HOG KEY TO MEAT

(Western Stock Journal.)

government officials who have made a

study of the supply and demand of

shortage in the supply to meet the de-

That owing to the rapid increase of the population and the decrease of the

States, were approaching a very crit

Furthermore the fencing up the free

The hog has the advantage in many

from 500 to a possible 1500 per cent; whereas the steer and sheep are from

60 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 gleaner and

Again he will make twice the nun

the cities all over the country are

numbers of hogs from what has here

of the trouble and suggest the remedy

They have just issued a bulletin ad

vocating increased hog production on the irrigated farms of the West, that pork production be made an adjunct

to the creamery wherever conditions

permit. They state that the irrigation

farmers have a splendld opportunity

for the profitable production of pork of the high quality. Pigs, they state,

alfalfa and then be finished on grain

such as barley and peas. A brood sow can be wintered on alfalfa hay and

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

In old countries where the popula-

take into consideration that it takes from three to six pounds of grain to

make one pound of meat that the lab-

to use the grain as human food rather

than having it transformed into a more

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 econom-ical nature and because of his prolif-

leacy in production and quickness of

he is the

development and because he is the greatest producer of meat from pounds

mal kingdom.

grain than can be found in the ani-

Again it requires perhaps less cost

housing him and handling him for

than any other animal. He is therefor

not only the key but a bunch of keys

to keep the meat situation unlocked

and furnished.-American Swineherd

In rough weather at sen a ship has

to withstand enormous shocks and

strains. This is specially so in the

erashing down again. To make the

feting the bottom is made in double

thickness, with a few feet space in be-

tween. Before the commencement of

water and is really a huge water cush-

ion, which distributes the effects of

shocks, which, if applied only to one

Pearson's Weekly.

quantity of meat produced by him

concentrated form at an expen

oring people especially are compelled

state and general government.

tion is dense the mass of the peo-are deprived of meat. They have

be raised at a minimum cost on

tofore been very largely waste.

herds of swine.

There has been considerable warn-



# 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.

LADIES AID SOCIETY CLEARS \$25 BY BAZAAR

Willamette, Ore., Dec. 11.—(Spe-ali-Twenty-five dollars to apply on us church debt was cleared by the mette Methodist church tonight w the basaar, given by the Ladies'

Misses Catherine Ryan, Ethel Garis and Pauline Fromong gave recita tion and songs were sung by Misses Fracis Waldron, Hattie Andrews, rascis Waldron, mith Rogers, Ethel Gardon and Olla

GIRL HELPS BROTHER WITH WOOD AND IS CUT BY AX

Willamette, Ore., Dec. 11-(Special) Marie Capen lost the first joint of se index finger of her right hand yesgray evening while helping her 11sareld brother, Donald, chop and ory in stove wood.

The boy was chopping the wood and is sister currying it into the house, e was in the act of aplitting god when she reached out to take ald of it, and the ax cut her finger. doctor was hurriedly summoned and the wound dressed.

# WILLAMETTE LOCALS

Willamette, Ore., Dec. 11.—(Spe-ial)—Mrs. Martin, of Willamette, was in Oregon City shopping Thursay afternoon.

Sydney Richards, of Canemah, a ormer resident of Willamette, was a city Thursday on business. Ammy Magoon, of Bolton, part Willamette, near Bolton, was in Wil-

smette Thursday. The Miller sisters of Oregon City

were in this city Thursday visiting S. McDonald, field worker and coun-

y superintendent for the prohibition workers, was in Willamette Thursday canvasaing votes for the state wide

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

# Stomach Troubles Disappear.

Stomach, liver and kidney troubles, weak nerves, lame back and female lls disappear when Electric Bitters Thousands of women would of he without a bottle in their home. Eliza Pool of Depew, Oklat, writes Electric Bitters raised me from a ed of sickness and suffering and has done me a world of good. I wish evmy suffering woman could use this ent remedy and find out, as I did, ast how good it is." As it has helped housands of others, it surely will do the same for you. Every bottle guarsed, 50c and \$1.00. At all drug gists. H. E. Bucklen & Co., Philadelphia or St. Louis.

