waypoints Share in Benefits.

Announcement was made Wednesday that the reductions in rates on the Portland Railway, Light & Power Company trains, between this city and Portland and on the Springwater division in twenty days unless temporary injunctions are granted. The reductions were ordered by the State Railroad Commission. The through rate between this city and Portland is ordered cut from twenty-five cents to twenty cents. Commutation tickets will be eighteen cents.

George C. Brownell, who was the leading attorney in the fight for a reduction of rates, was much gratified over the result. Mr. Brownell represented M. E. Dunn, who made three complaints relating to the alleged unreasonableness of the one-way or single-trip fares over the road between Canemah, Oregon City, Park Place, Gladstone, Fern Ridge, Mel-drum, Jennings, Robb, Naef and Concord, all in Clackamas county, and the Portland terminus. The complaint alleged that unjust discrimination had been practiced against these stations in favor of stations similarly situated on the Springwater division, especially in the rule denying transfer privileges to passengers between Clackamas county points and Portland. Mr. Brownell was complimented on the victory by scores of persons Wednesday.

Among the other reductions in the granting of a straight five-cent fare to passengers between Ardour and Hendee, stations just outside Portland, to that city. Full transfer privileges are also included.

One of the principal contentions asked in the five cases brought before the Commission was the same transfer privilege for all patrons on the Oregon City and Springwater divisions as is now granted to passengers on the Mount Scott line. This privilege the car company is directed to grant.

The five cases included the complaints brought by Dunn, Reimers and the Jennings Lodge Company Club, and two investigations started by the Commission on its own motion. Proposed increases in fares on the Springwater division are in most cases denied by the Commission, which says in part:

"For many years one-way commutation rates have been charged by the said Portland Railway, Light & Power Company and its predecessors to points on the Springwater division as set out in its tariffs. * * * By reason of the existence of such fares, a large number of persons have been induced to settle upon and along the said Springwater division. Such persons principally work in Portland as clerks, mechanics, artisans or laborers, and they have occasion to travel daily between their homes along the line of said Springwater division and points within the city of Portland, and the fare paid by them for their transportation is an important element in their expenditures. * * *

"The effect of any substantial increase in fare such as proposed * * * will be to compel them to give up their homes and either move closer into the suburbs of the city of Portland, or into the city itself in order to procure the same on a lower rate of fare than they are now paying. Many such persons are now paying for their homes in installments. * * *

"From the evidence, the commission finds that such persons cannot stand, and the traffic will not bear, any substantial increase in the rates of fare charged upon the Springwater division.

"The commission has not considered the testimony to this effect as in any way operating as an estoppel upon the said company, but has considered the same solely with reference to its bearing on the question as to what a reasonable rate would be for the transportation of the passenger traffic. * * * and what the service is worth to them.

"The commission finds that the cost to the said company incurred in the transportation of a passenger one mile (i. e. per passenger mile), including all operating expenses, movement, maintenance and administration costs, but not including depreciation, interest and taxes, is as follows:

(Continued on page 4)

SCHOOL DISTRICTS ARE RE-ARRANGED

The county school district boundary board, which consists of the county court and Superintendent of County Schools Gary, at its annual meeting Tuesday made several changes in districts. The petition of school district No. 123 asking for a portion of the Milwaukee district, was denied. The petition of district No. 119 (Wichita) that it take a portion of district No. 49 (Harmony) was granted. Property of E. E. McArthur was transferred from district No. 109 to district No. 63. A petition to change the boundary line between district No. 120 and No. 27 was granted.

RAILROAD TRESTLE NEARS COMPLETION

GRADE TO BEAVER CREEK WILL BE FINISHED IN ABOUT TWO WEEKS.

MANY INQUIRIES MADE FOR BONDS

Company Has Been Assured of One Order Calling For Twenty Cars Daily For Twenty Years.

The weather has been favorable for the work on the Clackamas Southern railway line and with two more weeks of good weather the grade will be completed from Oregon City to Beaver Creek. Work has been progressing rapidly at Beaver Creek, Mulino and Molalla and more than nine miles have been completed. The bridge at the lower end of the city has been placed in shape for the girders and as soon as they are placed the ties and steel will be laid and the track will be built as far as Beaver Creek this year, or by the last of January at the outside.

