

OREGON CITY ENTERPRISE

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OFTEN THE QUESTION IS ASKED: "What is the matter with Oregon?" and there is a new answer, in one form or another, for every time the question is repeated.

But there is something wrong, somewhere. Oregon is comparatively old, as far as western states go, and has an area as large as New York, Connecticut, Massachusetts, Rhode Island, Vermont and New Hampshire, yet within its borders dwell only 275,000 and of this number over one-third live in Portland.

A. L. Mills, president of the Portland First National bank, who has studied the subject, declared in a recent address that the state was over urbanized. It at the head was too big for the body.

James J. Hill and other competent observers say the trouble is that we hold our agricultural lands too high and that there is not sufficient return to justify the stranger settling in this state.

Mr. Mills, in speaking on this subject, said: "The only measure of value is whether a farmer can make a good living for himself on the land and a reasonable rate of interest on his investment."

When we put it within the grasp of the settler to make a better return on his capital invested in Oregon lands than he gets from his worn out lands in New England, or even the rich lands of the Middle West, then he will come to us in ever increasing numbers, for good news travels fast.

Indeed, a disgruntled newcomer returning to his eastern home disappointed in his expectations, spreading poison wherever he goes, works us incalculable injury.

"Now how can we make our land values such that an industrious settler can be reasonably sure of a better return on his investment than he received from his old farm in the east? Certainly we cannot regulate the price of privately-owned land by law.

"First—By encouraging by every means within our power the great irrigation projects that are absolutely necessary if we are to make two blades of grass grow where none grew before.

"To do this we must not only help ourselves, 'fly with our own wings,' but we must leave no stone unturned to get proper assistance from the state and national governments.

"Second—We must put the markets of the world within easy reach of every farmer. To that end we must see that he has good roads over which to haul his produce, and we must give encouragement to railroad development.

"Mr. Strahorn has proposed a system of 400 miles of railroad in central Oregon that if built will work wonders for the development of our state. This road has been called by Senator Lair Thompson 'The People's Road' and it is—unless we of Oregon do our part it cannot be built.

"What Oregon needs then for its development are more settlers and more capital."

A MAN WHO RECENTLY QUIT EXTENSION WORK of the University of Oregon because a college education will give him a good conscience, which he believes, is a detriment in the race for success, does not deserve success and probably will never attain it.

"I realize that with a college education my conscience might interfere with my life's ambitions. These ambitions are to get rich, no matter by what method; to secure fame, even at the cost of a million souls; to trample upon the faces of the poor and make the rich bow before me.

"By so doing it is claimed the university benefits society as a whole, which claim seems founded upon substantial fact," he writes.

"But it appalls me," he protests. "A higher education might cause some virtue to be inculcated in me that might perhaps cause a guilty conscience to prick me. Therefore, I say, I must avoid such a deterrent."

Here is a man who does not want to be human, to have a kindly spirit for his fellow man. Here is a fellow who has never realized that the greatest joy is caused by a kindness done to one in need, a gift to a friend.

This man will never attain fame. He might reach notoriety, and his name burn into the minds of millions through scare heads on the front

1881-1916

The growth of a solid, steady reputation cannot be pushed or hurried. The commercial trademarks which have become household expressions were not thrust upon the nation by a "whirlwind campaign" of advertising, but by the constant repetition year by year of claims which were made good to the letter.

Our friends have made us what we are; we believe we have had a hand in making them, too. To retain the old by continued fidelity and devotion, and thus attract the new, is our constant aim.

The Bank of Oregon City THE OLDEST BANK IN CLACKAMAS COUNTY

page of newspapers, but his name will not be connected with anything that will reflect to his credit, if he continues to follow his present course.

His riches, and men of his narrow capacity do often acquire wealth, will not bring him happiness, nothing but misery, shame and sorrow.

He will kill his conscience, and in so doing he will kill all the better and higher things in his own life.

But do not fear, this man is harmless. He is too near a stage of madness to be dangerous. He will get less out of life than thousands of the poor he plans to oppress.

THE FIGHT FOR PERMANENT ROADS is not a local one. It has spread through every section of the country, except in those portions which years ago saw the folly of macadam, gravel and other cheap roads and now have hard surface on trunk highways.

Just as the movement for hard surface is a nation-wide one, so seems to be the feeling aroused against this type of pavement. Strangely enough, the farmers, the ones who would be most benefited by permanent roads are the ones who usually oppose it.

Something just done in Vermilion county, Ill., may be inspiration and also direction to those who are trying to get permanent roads in their home state or county. The capital of Vermilion county in Danville, the home of "Uncle Joe" Cannon, although the official records do not disclose that our uncle took any conspicuous part in the long fight which has now resulted in a complete victory of the good roads party.

The public opinion of the county on the question was shown in the vote taken some time ago on a proposal to issue \$1,500,000 in Vermilion county bonds, the money raised from the bond issue to be expended in the making of hard roads. The anticipated litigation followed quickly.

Hard road making in the Illinois prairie country has always presented a difficult problem, owing to the nature of the alluvial soil. But ways and means having been discovered of doing the work, it is plain that the progressive citizens of that state will not long delay doing it.

