

OREGON CITY ENTERPRISE

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E. E. BRODIE, Editor and Publisher.

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HEALTH BOARD'S

Officially, the state board of health has taken the INVESTIGATIONS stand that the typhoid fever epidemic that has so long baffled the health authorities of the city can be traced either directly or indirectly, to the Star Dairy.

Facts that are startling in the light they throw on the way that disease may be spread through an entire community by the negligence or lack of information on the part of one man are revealed by the board's report.

One-third of the customers of the dairy have fallen victims to the typhoid germs. Practically all of the cases that have been reported are traced either directly or in a round-about way to that center of the scourge.

Wells have been tested and analyzed by the officers of the board. Some of them have been found pure and others have been condemned. The board declares, however, that no well is safe even after it has passed the examination successfully. The first rain washes into the well the sewage of the surface and again contaminates the water that is the supply for the families of the neighborhood. According to the board, there is no such thing as a surface well that is at all times free from the danger of disease.

Now that the board has officially located the source of the contamination and has placed its ban upon the dairy, it behooves the people of the community to follow its recommendations to the letter and to co-operate with the city authorities in stamping out the epidemic that has raged so long unchecked here.

Only by giving to the city's authorities that co-operation that will make their work effective, can they hope to stamp out the disease in the city and to place the epidemic under control. Even with the most rigid adherence to the rules of the board, other cases will be reported within the next few days until the epidemic is so completely under control as to gradually lessen the number of cases and finally eliminate them altogether.

Mayor Jones has followed the suggestions that the board has made, and has called upon the people to study the conditions surrounding their milk supply; to boil every drop of well water that they use, and to wash their vegetables in water that has been thoroughly boiled.

For more than a year, those who have fallen victims to the disease will be unable to work in any dairy in the county. The physicians tell us that typhoid victims carry about the germs of the disease that has afflicted them for a period of at least 12 months, and that they may again infect a dairy in which they work.

Under the supervision of the health officers, a most rigid inspection of all of the dairies should be made. Though the board has accounted for the cases of disease that have appeared thus far, dairies should be inspected as a matter of principle whether there is the slightest danger of contamination there or not.

The city should, and doubtless will, see that the property owners keep their yards and surrounding buildings, in the best of condition, for there is no surer carrier of disease than the ever-present fly. An insect that lives and thrives on filth, it carries on its legs the germs of all of the diseases on the calendar and is responsible, in many cases, for typhoid and kindred epidemics that have spread through cities and have defied the most energetic efforts of the health authorities.

"Swat the fly" is a good campaign slogan for Oregon City, as it is for every other city. The carrier of disease multiplies with amazing rapidity and spreads the contagion through communities whose milk and water supplies are pure.

The board's positive identification of the source of the disease and its determined stand for the purity of the city water is gratifying to those who have been, in the past, just a little skeptical. The officers have rallied well to the support of the city in its emergency and have given it the use of all of the resources of the state in the campaign for the extermination of the disease source.

Twice a week the city has called upon the officials of the state for reports as to its water supply. It has kept sterilized bottles on the train most of the time either going to or coming from the state laboratory. The best known experts of the state have given the city's needs their time and attention and have devoted their best efforts to co-operate with the local authorities in bringing the source of the trouble to the light.

Still, their work is not yet done. When Dr. Norris makes his reports every few days, they will trace down the sources of the contagion for each new case and will keep a constant check on the progress of the disease through the city. If the people give the officers their hearty support, if every energy is bent to follow the suggestions that have been made, if every precaution is taken to prevent the spread of the disease and to clean up those sources that are now known, there is no reason why, in a few weeks, Oregon City should not come out from under the epidemic with flying colors and be free again from the demoralizing fear of the contagion.

It means simply *strict obedience to orders* and a determination on the part of every householder, restaurateur, hotel man, and others that may spread a disease of this kind to follow out the instruction that have been given to the letter.

The board has found the source of the disease. It now develops upon the authorities and people of the community to benefit by the information that has been placed in their hands.

HIGHWAY

Multnomah is to have a road expert in charge of its high-SUPERVISOR way construction work. The commissioners will pay him a salary of \$300 a month for what he knows. Samuel C. Lancaster has been appointed by the board and ample authority has been given to him in all matters of road construction in the county.

Lancaster is recognized as an expert on road matters. He knows a good road when he sees one, and he knows what a road ought to be and how to build it. He will organize the county's force of road supervisors and engineers and will direct them in the construction work that the county hereafter undertakes.