The work performed on the line to date has been done carefully and economically and it reflects credit upon the board of directors, who have said that it could be done and they are making good with the project.

People are calling each day, and anxious to get some of the bonds issued by the company and from present indications the company will dispose of the entire issue without the least of trouble.

Thousands of people in Oregon have visited the Willhoit Springs and in doing so they became acquainted with the famous Molalla country, and the vast forests in the foothills that await transportation. When the road is completed in addition to the vast tonnage there will be a large passenger traffic from the date of the completion of the road.

The company has been assured of one order of twenty carsloads of lumber daily for twenty years. The lumber is owned by a Portland millionaire, who will have it brought here by rail and floated down the river.

ELOPING COUPLE TAKEN HOME.

A boy, seventeen years of age, and a girl, sixteen years of age, of Forrest Grove, were detained here Saturday by Policeman Green until the arrival of a deputy sheriff from their home town, who took them home. They left home several days ago and went to Canby where the boy obtained work. They came here Saturday and Policeman Green held them until the arrival of the deputy sheriff. The girl's brother accompanied the deputy to this city.

CANAL'S FATE RESTS WITH WAR SECRETARY

Whether a canal and locks are to be built on the East Side rests with the Secretary of War. Following a meeting of Governor West, Secretary of State Olcott and State Treasurer Kay, representing the state, and President Josselyn, of the Portland Railway, Light & Power Company, owner of the West Side canal and locks, and Major Melndoe, corps of Army Engineers, it was announced that the indemnities asked by Oregon City property owners would be submitted to the authorities at Washington.

Major Melndoe has received from all property owners their claims for damages as estimated. They are regarded as exorbitant. Major Melndoe will not discuss details of his recommendations to the Secretary of War, to whom the claims will be given for perusal, nor as to other features of his report on the negotiations so far conducted, but it is not believed that the government will accept right of way at the prices sought. If the Secretary of War decides that the new locks shall be constructed, the government will resort to condemnation.

The principal purpose of the meeting was for the state officials to familiarize themselves with Major Melndoe's data and reports from subordinates on parts of the project. So far the government is not in favor of rehabilitating the old locks, though if the price of the Portland Railway, Light & Power Company is lowered the rebuilding might be given favorable consideration.

COMMERCIAL CLUB FEE IS REDUCED

SPECIAL RATE OF \$10 MADE FOR THIRTY DAYS TO INCREASE ITS MEMBERSHIP.

NON-RESIDENTS TO BE CHARGED \$5

Organization Has \$635 In Treasury And Never Was In More Prosperous Condition—Big Work Planned.

The Board of Governors of the Commercial Club, at a meeting Monday evening, decided upon a plan of increasing the membership. The club was never in a more prosperous condition, but it is the desire to have as many members as possible, and it is thought that an increase of at least fifty can be obtained in one month. The treasurer's report showed that there was \$635 in the treasury. It was decided to reduce the membership fee from \$25 to \$10 for residents of the city and from \$10 to \$5 for non-residents, provided twenty-five or more new members are obtained.

A committee was appointed to investigate the condition of the club-rooms and suggest improvements. It has been suggested that the rooms be renovated and changes made. A vote of thanks was tendered Charles Schram, proprietor of the Grand Theatre, for stereopticon advertisements displayed in his theatre, urging his patrons to buy from Oregon City firms.

The club has many important propositions under consideration, and it has never accomplished more for the city than it is believed will be accomplished this winter. The members are enthusiastic over the outlook and more interest is being taken in the work than ever before.

A motion that the Woman's Club and the Rose Society be allowed to meet in the club rooms was passed by a unanimous vote.

PRICE ASKED FOR CANAL DEFENDED

PORTLAND RAILWAY, LIGHT & POWER COMPANY ASSERTS \$600,000 NOT EXCESSIVE.

