



CONTAINS Two Paring Knives with steel blades and waterproof handles One high grade Can Opener, tempered cutter

'Surprise' KITCHEN SET (3 Pieces)

This Set is Yours

If you send in a year's subscription to the OREGON CITY ENTERPRISE. It makes no difference whether it is yours or your neighbor's, or whether it is new or old. Send in the subscription and we will send you the set by return mail. We have only a limited number of these and the offer will close December 31 unless we run short before that time.

MONEY RAISED FOR CHURCH DEBT

LADIES AID SOCIETY CLEARS \$29 BY BAZAAR

Willamette, Ore., Dec. 11.—(Special)—Twenty-five dollars to apply on the church debt was cleared by the Willamette Methodist church tonight by the bazaar, given by the Ladies' Aid society.

Misses Catherine Ryan, Ethel Gordon and Pauline Promong gave recitations and songs were sung by Misses Francis Waldron, Hattie Andrews, Edith Rogers, Ethel Gordon and Olla Oliver.

LOSES FIRST JOINT OF FINGER

GIRL HELPS BROTHER WITH WOOD AND IS CUT BY AX

Willamette, Ore., Dec. 11.—(Special)—Mrs. Capen lost the first joint of the index finger of her right hand yesterday evening while helping her 11-year-old brother, Donald, chop and carry in stove wood.

The boy was chopping the wood and his sister carrying it into the house. He was in the act of splitting the wood when she reached out to take hold of it, and the ax cut her finger. A doctor was hurriedly summoned and the wound dressed.

WILLAMETTE LOCALS

Willamette, Ore., Dec. 11.—(Special)—Mrs. Martin, of Willamette, was in Oregon City shopping Thursday afternoon.

Sydney Richards, of Canemah, a former resident of Willamette, was in this city Thursday on business.

Ammy Magoon, of Bolton, part owner of the Magoon's park on the Willamette, near Bolton, was in Willamette Thursday.

The Miller sisters of Oregon City were in this city Thursday visiting friends.

S. McDonald, field worker and county superintendent for the prohibition workers, was in Willamette Thursday canvassing votes for the state wide prohibition.

Earl Britton of this city, was in Portland Thursday on business.

Stomach Troubles Disappear.

Stomach, liver and kidney troubles, weak nerves, lame back and female ailments disappear when Electric Bitters are used. Thousands of women would not be without a bottle in their home. Eliza Ford of Depew, Okla., writes: "Electric Bitters raised me from a bed of sickness and suffering and has done me a world of good. I wish every suffering woman could use this excellent remedy and find out, as I did, just how good it is." As it has helped thousands of others, it surely will do the same for you. Every bottle guaranteed, 50c and \$1.00. At all druggists. H. E. Bucklen & Co., Philadelphia or St. Louis. (Adv.)

QUEER GREETINGS.

Tribes That Spit Upon or Weep Over Their Visitors.

Among the Maori and Ukerewe it is a mark of respect to greet an acquaintance or a stranger by spitting at him. Almost as strange is the custom ascribed to the Tibetans of sticking out the tongue by way of salutation. Rubbing noses is quite common; the Burmese and many tribes of Eskimos, Laplanders and Malays do so.

Stranger than any of these customs is the weeping salutation that has been observed among central South American Indians. This form of greeting occurs, too, in the Andaman Islands, New Zealand and Polynesia. A Portuguese explorer describes the custom as he saw it used among a tribe of South American Indians: "Whenever a guest enters a hut he is immediately honored and made welcome by being wept over. Without a word being spoken he is led to the hammock. As soon as he is seated the hostess and her daughters add any of their girl friends who happen to be in the house at the time come and sit about the guest, touch him lightly with their fingers and commence to weep loudly and to shed many tears. During this ceremony, in a sort of connected discourse, they recite everything that has happened to them recently and talk of the hardships of the road that the visitor has suffered and of anything and everything that can arouse compassion and tears. The guest, his hand before his face, pretends to weep and does not speak until the crying has gone on for some time. Then they all wipe away their tears and become as merry and as if they had never cried in all their lives."—Exchange.