The appointment of the expert organizes the force of supervisors into a compact company, working together along one set of plans, and with one purpose continually in view. It means that one man will direct whatever road construction work or repair Multnomah does hereafter, and that the ideas of man, instead of 50 or more men, will constitute the determining factor in the way that roads in that county shall be built.

Though Multnomah is perhaps the first county that has made this experiment, others have thought of it and have considered the plan a good one. Eventually, all of the counties of the state will come to that plan as the best method that can be adopted for uniformity in road building. One man, with authority enough to get what he wants and money enough to do what he sees is absolutely necessary, can accomplish wonders for any county and can so improve and build roads that the taxpayers will save each year several times his own salary in the cost of the work done.

Three hundred dollars a month seems to be quite a large amount of money to pay a man to supervise the county road work. It would be a large amount were the man not an expert in the construction of roads, if he did not know about roads what he must know in order to make him worth that much over the old system. Brains cost money nowadays, and an expert in any line of work saves every time more than the amount of money he is paid for his services.

Uniformity in road construction is an important factor in the success of good roads in any county. With a one man power at the top, responsible only to the county court, better roads will be built, more lasting highways will be constructed, and the taxpayers will be saved money that, even by the best management, cannot be saved under the old system.

The state laws enable the county court to appoint a road master for all of its construction work. Multnomah has but taken advantage of the provisions of the statutes. Though it has but 1000 miles of road insides of its lines, it plans to put those in better condition and keep them that way, and thinks that it can achieve more lasting success under a plan of this kind than by any other method.

When the question came before the commissioners, each of them expressed his determination to get for the county a dollar's worth of value for every dollar expended. He meant that unless he could see that the county would reap a material benefit from the employment of the expert and that it would save money and receive better work on its roads, he did not propose to vote for the creation of a new office in the administration.

That the board made the appointment and gave him the direction of the work is evidence that the commissioners of Multnomah county believe they can save money for the taxpayers of their districts and can, at the same time, produce better and more lasting work in the construction of the public highways. The logic of the contention is good. There is no reason why one man who knows what he wants and how to do it cannot get more for the money expended than 50 men with the same amount of funds at their disposal and with different ideas of how it should be used.

The trouble that has always been, not only in this state but in every state where road construction is not under the supervision of a highway engineer, is that each strip of road represents a different idea in construction. It is a picture of the mind of the man that built it, whether that man knows how to build a road or not. The result is that the county roads of many states are as different in construction and durability as they can possibly be made.

CARRIERS' PLEA

All through the session of the state association of FOR GOOD ROADS letter carriers, the story of poor roads was told over and over again and the plea made for better highways that would give quicker transportation between points both for the farmer and for the carrier of the government mails.

No class of persons suffer more from the lack of good roads than do the carriers of mail. Daily they ride over the rocks and dumps that infest many of the highways of the state and, in all kinds of weather, bring to the door of the farmer anything from a check for his last carload of hogs to a circular from the big mail order houses.

Through the carriers, the plea for good roads has been given a tremendous impetus. Better highways would not only mean that the transportation cost would be cut for the farmer but it would add to the efficiency of his mail service, would cut down the time between deliveries, and would insure him more prompt and thorough handling of his share of the bags of mail that daily travel over the highways of the state.

Good roads are an important factor in the development of the mail service as they are in the progress of every farming community and through those communities of every city in the state. Upon the development of good roads in Oregon, depends, to a large extent, the ease and facility with which the government handles its mail.

Prompt mail service is almost an item to the farmer as it is to the business man in his office in the city. It means that he can save a day or two on the orders that come for his produce or his produce or his stock. All over the state, the farmers are as keenly alive to their business interests as are the men of the city to theirs.

Producers of the food stuffs of the world, they learn of the market quotations for their supplies through the columns of their papers or the bulletins that are regularly sent to them at certain definite periods. To them, time saved in the delivery of mail means money just as much as it means money in the pockets of the city men.

No stronger plea for better highways, not only in this county but in every county of the state, could have been made than was delivered by the carriers themselves at their annual convention. It was an unanswerable argument in favor of improved roads.

Clackamas county has some good roads and it has some that might easily be improved. The recommendation for the proper use of the split log drag is appropriate and would be effective on some of the poor roads for the prompt and easy handling of the mail, the farmers need roads to cut down the cost of transportation to the markets, the city needs good roads to secure for its markets the products of the country surrounding it and upon which it is dependent.