# QUEER GREETINGS.

Tribes That Spit Upon or Weep Over Their Visitors.

Among the Masal and Ukerewe it is mark of respect to greet an acquaintance or a stranger by spitting at him. Almost as strange is the custom ascrib ed to the Tibetans of sticking out the tongue by way of salutation. Rubbing tones is quite common; the Burmes and many tribes of Eskimos, Laplanders and Mulays do so.

Stranger than any of these customs is the weeping salutation that has been erved among central South Ameritan 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 Indiana;

"Whenever a guest enters a hut h is immediately honored and made welcome by being wept over. Without a word being spoken he is led to the hummock. As soon as he is scated the sitess and her daughters and any of eir girl friends who happen to be in 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 lacourse, they recite everything that has happened to them recently and talk of the hardships of the road that the visitor bus suffered and of anything and everything that can arouse comon and tears. The guest, his hand before his face, pretends to weep and does not speak until the crying has sone on for some time. Then they all the away their tears and become as Breig and merry as if they had never d in all their lives."-Exchange.

# NONEY RAISED FOR CHURCH DEBT 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 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 countles, 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

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



HEAVY TRAFFIC WEARS DOWN SOUTHERD

actual legal control of the work is still vested in the county commissioners. For instance, in the great majority of rounties 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 im provement 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 num bers 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 manship 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 ild 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

### Stonger, hi true manner: The inefficiency arising from bad

roads makes it cost something like \$300,000,000 a year to cart our cotton rop from the fields to the railway stations. I think few people realize the mmense tax put on us all by bad roads and inefficient handling. I have said that if our farmers once

realized the awful tax that bad roads mpose upon them public opinion would sternly demand the making and maintaining of good roads everywhere. It now costs the farmer twelve-yes. twenty or more-times as much per ton mile to move his goods to the rallway station as it does to move them on the milway after they leave the station. The farmer, indeed, in bad cases and at certain seasons may have to pay as much as \$1 a ton mile, while the rallroad carries the freight when it once gets it at an average of three-quarters. of a cent per ton mile.

### Her Sympathy.

A street car flirt tried in every way to attract the attention of the pretty young girl opposite him. Just us he had about given up the girl, entirely discious of what had been going on, happened to giance in his direchas been relatively as much neglected | tion. The firr immediately took fresh courage. "It's cold out today, isn't it?" be

ventured The girl smiled and nodded assent.

but had nothing to say. "My name is Specknoodle," he vol-

"Oh, I am so sorry!" she said sympathetically as she left the car.-Chicago News

# Heart to Heart l alks

LESSON FROM A GREAT GERMAN. I have always striven to learn some thing new, and when I found myself com

pelled thereby to revise my former ideas I have done so immediately and have prided myself on my action, for I always place my country above myself.—Bis-Thus spoke the "maker of modern

Germany," first chancellor of the mighty German empire. He was a man great in warfare and statecraft. who converted Germany from a collection of small, jarring kingdoms and principalities into one of the greatest powers of modern times. He ruled emperors-greater than that, he ruled himself. The extract from his writings printed above proves that.

He was too great a man to cherish mistaken idea. When he found that one of his ideas was wrong he discarded it, as a good workman throws away

a wornout tool. One of the most imperious of men. ancient or modern-ask any middle aged or old German who knows the history of his country, for instance-he was not too proud to acknowledge himself in the wrong.

Why? Because he always placed his country above himself.

Rend there the secret of the man's success. Throughout his long life, from the time he entered the service of Prussia as a member of the diet until the rising sun of Emperor Wililam II, dimmed his own glory, he served his country, and served it well. To each of us in his own sphere

comes the time when we must acknowledge that one or more of our ideas are wrong, that the notions we have formed are ill conceived. When that time comes let us do as Bismarck did. Let us revise our for-

mer ideas immediately. Let us not cling with the stubbornness of the little to false notions. If he could give in, we can, Not even the great general can af-

ford to encumber his army with a mass of useless, dragging baggage. The great man as well as the little must know what to leave behind. Dead weight that is carried uselessly wears down the bearer more than live reight which may be needed. So it is with ideas. Each of us

marches to the battle with a certain amount of mental baggage. Live luggage, ammunition for the fight, we do not feel, for we know that it is preclous stuff. But we must not fill our mental knapsacks with the rubbish we have picked up along the road. It will be in our way.

