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Huntley-Draper Drug Co.

Oregon City—Canby—Molalla



LOCALS AND PERSONALS

High Water—Family Flees—

Mrs. J. C. Miller, of Mullin, was in Oregon City on Tuesday. Mrs. Miller's family had to flee from their home owing to the high water...

Lyle Tiedeman Improving—

Lyle Tiedeman, of Stafford, who has been in the Oregon City hospital, where he has been receiving medical attention has been able to be removed...

Bird Fancier Visits Oregon City—

Mrs. M. A. Engel, canary bird fancier who resides at Central Point, was in Oregon City on Monday, bringing in some of her choice singers...

IN SOCIETY

Among the enjoyable affairs held during the past week was at the home of Mrs. Josiah Martin in Willamette on Wednesday afternoon...

The afternoon was devoted to a social time, and as Mrs. Martin has made a record as an artist in making mince pies she served her guests with mince pie, cake and coffee, thoroughly relished.

Mr. Martin, who was the only gentleman present, proved to be one of the popular guests at the affair.

Present were: Mrs. Fay Heath, Mrs. Emma Edmunds, Mrs. Rose Wallace, Mrs. Edna Carpenter, Mrs. Viola Froning, Mrs. H. Leisman, Mrs. Elizabeth Oliver, Mrs. Luella Andrews, Mrs. Ida Adamsen, Mrs. Francis Young, Mrs. Laura Dollar, Mrs. Minnie McArthur, Mrs. Effie Junken, Mrs. Ada Shadle, Mrs. Marie Gary, Mr. and Mrs. Josiah Martin.

On Thursday, Nov. 10, Mr. and Mrs. A. D. Paddock gave a surprise dinner party in honor of the Mr. Paddock's father, J. C. Paddock. The occasion was his 70th anniversary.

The rooms were beautifully decorated with red, white and blue crepe paper and flags. The color scheme was carried out in the table decoration with silk flags. The place cards were adorned with a flag, and each napkin was a silk flag for a boutonniere.

A pretty wedding took place in this city on Wednesday morning at 10 o'clock, when Miss Mildred May Dryden became the wife of Otto Leroy Smith of Oregon City. The impressive ceremony was performed by Monsignor Hillebrand at his home, in the presence of only relatives and several friends.

Mrs. Fred Peckover, sister of the bride, was matron of honor, and the bride's maid was Miss Leila Davis, niece of the bridegroom. Tony Herbst and Fred Peckover attended the bridegroom. The bride was pretty in her gown of white silk tulle and her tulle veil was gracefully held in place with

a wreath of orange blossoms. Her shower bouquet was white chrysanthemums.

The matron of honor, and the bride's maid were becomingly gowned in blue satin and wore large picture hats of black velvet. Their shower bouquets were yellow chrysanthemums.

The marriage ceremony was followed by a wedding dinner and reception at the home of the bride's parents, Mr. and Mrs. C. O. Dryden, at Thirteenth and Center streets, when relatives and a few intimate friends attended.

The rooms of the Dryden home were beautifully decorated in autumn leaves and cut flowers, the color scheme of the dining room being white and green and of the living room in golden colored autumn leaves and yellow chrysanthemums.

Mr. and Mrs. Smith left the same day in their automobile for a motor trip, and after visiting relatives in Salem, returned to Oregon City Saturday, where they have taken up their temporary residence at the home of Mrs. J. S. Smith, mother of the bridegroom, and they will take possession of their bungalow as soon as this is complete.

Attending the reception were: Mrs. J. S. Smith, Mrs. Horace Minor, Mr. and Mrs. Lloyd Smith of this city, Mr. and Mrs. Charles Davis, daughters and son, Misses Leila and Bernice, and Lawrence, of Portland; Mr. and Mrs. D. F. Dean of Halsey, Or.; Mr. and Mrs. Fred Peckover, Tony Herbst, Mrs. Merritt Willson, Miss Lulu Lynch, Miss Agnes Engebrecht, Lee Faust, Mr. and Mrs. C. O. Dryden and daughter Dickys.

Many handsome wedding gifts were presented the young couple.