FIGURE BASED ON COST AND TAXES

Company Has Agreed To Pay Mills Large Sums For Certain Rights—Balance Would Be \$500,000.

That \$600,000 asked by the Portland Railway, Light & Power Company for the canal and locks at Oregon City is not an excessive price, is the statement in a letter from the company to The Portland Journal in answer to an editorial in that paper. It is held that the valuation is based on the original cost of the property and the Clackamas county tax roll.

"The government asks for much additional property," states the letter, "more than the locks and canal. The canal and locks are assessed at \$300,000. This assessment does not include the 60 by 190 foot right of way adjacent to the old canal, and the entire upper canal, more than 600 feet in length, assessed by \$48,000, which are, however, included in the price made by the company to the government.

"The state tax commission determined the assessed values in Clackamas county were 59 per cent of the actual value, all property being assessed at that rate. This would make their valuation of the original canal and locks \$500,000, or more than the company will receive net if the sale is made.

"The government wants 100 feet of right of way, the canal being only forty feet wide. Therefore it is proposed to give to the government for the \$600,000 named, sixty feet of additional ground along the entire distance of the canal, now valuable for manufacturing purposes. There is also in the \$600,000 proposition a plot of ground 100 by 100 feet, for lock-keeper's houses. So we find the valuation of the property, as estimated by the state tax commission as follows:

Canal and locks, 40 feet right of way	\$500,000
Sixty by 1400 feet right of way and 100 by 100 feet for lock-keeper's houses	100,000
Total	\$600,000

"In addition to the above, the company has agreed to pay the Willamette Pulp & Paper Company \$25,000 for certain rights it holds and which would prevent free control to the entrance of the canal, the Crown-Columbia Pulp & Paper Company a certain sum for rights, and one-half the cost of the construction of a retaining wall on the east side of the canal, estimated by Major Melndoe to cost \$112,000.

"Major Melndoe, in his report with reference to the cost of reconstructing this canal to suit immediate needs, places the figure at \$300,000, which added to our \$600,000, would make a total of \$900,000.

"But the company has agreed to pay one-half the cost of the retaining wall, which would amount to \$56,000, leaving the cost to the government \$544,000, or \$855,000 with improvements.

"From this \$544,000 must be taken the \$25,000 to be paid to the Willamette Pulp & Paper Company, and also the amount to be paid to the Crown-Columbia Pulp & Paper Company, which has not yet been determined. This would net the company less than \$500,000 for its canal.

TREMBATH'S TRIAL IS SET FOR MONDAY

The trial of H. W. Trembath, deputy fish warden, charged with shooting Alex Douthit at the falls of the Willamette, has been set for next Monday. Trembath, who was indicted on a charge of assault with a dangerous weapon, said after the shooting that he had reason to believe Douthit was violating the fishing laws, and that the latter refused to stop when ordered to do so. Douthit declares that he was not violating the law and that the shooting was without provocation. The Oregon Fish and Game Commission has authorized the Master Fish Warden to employ counsel to assist in the defense of Trembath. John Douthit, brother of the man who was shot, paid a fine of \$50 for an attack with his fist on Trembath after his brother had been shot.

BODY IDENTIFIED AS MISSING INDIAN

HENRY HENNING DISAPPEARED AFTER DRINKING WITH THREE MEN.

"H. H." TATTOOED ON VICTIM'S HAND

Belt Same One As That Worn By Warm Springs Man—Search To Be Made For Companions.

River between Naef and Concord by a body found in the Willamette. Walter Storah Wednesday has seen positively identified as that of Henry Henning, a young Warm Springs Indian, who disappeared mysteriously on the night of September 22. No marks were found on the body to sustain the theory that the man was a victim of foul play. "Indian Joe," who was well acquainted with Henning, identified a belt found on the corpse as having belonged to Henning. An examination conducted by Coroner Wilson and Mr. J. W. Norris revealed the initials "H. H." tattooed on the man's left arm and an "H." on the back of his left hand.