Follow Bismarck's plan. When new knowledge forces on you the convic-tion that the old idea is wrong, let it take the place of the old. Drop the

outworn stuff and forget it. We are not all Bismarcks, of course, But every one of us can learn from

OF BOOST AND BELIEVE IN THEIR TOWN

# WEST LINN HITS SANDY LINE IS

ROADWAYS WITH MONEY IT GETS FROM TAXES

BUSINESS MEN KNOW MEANING DECIDES TO BUILD LASTING COMMISSIONERS TO DECIDE ON FRANCHISE QUESTION TODAY

# STOCK RAISERS ARE GREAT HUSTLERS BRING OUT SCENIC ADVANTAGES PLAN TO USE CASOLINE AS POWER

and Advertise Through New Enterprise Annual -Growth Shown

Just about the livest thling in Clack amas county nowadays is the bustling little city of Molalia. When it comes

unanimously and whole-heartedly in favor of anything that appeals to them as having merit—and are just 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 embused with the spirit of pro-

to boosting their town and contigu-ous country, the Molalia folks are

gressiveness and working shoulder to shoulder for the good of their com-

Live Wires There. As an illustration of the attitude of Molaliaites toward worthy movements for the promotioin and exploitation of their resources the readers' tatention is called to the list of names of those who are cooperating with the Morn-Enterprise in making possible a Moialia 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 Jan-uary, 1914.

In the January 1912 Entreprise an ing given by prominent persons and nual, Molalla was represented with two pages, in the January 1913 issue it was represented with four pages. the meat question in this country un-cer the belief that we were facing a Some progress, eh? Shows rather conclusively ... is not only growing but that the citizens and busi ess men are wide-awake to a good thing. W. H. Dixon of the Enter-prise spent a couple of days at Mo-lalla this week and is decidedly proud meat producing animals of the United 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 range on government lands, compelling the ranch men to reduce or sell who got nothing more substantial from Molalla business men than off their entire herds of cattle with the increase of the population is like a courteous hearing and a firm refusal two-edged sword on the meat question to switch their patronage from the cutting down the supply and increas- Enterprise annual.

ing a greater effort to build up his soil to grow the steer and to enlarge his herds of swine. not be seen. Look it over and see the live wires who are building up the Moialla valley and through whose efforts Moialla is being pushed into the city class. Here it is: way of proving himself the key to the meat supply. He annually increases

Molalla State Bank W. A. Shaver, stock breeder. Daugherty Bros., seed growers and stock breeders. F. M. Hendrickson, hardware and

saver by using the by-products of the creamery, of the beet factory and of implements.

Geo. H. Gregory, teasel grower, own er Gregory's Addition.

Geo. V. Adams, prominent rancher. the waste from the table known as garbage in cities. No other animal will gather the mast or glean the grain O. W. Robbins, raiser thoroughbred in the fields or the fallen fruit of the

L. A. Daugherty, paints and painting contractor.

1 M. Tolliver, Tolliver's Acres. ber of pounds of meat from a bushel of corn or grain that the steer will. Aldref Wall, building contractor, W. A. Beck & Co., live wire realty

This is starting up a fresh impetus om the country for hog growing. The the West and the Northwest Ferman Company, general are taking from the corn and hog belt and producing pork in many instances W. W. Everhart, livestock breeder nuch cheaper than it can be made in

Robbiins Bros., general merchantss the corn states. Again we see that L. C. Hubbard, liveryman. establishing for the feeding of garbage which is gathered up, assorted cooked and fed, maintaining large

O. K. Cole, garage. Molalla Music Supply House. Molalla Lumber & Fuel company. B. O. Cole, grain and feed. H .N. Everhart, furniture and under taking.