The bride is one of Oregon City's well known young ladies, and previous to her marriage was the guest of honor of a number of interesting affairs. She has been employed in The Morning Enterprise office for a number of years, and is the eldest daughter of Mr. and Mrs. C. O. Dryden, the former who is also an employee of The Morning Enterprise. Mrs. Smith attended and graduated from the Oregon City high school. She is an active member of several societies, among these being the Girls' Friendly Society.

Mr. Smith, the youngest son of Mrs. J. S. Smith, has also many friends in this city. He is employed with the Hawley Pulp & Paper Co.

Clackamas County Accidents Numerous

In Clackamas county during the month of November, there were 20 accidents. This number is shown on the reports made to Sheriff W. J. Wilson up to Nov. 15. With the month but a little more than half gone, the average is almost two a day.

The list shows that four of the accidents resulted in injuries to occupants of the machines, and one to a pedestrian. None of the accidents so far this month have been fatal.

According to the bureau of the census of the department of commerce at Washington, there were in Oregon during the past year 1042 deaths due to automobile accidents, a growth of 224 over 1919. The report shows that there were 9163 deaths resulting from accidents caused by automobiles and other motor vehicles, excluding motorcycles, were recorded within the death registration area of the United States, which area contains 82 per cent of the total population.

This number represents a death rate of 16.4 per 100,000 population, as against 9.4 in 1919, 9.1 in 1918, 8.9 in 1917, 7.3 in 1916, and 5.8 in 1915. Between 1915 and 1920, therefore, the death rate per 100,000 population from motor vehicle accidents and injuries increased by about four-fifths.

The actual number of deaths resulting from motor vehicle accidents in the 25 states for which data for 1915 are available increased from 3571 in that year to 7433 in 1920, the rate of increase being 108.1 per cent.

During the same period, according to data obtained from the Bureau of Public Roads of the Department of Agriculture, the number of registrations of automobiles, motor trucks and commercial vehicles in the same states increased from 1,757,955 to 4,085,150, the rate of increase being 234.4 per cent. The death rate per 1000 motor vehicles in use in the 25 states in question decreased from 2 in 1915 to 1.2 in 1920, being only three-fifths as great in the later as in the earlier year.

One new feature of the bill is that the cooperation of territories, states and civil subdivisions thereof is liberalized far more than in previous acts, in the expenditure of appropriations for national forest roads. The law, as heretofore permits the secretary of agriculture to receive cooperation and Forest Service officials believe that undoubtedly considerable amounts will be offered, thereby assisting forest road construction.

"While the money received under the Federal Highway Act will provide funds for immediate and much needed development of lines of communication in the National Forests," states Mr. Cecil. "A recent study made by the Forest Service shows that over 13,000 miles of forest roads, estimated to cost \$17,000,000, are necessary to complete the various state and county highway systems within or adjacent to the forests. Also, for roads and trails of primary importance for the protection and use of the National Forests, some 49,000 miles of trails and over 13,000 miles of roads will ultimately have to be constructed at a cost of more than \$63,000,000."

Bids have been recently let for the completion of the grading on the government portion of the Mt. Hood Loop and the McKenzie Highway," Mr. Cecil brought out.

The latest titled lady from foreign shores whom New York is looking forward to seeing come to this hospitable land for professional purposes is Lady Joan Capell. She is 21 years old and the daughter of Adele, Dowager Countess of Essex. She is even now on the high seas en route here, and it is rumored that while here she will be a manikin for a fashionable English dressmaker just starting up in business here.

OPENING OF HIGHWAY SOUTH OF OREGON CITY IS DELAYED BY RAIN

Cement on Section near Canby Given Time To Cure; Bridge is Surfaced.

The opening of the last stretch of pavement on the Canby-Barlow section of the Pacific Highway has been delayed. The complete road will not be opened to traffic for probably three or four weeks, according to the announcement of the state highway engineer's office.

The reason for the delay is that the cement cures slowly during the present wet weather, and it was found best to give it an extra two weeks to harden. The bridge over the Molalla is also being surfaced.

When the road is completed, it will form practically an unbroken link to the south. Further on, in Marion and Lane counties, the Pacific Highway is being surfaced so that the road to the California line will soon be one of the foremost byways in the state.