EVERY ROAD LAW in the state of Oregon should be swept off the statute books and a new, modern, practical, efficient and economical system substituted. Oregon will not have roads that compare with the roads of progressive states as long as we stick to a code so tangled, so inefficient and wasteful as the present one.

The first thing the matter with Oregon road laws is the wonderfully tangled condition they are in. Every since the first legislative act, road laws have been passed. They conflict, many of them are out of date, and apply to pioneer Oregon instead of the Oregon of today.

Then, too, the Oregon road laws are nursing along a system of road commission. Under its provisions, we in Clackamas county have spent over a quarter of a million of dollars a year for the last five years and today nine-tenths of the roads of the county are in such shape as to be almost impassable.

We see the county court this month trying to pick out the 60 road supervisors. All the petty community differences, prejudice, personalities are dragged into the road affairs. All this is fostered by the state road laws.

A comparison of Oregon roads with California highways is certain to indict the statutes of this state. From Washington, where less money is spent, the roads under a somewhat different system, are better and there are more miles of permanent highways than in Oregon.

Even the laws enacted by the 1915 legislature have added to the tangle. The courts are kept busy for months trying to figure out just what effect the new statutes will have on the old. Suits are filed against counties by cities attempting to collect 100 per cent of the road fund, because of questions raised by the tangled road laws.

MANY ARE THE SMILES at the latest Democratic joke, and it's sprung right here in Oregon City. Decorating the broad chest of one of our leading Democrats, is a button bearing the picture of Woodrow Wilson, president of the United States, and the slogan, "Safety First."

JOHN STARK WONDERS

MAPLE LANE, Jan. 11.—(Editor of the Enterprise)—I wonder:— If Wink. Andy will now come across with that pension for indigent professors? Why the Democrats lowered the tariff and are now raising it again? If the Democrats were right when they promised lower tariff? If they understood the tariff question? If they have eaten all the tariff on hand and are now just passing the plate for a second helping? If they think it would make sledding easier next November? When the Panama canal will be open for traffic again? Why the Democrats did not keep their pre-election promises on canal tolls? When the Philippines will get the independence promised by the present administration? When politicians will get the habit of keeping a promise? What has become of W. Jennings Bryan?

FORUM OF THE PEOPLE

Bob Schuebel Writes.

ELDHORADO, Ore., Jan. 11.—(Editor of the Enterprise)—The time is coming in Clackamas county when it will pay as well as being the right thing to do to build hard surface roads on the extremely heavy traveled roads, and so it is not out of place to experiment in a small way at this time, so when the time comes that a good deal of such road must be built, we will know just what kind of hard surface to build, as well as having solved the problem of raising the money to build them.

I would not hesitate to sign up an agreement that the work done in district 19 in 1915 could not be duplicated by contract for the money spent and 10 per cent added. I would agree to pay the cost of investigation if a reliable contracting firm would duplicate the work on the terms mentioned. I believe this is true as a rule throughout the county. To succeed in getting hard surface roads in this county, the first essential thing is to prove by honest figures that it will pay to do it, and find the way to raise the money.

About all the cities in Clackamas county have shown the disposition to try to get all the road money raised in their town limits returned to the town by the court, which would leave the country districts to build the bridges as well as build their roads. Now such attempts do not speak well for the men who back such moves. It shows they have very little sense of right and wrong. There are among the most ardent advocates of hard surface roads, whose motives are such that their arguments should not be considered. I prefer to those who expect to speculate on property, on account of such roads. Those who want to find a safe, long-time loan for their money, and so advance bonds, etc. Those who bought automobiles and want a smooth road to ride on, and the contracting firms that expect fat contracts; all these mentioned might be willing to push hard surface roads before the proper time to do so, regardless of the effect on the common people and their ability to stand the cost.

Let me illustrate how some of you have been misrepresenting matters about our road money. The article published in the paper and statements made by speakers would lead us to believe that the 60 road supervisors had spent enough money to have built hard surface roads of our main roads that we have been spending a quarter of a million dollars a year, etc. The facts are, in 1907 we spent \$101,088.11 on roads and bridges in the county and gradually increased as the valuation increased, until this year, 1916, we will raise about \$240,000 county road money. Now I will take this sum and distribute it just about how it will go and has gone before. It will take one-tenth, or \$24,000, for bridge fund. This is rather a low estimate. One-sixth, in fact, it will be more than \$44,000, will go to the cities. This will still leave about \$145,000 in a general fund with the county court for other expenses, such as laying out new roads, etc.