In fact, everybody needs good roads. Everybody wants good roads. Everybody sees the value, economically and from every other standpoint, for good roads. The time has come when some of those theories should be put into practice and when the county and every other county in the state should see that the money now wasted on bad roads should be saved in the pockets of its farmers.

A CHANCE

Three weeks from today the Clackamas fair opens at Canby, TO SEE US and will afford people who visit it a first class opportunity to get acquainted with the marvelous resources of this section, and to see with their own eyes the things that are grown and raised in the county. Of course all residents of Clackamas county know that they live in the midst of a land of plenty, where corn grows 14 feet high and where wheat yields 84 bushels to the acre, and where hogs can raise mortgages; and all that sort of thing. But they only know it by hearsay, and the fair will give them an opportunity to learn these things at first hand, and also to become acquainted with other marvels of the county—and incidentally to have a good time.

It is revealing no secret to say that all county fairs are designed to provide fun for those who visit them, so that everybody will be good-natured; and will be more inclined to buy the things that are offered for sale. The educational aspect of a fair is always a secondary, though none the less important, side. And because people are usually at fairs and go to see what they can see, their minds are in an open and receptive state, so that they really obtain considerable information. This being the case, it behooves every true booster of Clackamas county to go to the fair, to be amused and made happy, and to learn of what the county has to offer them and the rest of the world.

Year after year the Clackamas fair has been improved, and plans for this year's exhibition include more original features than are to be found in any similar display in the northwest. The exhibit of what is grown in the county will alone be worth the modest price of admission, for it will be a better display even than that which attracted so much attention at the Chicago and

St. Paul land shows last year. Aside from this exhibit, prepared by the Oregon City Commercial club, there will be wonderful displays of grain, fruit, vegetables, livestock, and of people. And perhaps the people will be the most interesting, for there is no place that so reveals types as a county fair.

City folk will there find the prosperous rancher, the farmer and the youths and maids to whom the fair is the one big event of the year; and will find all these people interesting. And the rural folk will also have a chance to see city people, sheath gowns, slit skirts and diaphanous dresses, which before the fair they have only read about. The fair will be a great clearing place for ideas and for the interchange of thought—and the best part of it is that everyone will be good natured and happy, and will be intent upon enjoying everything and seeing everything. Everyone should be enthusiastic over the fair, should make it a point to support it with attendance, and should also invite friends to go and visit the displays. A county fair, properly organized as this one will be, is worthy of support, is something that should be seen, and that should be seen more than once. The fair will be open for four days, and each day will have its special features. The man or woman who does not visit it upon at least two of the four days cannot be classed as a good, loyal booster for the county; and the man or woman who fails to visit it at all will have missed an opportunity to learn things that will prove valuable—and most of all will have missed an enjoyable outing.

The moral of all of which is this: plan now to visit the Clackamas county fair at Canby on September 24, 25, 26 and 27.

HYSTERIA FROM DOG BITE KILLS GIRL

NEW YORK, Aug. 29.—A few days ago a girl of twelve years died at one of the hospitals of this city under circumstances which make her case of considerable interest to scientists. About two months ago the little girl was bitten in the thumb by her pet dog while playing with the animal. The family doctor was called, and, as a matter of precaution, thoroughly cauterized the trivial wound. He examined the dog but the animal seemed perfectly healthy and normal and the doctor did not fear for a moment that the injury would lead to serious consequences.

But the mother of the girl had heard a great deal about hydrophobia and her neighbors told her so many stories about mad dogs, that she became filled with the fear that the dog which had bitten her daughter was mad and her child would become a victim of the dreaded rabies.

Attacked by Hysteria.

To pacify the mother, her doctor called in a veterinary who examined the pet dog and asserted that the animal was perfectly healthy and showed absolutely no sign of the rabies. Under the strain of the suggestive fear the mother became hysterical and by her suggestion her child also became possessed with the hysterical fear of hydrophobia.

The family doctor called in other doctors, but their efforts to relieve the hysterical condition of mother and daughter proved ineffective. Finally the girl began to manifest simulated symptoms of hydrophobia and after considerable suffering she died. The physicians still adhere to the belief that the girl did not have hydrophobia, but died of hysteria, superinduced by the excessive fear suggested by the hysterical mother of the child.