OPPORTUNITY FOR ROAD ENGINEERS

Can Improve the Present Condition of Highways.

MUCH TO CONTEND WITH.

Must Learn to Make the Best of Local Conditions—Poor Material and Inexperienced Workers Hamper Progress. Good Roads Built For Service.

One of the principal reasons for the poor conditions of the roads in many of our states is the lack of competent engineers to handle the work and the attendant lack of an educated public opinion which will demand first class work in all cases.

The employment of county engineers has been relatively as much neglected as the creating of state highway departments. It is the exceptional county where an engineer is regularly employed from one year's end to the other. In the larger counties, particularly those having large towns or cities, the annual expenditures for road improvement are seldom less than \$50,000, frequently two or three times that amount.

The usual rule in such counties is to have a county engineer who prepares plans and supervises all work, though



HEAVY TRAFFIC WEARS DOWN SOUTHERN ROADS.

actual legal control of the work is still vested in the county commissioners. For instance, in the great majority of counties in Texas the regular annual income is less than \$50,000, and the whole matter of road improvement in each county rests with the county judge and four commissioners, who constitute the county commissioners' court. If a bond issue for road improvement is authorized by the voters of a county or a district an engineer is employed to plan and supervise the construction of the roads. Payment for such engineering service is made either as a percentage fee based on the cost of the work or by a stipulated salary.

The general improvement of the country is pushing the road question to the front. Counties in large numbers are issuing bonds for good roads every month. It is very important that the taxpayers get a dollar's worth of road for each dollar expended. Roads must be built so well that they will give service and at the same time not be prohibitive in cost. In many sections the engineer is at once confronted with the fact that he must build a road of material that would be quickly rejected under the standard specifications. It therefore becomes necessary to so adapt his material, and so regulate the character of work, manhood and the consequent cost of the road that its serviceableness will be commensurate with its cost.

Much progress has already been made toward adapting local material to road construction, but much more remains to be done. There is opportunity for every engineering college to render valuable service to its state by a study of these problems. There is still greater opportunity for every practicing highway engineer to thus aid in the development of his country and thereby put his own future success beyond all serious question.

High Cost of Poor Roads. The cost of bad roads is strikingly set forth by William C. Redfield, secretary of commerce in President Wilson's

Heart to Heart Talks

Heart to Heart Talks. A street car fire tried in every way to attract the attention of the pretty young girl opposite him. Just as he had about given up the girl, entirely unconscious of what had been going on, happened to glance in his direction. The fire immediately took fresh courage.

"It's cold out today, isn't it?" he ventured. The girl smiled and nodded assent, but had nothing to say.

"My name is Specknoodle," he volunteered. "Oh, I am so sorry," she said sympathetically as she left the car.—Chicago News.

Her Sympathy. A street car fire tried in every way to attract the attention of the pretty young girl opposite him. Just as he had about given up the girl, entirely unconscious of what had been going on, happened to glance in his direction. The fire immediately took fresh courage.

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HOG KEY TO MEAT FAMINE OF COUNTRY

(Western Stock Journal.) There has been considerable warning given by prominent persons and government officials who have made a study of the supply and demand of the meat question in this country under the belief that we were facing a shortage in the supply to meet the demand.

That owing to the rapid increase of the population and the decrease of the meat producing animals of the United States, were approaching a very critical period.

Furthermore the fencing up the free range on government lands, compelling the ranch men to reduce or sell off their entire herds of cattle with the increase of the population is like a two-edged sword on the meat question cutting down the supply and increasing the demand.

This necessitates the farmer in making a greater effort to build up his soil to grow the steer and to enlarge his herds of swine.

The hog has the advantage in many ways of proving himself the key to the meat supply. He annually increases from 500 to a possible 1500 per cent; whereas the steer and sheep are from 50 to a possible 80 per cent. While the hog is ready for market in six or eight months, the steer requires two years.

The hog again is a cleaner and saver by using the by-products of the creamery, of the best factory and of the waste from the table known as garbage in cities. No other animal will gather the mast or glean the grain in the fields or the fallen fruit of the orchard.