Now when a man objects to falling in line when such rotten methods are used for educating the people in favor of their schemes, what is the result? The papers pick up any thing a man might say and twist it in such a way to make a man look ridiculous and a crook. I want to give two examples: When I tried to register and failed at the time on account of not having my father's papers, what was said at the time was twisted and published to try to make me out a fool. Still worse, a few years ago, when I had been mixed up in a public matter that did not suit the Enterprise's taste, they published a report that a man, prominent in this matter, had sold his farm on time and foreclosed on the poor man; hinted at robbery wound up asking if this looked like a reformer. No names were mentioned, but the conditions and the writer's previous statements, would indicate he meant R. Schuebel. Now I want to give you the facts of what took place, and leave you to judge what kind of a man he must be to write such an article without knowing the facts, which are: I had sold my farm on time; received \$1000 down. The man set his own time for future payments; failed to make good, even to pay taxes on time. I gave him all the time he wanted to sell them, although I had made a small payment on a place in Washington. I dropped that and paid him for what wire fence he put on the farm; paid him for what fruit trees he planted and bought all he had it his own figure. That is something I would have no trouble to

A Well Known Woman Speaks.

In Every Town in Oregon Neighbors Say the Same.



Portland, Oregon.—"I have used Dr. Pierce's Favorite Prescription for my nerves and a general break-down and after using only three bottles I was completely cured. I also used Doctor Pierce's Golden Medical Discovery for the blood and it proved very beneficial. I can heartily recommend Doctor Pierce's medicines."—Mrs. J. B. Hixon, 643 Deacon Ave.

The mighty restorative power of Dr. Pierce's Favorite Prescription speedsily cures all womanly troubles to disappear—compels the organs to properly perform their natural functions, corrects displacements, overcomes irregularities, removes pain and misery at certain times and brings back health and strength to nervous, irritable and exhausted women.

At Ellensburg, Wash., they built two miles of hard surface roads; had to repair it three times in 30 months, and spent all told, \$68,000 on the two miles, while we are finding a way to get the money let others experiment that can afford it and we only experiment in a small way until we have solved the problem of the money and we will come out ahead in the end.

We now have a law under which a banker can deposit county bonds with the government and get money at two per cent. Why not push for a law giving the county an equal chance on the same security? With such a law your bond issue would carry by a large vote in Clackamas county and hard surface roads assured without a serious burden on anyone. Cut out insults, false reports—get down to good sense and fair treatment to your neighbors and we will all fare better. Until you change your methods, you will fail. R. SCHUEBEL.

SILVERTON BOY SENTENCED.

SALEM, Ore., Jan. 11.—Noah Wolfard of Silverton pleaded guilty to attacking a girl about 15 years old and was sentenced today by Circuit Judge Kelly to serve from three to 20 years in the penitentiary. His plea for a parole was denied by the court. Wolfard, who is about 20 years old, fled after committing the crime and was located after several months' search.

ASTORIA CAN RUN BOATS.

SALEM, Ore., Jan. 11.—The port of Astoria can go ahead and acquire and operate boats for the transportation of passengers and freight on the authority granted by the legislature of 1915 was the decision of the supreme court today in the case brought by District Attorney Mullins of Clatsop county.

REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF OREGON CITY

At Oregon City, in the State of Oregon, at the close of business on December 31st, 1915.

Table with columns for RESOURCES and LIABILITIES. Resources include Loans and discounts, U.S. Bonds, Securities, etc. Liabilities include Capital stock, Surplus fund, Undivided profits, etc.

Total \$272,124.81. State of Oregon, County of Clackamas, ss: I, F. J. Meyer, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. F. J. MEYER, Cashier.

SEMI-ANNUAL REPORT OF COUNTY IS PUBLIC

TOTAL OUTSTANDING WARRANTS PLUS INTEREST IS \$176,580. STATEMENT SHOWS.

The net indebtedness of Clackamas county is \$150,955.61, according to the semi-annual report, which was made public Monday. The report shows the condition of the county for the period ending January 1.

The county has on hand, in the general and the road funds, \$25,624.42, while the total liabilities is \$176,580.03. The statement follows:

Table showing Liabilities and Resources. Liabilities include General fund warrant drawn on county treasurer, County road warrants, etc. Resources include funds in hands of county treasurer, county road warrants, etc.

Table showing Net indebtedness and Total general fund warrants issued.

SUNDAY CLOSING LOW IS TIED UP UNTIL NEXT FALL

(Continued from page 1)

and football grounds, are conducted under leases or other agreements on the assumption that they can transact business on Sunday. Many people would practically have to give up their business, and enough people are out of employment at present, without unnecessarily adding to their number.

"I rely on the assurance of the defendant that the appeal from the federal bench to the supreme court of the United States is taken in good faith. A decision will probably not be rendered by that court before November. I shall, therefore, continue the final disposition of the demurrer to this complaint until next November, until the people vote as to whether they wish to abolish this archaic law passed 72 years ago."

YOUNGSTOWN STRIKE IS DECLARED OFF

YOUNGSTOWN, O., Jan. 11.—Fred Croxton, state mediator, announced tonight that the strike of the tube workers at the plant of the Youngstown Sheet & Tube company had been declared off. The men at a mass meeting tonight voted to accept the company's offer of an increase in wages amounting to approximately 10 per cent, and will return to work tomorrow.

The plant employs 9500 men, not all of whom, however, have been on a strike, although they were compelled to quit work. Mediator Croxton is endeavoring to settle the strike at the plant of the Republic Iron & Steel company, and companies of representatives of the company and the men will be resumed tomorrow.