The experts of the Department of Agriculture are studying the situation Wm. Mackrell, harness shop. and endeavoring to get at the bottom Frederich Bros Ice Works

# TO BE ENGINEER

MAN KILLED BY FREIGHT IS EX-PERIENCED RAILROAD MAN AND LEAVES FAMILY

### the Department of Agriculture both HIS ACTION PUZZLES ALL OFFICERS

Cannot Understand Why He Should Have Taken to the Rods When He Might Have Secured a Pass or Seat in Cab

A locomotive engineer, an Odd Fellow, and an experienced railroad man was James Gillespie, the man who was killed in the railroad yards near Southern Pacific depot Tuesday night. Letters that were found on the body after an investigation Wednesday morning revealed the fact that he had been an engineer on the Pacific & Eastern. He was probably trying to make his way south to his wife in Forest Grove and his father at Medford when the accident happened.

The officers who have investigated the case cannot understand why did not get a pass over the road as even competing lines usually give em ployes free transportation from one road to the other. In his pockets were found several passes but none over

the Southern Pacific.

As a railroad man, he could have probably ridden in the cab with the engineer had he chosen to do so and the officers are at a loss to know why case where the ship is lifted half clear he attempted to ride the robs when of the sea by a wave and then comes he had the opportunity to ride on a passenger. He was also a member passenger. He was also a member crashing down again. To make the of the Odd Fellows at Eagle Point. His father, James Gillespie, will arrive in the city Thursday morning while his wife and children are expected shortly afterwards. Until that time, no funeral arrangements will be made.

a voyage this part is pumped full of made.

Gillespie was killed while attempting to get through under the cars of freight extra 2539 just as it started off of the siding in front of the depot of the siding in front portion of the ship's bottom, would loosen the circts and sink the ship.passed its entire length over him.

Pull Together for Community Interest 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 the proposed new railroad for Clack-out as to show all the sceniic ad amas county will be granted will be vantages of the hill back of the town, decided today by the county court. are included in the plans for a city beautiful by the people of West Linn. The total of taxable property in West Linin is \$2,420,000 and this city

from the county road fund. If certain property in the southeastern part of the city can be added to the city tax list, thiis amount will probably be increased \$5,000.

the paving of the county road from motives in the same way that various the west approach of the suspension lines in the eastern states are oper bridge to the city line to the north sted, which would be beyond Bolton. Th

time to give the best view of th eriver bills and mountains. These roudways The men belt would connect the city park blocks they have enough money within reach and parks which are being planned by improvement club.

hard surfaced highways and parks, it is thought that West Linn can be made the mecca of Portland automo-bile parties and one of the best drives in the valley.

in the valley.

The view from West Linin 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 snowcapped mountains are visible from the hill. Work has not been started and def-

inite plans have not even been made although work will probably be underway soon after the first of the year

WEST LINN HAS AMBITIOUS PLANS FOR BUILDING IT WILL ERECT SOON

# BE CIVIC AND SOCIAL CENTER

Gathering of All Kinds Will be Held There as Well as All Sessions of the Council-To be

Modern

Through the efforts of the club, the close to the approach to the susp sion bridge and in the center of the city. Plans have not been drawn but the club favors a two-story building about 50 by 100 feet.

the council, the improvement club or for social gatherings. It is planned to make the structure modern in every respect and to finish the interior in a way that "would show our neigh or towns a few things in city halls, eccording to one member.

A new city hall is considered by the club one of the first things that the new city of "power, payroll and pros-perity" needs and will probably be the first public building to be erected.

# MUSICAL IS GIVEN

West Linn., Ore., Dec. 11.—(Special)—The home of Mr. and Mrs. G. Nickson was the scene of a musical last evening. The feature of the program were the selections by A. Scott and Samuel Boyd. Those present were: Mr. and Mrs. J. Nickson, Mr. and Mrs. A. Scott, Mrs. H. D. McLarty, Samuel Boyd and James McLarty.

# WEST LINN LOCALS

West Linn., Ore., Dec. 11.—(Spe-lal)—Mrs. A. Rakel, of Canemah, visited her mother, Mrs. Peter Christensen, the fore part of the week Mrs. Charles Rains visited the

Mrs. George Hisle was in Oregon City Thursday. Mr. and Mrs. Perkins, formerly this city, spent several days the fore part of the week visiting old friends.