Within Clackamas county, south of Oregon City, the road is paved to Canby, broken only by the planking on the south end outlet. At Canby, detouring over the old road, the motorist encounters rough macadam, but this is only for a little more than one mile. From Barlow to Salem the pavement is unbroken for 27 miles, save a 250 foot section at Pudding river.

In the construction of the highway to the south of Oregon City the contractors have had the advantage of an exceptional summer. There has been very little bad weather to hinder the work, and the rain did not set in until after the pavement had been laid. Work is now progressing upon the laying of rock shoulders on the highway, and also on the west side stretch that runs from Oregon City, through Oswego to Portland.

With the completion of the new Willamette river bridge it is expected that the entire road will be paved. There is at present on the West Side Highway a 3000 foot gap at Belton, but the commission has agreed to pave this. The only portion yet remaining uncontracted for is the south end outlet from Oregon City. The state has agreed to lay the pavement if Oregon City will prepare the grade. Although no arrangements have been definitely made as yet it is expected that some solution to the problem of financing the work will be found by the time that the new Oregon City-West Linn bridge is open to traffic.

Post Road Funds Are Available in Oregon

PORTLAND, Or., Nov. 15. — The signing by the president of the federal highway act, appropriating \$15,000,000 for forest roads and trails, makes available at once \$750,000 for national forest roads in Oregon, Washington and Alaska and marks an important step toward the development of the great resources of our national forests, states Geo. H. Cecil, district forester of the North Pacific district. "The bill provides \$5,000,000 for immediate expenditure and makes an additional \$10,000,000 available on July 1, 1922. There is immediately available for road construction on the national forests the following amounts: Oregon, \$310,790; Alaska, \$258,273; Washington, \$189,370. This money will be used in extending the present inadequate road and trail system of the national forests of these two states and Alaska, the development of which is so vital to the effective protection and utilization of their valuable natural resources."

The act appropriates \$6,500,000 for forest roads of primary importance to the states, counties or communities within, adjoining or adjacent to national forests. Of this amount \$2,500,000 is made immediately available for appropriation based on the area and value of the land owned by the government within the national forests. As heretofore the construction work will be done by the U. S. Bureau of Public Roads, in cooperation with the Forest Service.

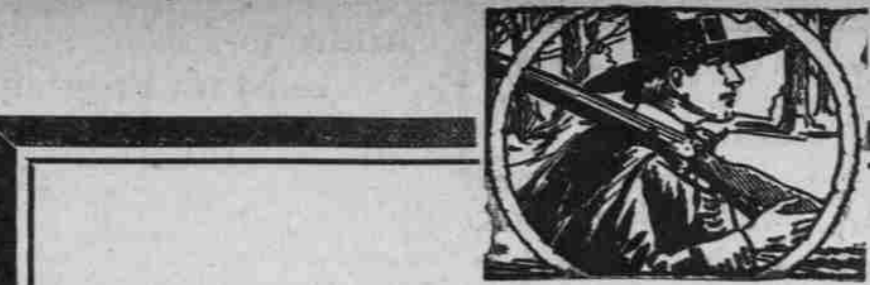
Isaac Kennedy Dies; Age Was Ninety-four

Isaac Kennedy, of this city died Saturday at 12 o'clock at the age of 94 years. Although Mr. Kennedy had reached that age he was unusually active until a few weeks ago when he was taken ill.

Isaac Kennedy was born in Percy county, Pa., October 3, 1827, and at the age of seven years moved with his parents to Ohio, where he resided until 1859. While in that place he married Miss Hester Smith when at the age of 22 years. In 1859 he took up his residence in Kansas.

To this union there were nine children born, who were Lewis Kennedy, of McPherson, Kansas; George N. Kennedy, of Oregon City; Samuel D. Kennedy, of Willington, Kansas; John J. Kennedy, of Bakersfield, Calif.; Isaac Kennedy, of Oregon City; James Kennedy, Mrs. Mary Gilbert, Mrs. Alice Williams and Mrs. Ida M. Taggart, the four latter having died some time ago.

Mr. Kennedy was married twice. His first wife died in Kansas in 1902. In September 20, 1905, he married Sarah Parks, of Ft. Scott, Kansas, who survives, and a daughter, Mrs. Laura Taggart, and the five sons, grandchildren, great-grandchildren and several great-great-grandchildren.