Again he will make twice the number of pounds of meat from a bushel of corn or grain that the steer will. This is starting up a fresh impetus from the country for hog growing. The South, the West and the Northwest are taking from the corn and hog belt and producing pork in many instances much cheaper than it can be made in the cities all over the country are establishing for the feeding of garbage which is gathered up, assorted, cooked and fed, maintaining large numbers of hogs from what has heretofore been very largely waste.

The experts of the Department of Agriculture are studying the situation and endeavoring to get at the bottom of the trouble and suggest the remedy.

They have just issued a bulletin advocating increased hog production on the irrigated farms of the West, that pork production in the country are permitted, they state that the irrigation farmers have a splendid opportunity for the profitable production of pork of the high quality. Pigs, they state, can be raised at a minimum cost on alfalfa and then be finished on grain such as barley and peas. A brood sow can be wintered on alfalfa hay and a few sugar beets daily without corn.

They also are favoring the "Boys' Pig Clubs" and "Corn Clubs" that have been formed in the South, organized by the Department of Agriculture both state and general government.

In old countries where the population is dense the mass of the people are deprived of meat. They have to take into consideration that it takes from three to six pounds of grain to make one pound of meat that the laboring people especially are compelled to use the grain as human food rather than having it transformed into a more concentrated form at an expense or loss in quantity. In other words there is more food for the human in eating the greater pounds of grain than in the lesser pounds of meat.

For this cause it brings the hog into the forefront as the meat key for the mass of people because of his economical nature and because of his prolificacy in production and quickness of leavy in production and quickness of development and because he is the greatest producer of meat from pounds of grain than can be found in the animal kingdom.

Again it requires perhaps less cost in housing him and handling him for the quantity of meat produced by him than any other animal. He is therefore not only the key but a bunch of keys to keep the meat situation unlocked and furnished.—American Swineherd

Strengthens Ship Keels. In rough weather at sea a ship has to withstand enormous shocks and strains. This is especially so in the case where the ship is lifted half clear of the sea by a wave and then comes crashing down again. To make the ship invulnerable to this terrible buffeting the bottom is made in double thickness, with a few feet space in between. Before the commencement of a voyage this part is pumped full of water and is really a huge water cushion, which distributes the effects of shocks, which, if applied only to one portion of the ship's bottom, would loosen the rivets and sink the ship.—Pearson's Weekly.

MOLALLA FULLY WIDE AWAKE CITY

BUSINESS MEN KNOW MEANING OF BOOST AND BELIEVE IN THEIR TOWN

STOCK RAISERS ARE GREAT HUSTLERS

Pull Together for Community Interest and Advertise Through New Enterprise Annual—Growth Shown

Just about the liveliest thing in Clackamas county nowadays is the bustling little city of Molalla. When it comes to boosting their town and contiguous country, the Molalla folks are unanimous and wholeheartedly in favor of anything that appeals to them as having merit—and are just as prompt to turn down a proposition that is without merit.

Not only the business men but the well to do stock breeders and ranchers of the Molalla district are strongly imbued with the spirit of progressiveness and working shoulder to shoulder for the good of their community.

Live Wires There. As an illustration of the attitude of Molallites toward worthy movements for the promotion and exploitation of their resources the readers' attention is called to the list of names of those who are cooperating with the Morning Enterprise in making possible a Molalla department of ten pages or more replete with illustrations in the progress and anniversary number which this paper will publish in attractive magazine form early in January, 1914.

In the January 1912 Enterprise annual, Molalla was represented with two pages, in the January 1913 issue it was represented with four pages. Some progress, eh? Shows rather conclusively that the citizens and business men are wide-awake to a good thing. W. H. Dixon of the Enterprise spent a couple of days at Molalla this week and is decidedly proud of the showing made in the following list, especially as the field had been invaded a few days previously by the promoter of an alleged special edition who got nothing more substantial from Molalla business men than a courteous hearing and a firm refusal to switch their patronage from the Enterprise annual.