The body had been in the water for many weeks and it was necessary to make immediate interment. Henning and his wife and baby were camped on the West Side of the river when he disappeared. The last seen of him alive was when he was drinking with three other Indians near the Secret barn. They said the next day that Henning had been arrested and would not be heard from for a long time. The three men left at once for the reservation. After searching for his son in this county for several days Henning's father made a remarkable ride to the reservation and back, a distance of more than 200 miles in a little more than two days to search for the Indians who were with his son the night before he disappeared, but was unsuccessful. Henning's father-in-law was here Tuesday conferring with the authorities regarding the man's disappearance. The men with whom Henning was drinking at the Secret barn were James Thompson James U'touch and Parrish Fleming. The Indian's wife and child had returned to the reservation.

Coroner Wilson will have a bracelet found on an arm of the body, the belt and clothing examined by members of the family in order to make the identification complete. It is also probable that an effort will be made to find the men with whom the Indian was last seen alive.

LOCAL BOARD WILL ASSESS CORPORATIONS

Hon. Charles H. Galloway, member of the State Tax Commission, discussed the Clackamas County Board of Equalization Tuesday the assessment of corporations. Mr. Galloway authorized the board to make assessments on all corporation property under construction. County Assessor Jack, when making the assessments, was informed that the state would make the assessments on property owned by corporations. The board, however, has since decided that the county should assess all property under construction belonging to corporations. Mr. Galloway returned to Salem Tuesday evening.

OGLE MINE STOCK IS RAISED TO \$1

STOCKHOLDERS INSTRUCT MANAGER TO INVESTIGATE COST OF SMELTER.

THINK \$5,000,000 LOCKED IN HILL

John B. Fairclough Elected President And J. V. Harless Vice-President—Rich Ore To Be Assayed at Once.

At a meeting of the stockholders of the Ogle Mountain Mining Company held in this city Monday it was decided to obtain information regarding the cost of a smelting plant, and establish one in the discretion of the board of directors. The stockholders were enthusiastic over the prospects, and it was declared if the mine is properly worked it should yield at least \$5,000,000. The following directors were elected: T. B. Fairclough, John B. Fairclough, J. V. Harless, S. S. Walker and John Scott. The price of stock was raised from fifty cents to \$1 a share.

After the meeting of the stockholders the directors met in the office of O. D. Eby and elected the following officers: John B. Fairclough, president; J. V. Harless, vice-president and John J. Wilson, secretary-treasurer. John B. Fairclough was also appointed manager and was directed to obtain information regarding the cost of installing a smelting plant. He was instructed to take samples of the ore to various plants and learn what system would be best to install at the Ogle Mountain mine. It is thought that the plant will cost about \$100,000.

The development of the mine has progressed rapidly, and experts have declared that it is one of the richest in the northwest. About 2,000 shares of stock were sold at the meeting of the stockholders, and many of those present said they would increase their holdings. Seventy-five stockholders were present. Ore taken from the main ledge has assayed \$107 a ton.

PRESIDENT SEEN BY 5,000,000 ON TRIP

HOT SPRINGS, Va., Nov. 3.—President Taft brought his second long tour of the country to a temporary halt here today. He expects to enjoy a rest in Hot Springs until Monday.

According to the official figures of the "swing-around-the-circle," kept under the direction of Secretary Hilles the trip has been the longest ever taken by a President. In going from Beverly, Mass., to Hot Springs by way of Seattle, Portland, San Francisco, Los Angeles, Washington and a few hundred other cities, Mr. Taft has traveled 13,436 miles, beating his own previous record by about 500 miles.

Before he returns to Washington for the winter, the President will visit Ohio, Kentucky and Tennessee and will add 1,834 miles to the record. Hilles' "swing" figures show the President passed through twenty-six states and made speeches in twenty of them.

The governor of each state he entered gave him a welcome and governor Colquitt, of Texas, a state which was not visited, met him in Kansas. United States Senators to the number of twenty-seven met the President at various times. Six of these senators were Democrats and seven were acknowledged "insurgents." About a dozen senators pledged their support to the arbitration treaties on the trip. Seventy-seven members of the House were on reception committees or welcomed Mr. Taft on his car.

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