REAL ESTATE

T. C. Livingston and wife to Thomas R. A. Sellwood and wife, lots 5 and 6, block 1, Quincey addition to Milwaukee; \$19.

Thomas H. Smith and wife to Mary A. Fowling, N. E. 1/4 N. W. 1/4 and part of N. W. 1/4 N. E. 1/4 Sec. 26, T. 4 S., R. 4 E., 54 acres; \$3000.

Elizabeth Lewis and husband to Thomas John Lewis, 53 acres in D. L. C. Isaac Farr; \$3000.

King Spurgeon and wife to Charles L. Roadman, lots one and two, block 17, of Marshfield; \$250.

F. A. Knapp and wife to Grant M. Baker, lots 16, 17, 18, J. D. Garrett D. L. C., Sec. 21, T. 1 S., R. 1 E., three acres; \$1050.

Henry C. Prudhomme company to Mary C. Daniel, S. E. 1/4 Sec. 1, T. 2 S., R. 4 E., northwest quarter of the northwest quarter of Sec. 7, T. 6 S., R. 4 E., 100 acres; \$10.

George H. Gregory and wife to Nellie A. Taylor, lots 11 and 12, block 1, Gregory's first addition to Molalla; \$400.

G. A. Cobb and wife to Claude Bay and wife, 10 acres in southwest quarter, southwest quarter Sec. 21, T. 3 S., R. 1 E.; \$300.

R. B. Miller to B. F. Sutter Sec. 26, T. 1 S., R. 2 E., 30 acres; \$5250.

Nils E. Erickson and wife to J. C. H. Bellan and wife, tract in D. L. C. of P. A. Hedges and wife, three acres; \$10.

Joseph H. Bates and Mary E. Bates to Rose City Park association, the east 10 acres of southwest quarter of section 26, T. 3 S., R. 5 E., one dollar.

Thomas John Lewis and wife to R. Peirson, Isaac Farr d. l. c., sects. 28, 29, 32, 33, T. 3 S., R. 2 E., seven acres three hundred and fifty dollars.

D. L. Trullinger and wife to School District number 98, one acre in sect. 27, T. 4 S., R. 2 E., one hundred dollars.

Sarah Ethel Stewart and husband to John E. Grabin, lots 19, 20, in block 14, Gladstone, ten dollars.

Charles W. Cassidy estate to Brian Barclay, northeast quarter of southwest quarter of sect. 35, T. 2 S., R. 4 E., fourteen hundred dollars.

John W. Loder and wife to Jessie E. Burns, lot six, block four, Greenpoint, one dollar.

A. W. Brickley and wife to C. C. Sargeant, lots one, two, 11, 12, 13, 14, Brickley tract, .10.

Gertrude Stone-Lewthwaite to John Lewthwaite, D. L. C. of Hugh Burns, T. 2 S., R. 2 E., \$1.

Ida F. Bushler and husband to Inga Mary Robson, sect. 29, T. 3 S., R. 1 E., \$10.

James D. Craig to Rebecca Craig, lots 10, 11, 12, block G in addition to Clackamas Heights, \$1.

H. A. Stevens to Frank Meeker and Brady Rambo, T. 3 S., R. 2 E., east corner of southwest quarter, \$1800.

Anson B. Spinney and wife to Carl C. Oldfield, nw 1/4, ne 1/4 sec. 25, township four south, range one west, and tract in sec. 24 of same township and range, \$10.

Ida M. Miller to G. E. Proctor, lot six in block 11, first add. to SanJy, \$125.

CLACKAMAS ABSTRACT & TRUST COMPANY.
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CARRIERS WANT BETNER ROADS

(Continued from Page 1.)

rural patrons were the roads placed in a better condition.

Even by the old fashioned split log drag, the conditions would be materially improved, the carriers held, and the roads would be at least pass-

able even in the worst of weather.

The convention had 80 registered delegates from all parts of the state and more than 100 were present at the dinner at Gladstone park.

The following committees were recommended:

Arrangements—
D. F. Whitman, Oregon City.
W. T. Smith, Oregon City.

C. A. Andrus, Oregon City.
Hayden Bernard, Oregon City.
E. M. Woldron, Oregon City.

Otto Lyman, Oregon City.
Orval C. Johnson, Oregon City.

Credentials—
W. H. Boyd, Beaverton.
James O. Pitney, Junction City.
R. E. Sellack, Boyd.