Breaking it Gently to Her. Mald-Thieves got into a bot this street last night and stole all the Mistress - What stupid people to

leave things unlocked. Whose

Mistress-Why, that is our house! Maid-Yes, ma'am, but I did not want to frighten you.-London Mail. Croup and Cough Remedy

Croup is a terrible disease, it at-tacks children so suddenly they are very apt to choke unless given the proper remedy at once. There is nothing better in the world than Dr. King's New Discovery. Lewis Cham-berlain, of Manchester, Ohio, writes writes about his children: "Sometimes vere attacks we were afraid they would die, but since we proved what a certain remedy Dr. King's New Dis-

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

Whether or not the franchise for The proposition was submitted to that Deautiful by the people of West Linn.

The total of taxable property in the court decided upon Friday as the West Linin is \$2,420,000 and this city will receive nearly \$20,000 each year from the county road fund it. The franchise, asked for by the Portland capitalists, grants the right

to build and operate a gasoline rail-road between Boring and Sandy. The be inferensed \$5,000.

The first step in building this system of highways would probably be coast which was run by gasoline loco-The promoters claim that such a

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 of Sandy valley and bring the towns of Sandy and Kelso in closer touch

The men behind the road claim that dle of the summer it would be in op-With such a combined system of eration. Ties, lumber and cordwo 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

and the business men are willing to nelp the new line by giving it all the freight possible.

# SANDY STRONG

ENTHUSIAM IS SHOWN AT MASS MEETING AND NO OPPO-SITION DEVELOPES

# DELEGATION GOES WITH PETITION

Many Business Men Sign Request for Franchise for Company on County Highway-Hearing December 24

With a petition, signed by more than 200 Sandy persons and accom-panied by a committee of three lead-A new and up-to-date city hall for West Linn is one of the plans of the West Side Improvement club. Sandy railroad appeared before the Clackamas county court Friday after-Moody Investment company has offer noon and spent the greater part of the ed four lots on Broadway, which is afternoon discussing the matter with

At a meeting of the city council of Sandy, held Thursday evening, the boosters of the new line explained the plan of the new road. Two hundred The first floor would probably be spectators crowded the room devoted to the offices of the city and devoted to the offices of the city and wildest enthusiasm was shown. A vote was taken at which all opposed vote was taken at which all opposed asked to stand. Not one stood. Every person present signed the petition and the business men of the town of fered their support in every way for

the new enterprise.

Three business men were delegated to appear before the county court to represent the city of Sandy. "If we can secure the franchise, the

road will be in operation by the mid-dle of June, that is providing the condition of the weather is such that we can work Farch and April," said one of the promoters Friday to a repre-sentative of the Enterprise. "Once we had started construction, the building of the line would be rushed and an active operation in time to haul out the wood, lumber and ties cut during the summer months." The matter will probably be brought

before the commissioners again on December 24, the next time that body meets. A definite, written franchise will then be brought before the court and it is probable that final judgment will be passed.

ECHOES FROM MILWAUKIE

Milwaukie Happenings Always Interest Our Readers.

After reading of so many people in been cured by our town who have Doan's Kidney Pills, the question nat-urally arises: 'Is this medicine equally successful in our neighboring towns?" The generous statement of this Milwaukie resident leaves no

room for doubt on this point. Mrs. Clara E. Cook, R. F. D. No. 2, Box 105, Milwaukie, Ore., says: For years I suffered from pain in my back much more severe if I over-taxed my-self or caught the slightest cold. The kidney secretions were unnatural. Doan's Kidney Pills proved to be just the remedy I needed. They gave me quick relief from all the troubles. A few times since then. I have used Doan's Kidney Pills and they have always given the heat of results. You may continue publishing my former

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agent for the United Remember the name-Doan's take no other.

BOLTON SCHOOL HAS CHRISTMAS PROGRAM West Linn, Ore. Dec. 17.—(Special)

The students of the Bolton school