List of Names. The list of Molalla patrons which follows includes every business firm in the town except one or two who were out of town and therefore could not be seen. Look it over and see, the live wires who are building up the Molalla valley and through whose efforts Molalla is being pushed into the city class. Here it is: Molalla State Bank. W. A. Shaver, stock breeder. Daugherty Bros., seed growers and stock breeders. F. M. Hendrickson, hardware and implements. Geo. H. Gregory, teal grower, owner Gregory's Addition. Geo. V. Adams, prominent rancher. O. W. Robbins, raiser thoroughbred livestock. L. A. Daugherty, paints and painting contractor. J. Tolliver, Tolliver's Acres. Alfred Wall, building contractor. W. A. Beck & Co., live wire realty dealers. Ferman Company, general merchants. W. W. Everhart, livestock breeder and realty dealer. Robbins Bros., general merchants. L. C. Hubbard, liverman. O. K. Cole, garage. Molalla Lumber Supply House. Molalla Lumber & Fuel company. B. O. Cole, grain and feed. H. N. Everhart, furniture and undertaking. Wm. Mackrell, harness shop. Frederich Bros Ice Works.

WEST LINN HITS ON RIGHT TRACK

DECIDES TO BUILD LASTING ROADWAYS WITH MONEY IT GETS FROM TAXES

BRING OUT SCENIC ADVANTAGES

Boulevards and Paths Will Run in Such a Way as to Show up the Beauties of the Place to All Visitors

Paved boulevards, hard surfaced roadways, and well built paths, so laid out as to show all the scenic advantages of the hill back of the town, are to give the best view of a city beautiful by the people of West Linn.

The total of taxable property in West Linn is \$2,420,000 and this city will receive nearly \$20,000 each year from the county road fund. If certain property in the southeastern part of the city can be added to the city tax list, this amount will probably be increased \$5,000.

The first step in building this system of highways would probably be the paving of the county road from the west approach of the suspension bridge to the city line to the north which would be beyond Bolton.

Leading back from this central highway and winding upon the hill until the top was reached, there will be built highways so arranged as to afford an easy grade and at the same time to give the best view of its river hills and mountains. These roadways would connect the city park blocks and parks which are being planned by the improvement club.

With such a combined system of hard surfaced highways and parks, it is thought that West Linn can be made the mecca of Portland automobile parties and one of the best drives in the valley.

The view from West Linn hill includes the low lands on the east side of the river and the foot hills of the coast range, which slowly rise into the tree covered backbone of the range. On a clear day several snow-capped mountains are visible from the hill.

Work has not been started and definite plans have not even been made although work will probably be under way soon after the first of the year if the charter is adopted.

Whether or not the franchise for the proposed new railroad for Clackamas county will be granted will be decided today by the county court. The proposition was submitted to that body the latter part of last week and the court decided upon Friday as the day upon which it would announce its decision.

The franchise, asked for by the Portland capitalists, grants the right to build and operate a gasoline railroad between Boring and Sandy. The line would be one of the first passenger-carrying roads on the Pacific coast which was run by gasoline locomotives in the same way that various lines in the eastern states are operated.

The promoters claim that such a line would prove a great benefit to the eastern portion of the county as it would open to outside markets the rich Sandy valley and bring the town of Sandy and Kelso in closer touch with Portland.

The men behind the road claim that they have enough money within reach to build the line and that by the middle of the summer it would be in operation. Ties, lumber and cordwood would probably compose the greater part of the freight shipments at first, but as the country became cleared off and the land, now occupied by brush and stumps was replaced by farms, produce and products of the soil would supplant the wood.

The people of Sandy have offered to aid and boost for the road as much as in their power. It is said that one prominent land-owner will grant the company a site for terminal grounds and the business men are willing to help the new line by giving it all the freight possible.

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SANDY LINE IS UP IN COURT

COMMISSIONERS TO DECIDE ON FRANCHISE QUESTION TODAY

PLAN TO USE GASOLINE AS POWER

Road Will Penetrate Rich Valley and Open Up New Country to Larger Markets—Work to Begin at Once

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