Condemnation—
James E. Loop, McMinnville.
J. E. Cutforth, Jarvis.
E. B. Cornett, Albany.

A. A. Tower, Junction City.
R. W. Smith, Springfield.

Good Roads—
J. A. Remington, Salem.
W. E. Child, Boring.
R. H. Boyd, Eugene.
Andrew M. Kennedy, Beaverton.

Finance—
W. P. Eberhard, McMinnville.
M. B. Grant, Dallas.
John M. Kessler, Banks.

Resolutions—
Arlene Parker, Independence.
Chas. R. Fifield, Grants Pass.
Edgar E. Chapman, Gresham.

John Chalmers, Hillsdale.
Charlemagne Tower, Junction City.

Organization—
C. W. Van Lee, Corvallis.
C. J. Howard, Kirby.
Stewart Grenfell, McMinnville.

Anthony F. Huber, Monmouth.
Good of the Order—
James H. Schram, Cleone.

Arthur H. Rasmussen, Portland.
James A. Remington, Salem.
Otto C. Buff, Silverton.

J. T. Chandler, The Dalles.

MARRIAGE LICENSES ISSUED

County Clerk Mulvey issued marriage licenses Tuesday to Emma May Jones and William Bertram or Mills City, Marion county and Ralph S. Freeman and Rudy E. Weller of Park Place.

Ex-Queen Liliuokalani is 75.

Honolulu, Sept. 2.—Former Queen Liliuokalani reached the age of seventy-five years today. As has been her custom for many years, the former queen held a formal reception which was attended by American and Hawaiian officials and several thousand native Hawaiians in respect of rank or position.

Bothwell Avlson and Joseph Hodson left Saturday afternoon for Astoria. They will make the trip by canoe and stay to spend three weeks on the Willamette and Columbia rivers.

THE CARRIERS' STORY

Once when I was a young man,
Now fifteen years ago,
I joined the city carrier force
And hopped with it to grow.
'Twas then a pretty decent job
Demerits were not known
And if you acted decently
With ease you'd hold your own.
But our benign superiors
Thought we had too much
And they applied demerit services
And gave us many a squeeze.
I tramped the streets, I packed
The sack,
Till blistered, sore, and lame;
Then when I could not walk so
fast.
They held me up to shame,
Demerits soon began to come,
I was too dreadful slow,
I soon would have my pay re-
duced
Or from the service go.
Up stairs, down stairs
Six hundred times a day,
And then they tell you all the
time
You do not earn your pay!
I read the signs, I took the tip
And took a rural route;
No blisters bother now my
feet,
Demerits are cut out,
Of course my pay is not so
high,
Still, I feel now no remorse,
That I left the bats of burden
And joined the rural force.
John Jessma, Portland.

PALS SLIP SAW THROUGH DOOR

(Continued from page 1)

and Perrine might have succeeded in getting away had not the sheriff found one of the saws that had stuck in the door. The iron door opens out and inside of it there is a heavy steel grating that opens into the jail corridor. Strict watch will hereafter be kept to see that Perrine's confederates hold no further communication with him.

Perrine will be arraigned Tuesday on the indictment found after the Milwaukee robbery.

EXTENSION SCHOOLS ARE MAKING HIT

(Continued from page 1)

Oregon Agricultural College, Corvallis, Ore., Sept. 1.—After three weeks of successful work in Western Oregon the O. C. A. excursion schools will tour Eastern Oregon during the second and third weeks of September. named, beginning September 8. The agriculture, carrying a staff of five professors representing the departments of domestic science, dairying, agronomy, horticulture and poultry husbandry of the Oregon Agricultural College, will hold sessions in Umatilla, Wallowa, Enterprise, Haines, Vale, Brogan, Ontario and Baker.

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The First National Bank

of Oregon City, Oregon
CAPITAL, \$60,000.00.

Transacts a General Banking Business. Open from 9 A. M. to 3 P. M.

THE TOP NOTCH IN BUSINESS

All business is better for system, accuracy and safety. The check account gives each individual user these three advantages,—and more. Not only will the use of the check account furnish you the best possible method of carrying on your present business, it will also give you for the future a permanent record of your past business transactions. You can conduct whatever business you have with the least possible inconvenience by the aid of the check account.

The Bank of Oregon City

OLDEST BANK IN CLACKAMAS COUNTY