THANKSGIVING Three Hundred Years Ago

the Pilgrim Fathers assembled their little band for the first Thanksgiving, that they might give thanks together for life and a plentiful harvest

FOR these same blessings let us be thankful today; and for the greatest blessing of all—that, for the first time in history, World Peace seems more than an idle dream.

TO join in general Thanksgiving this institution will be closed all day Thursday, November 24th, a National Holiday.

THE BANK OF OREGON CITY

OLDEST BANK IN CLACKAMAS COUNTY.



Local Writer Wins Prize

Victor Hugo Paquet Pens Solution to Mystery Story that Captures \$2,000 Award of Cosmopolitan

When the Cosmopolitan offered \$5000 in prizes for the best solution to an unfinished story, Victor Hugo Paquet took his pen in hand—not proverbially either—and penned 500 words that carried off the first prize of \$2,000.

Whether or not his nativity is a mark of his literary ability or not matters little, but the fact remain that Paquet hails from Oregon City. He was born in Clackamas county and some years ago moved to Portland.

In writing, he used as a pen name, his own middle name and his mother's maiden name—Hugo Hamilton.

The story is the continuation of "Alias the Lone Wolf," by Louis Joseph Vance.

ALIAS THE LONE WOLF BY LOUIS JOSEPH VANCE

Synopsis of Chapters 1 to 26 inclusive. An attempt to steal the magnificent collection of family jewels from the French chateau of Madame Eve de Montalais, a young American whose husband had been killed in the war, was made by "Dupont," the new chameleon, who proved to be an apache.

Dupont's attack upon the family was frustrated, however, by the timely appearance of "Andre Duchemin," whose real name is Michael Lanyard, alias "The Lone Wolf," a reformed criminal who had just been discharged from the British Secret Service.

Lanyard was wounded by Dupont and cared for in the chateau. An automobile party, seeking shelter from a storm at night, visited the chateau. The strange visitors made themselves known as Whitaker Monk and Phinuit, both Americans, and the Comte and Comtesse de Lognes. The jewels mysteriously vanish. Lanyard, realizing that he would be suspected, revealed his identity to Eve, who assured him of her confidence. He set out to recover the gems for her.

The clues led him to the compartment of the adventurous and beautiful Liane Delorme when he arrived in time to save her from an attack by the apache, Dupont, who is discovered to be Popinot, son of a famous criminal. In gratitude, Liane undertakes to put Lanyard on the trail of the jewels.

Assuming the roles of brother and sister, Liane conveyed Lanyard by motor to Cherbouge, where they boarded the yacht Sybarite. There Lanyard found Monk and Phinuit, under the orders of his protectress and apparently in possession of the missing gems.

He learns from them that the yacht is being employed for smuggling purposes. On the seventh night of the voyage Liane tells Lanyard that she loves him, but he believes that her declaration is but pretense. As she leaves him to go below, she catches a glimpse of a figure she believes is Dupont (Popinot). With a cry of terror she falls into a faint. The vessel is searched, but Popinot is not found.

The three conspirators inform Lanyard that he must join them or suffer dire consequences. He promises to give them his answer when land is reached. Lanyard has at last evolved a plan to get the jewels Mr. Mussey, the chief engineer, plays his hands by proposing to rob the safe. Lanyard tricks him into turning off the ship's lights. Instead of robbing the safe, Lanyard tampers with the compass so that it does not point north. It is inevitable, then, that the yacht, on account of dense fog, must go ashore in entering Long Island Sound. It develops that Mussey is Popinot's tool.

When the lights go out, Popinot is discovered to intercept Lanyard. He attacks Monk instead, and chokes him severely before being shot by Phinuit. Lanyard appears and offers his assistance.

HOW THE MONTALAIS JEWELS MIGHT BE RECOVERED.

BY HUGO HAMILTON

Lanyard's first act was to examine Popinot. The last bullet had penetrated the apache's brain. Lanyard assured Liane that Popinot was dead, and she permitted him to assist her to her stateroom.

Ca va bien, thought Lanyard; Popinot dead, and Monk, who might frustrate his plans, incapacitated for some hours, as useless as the ruined compass.

Mr. Swain appeared on the run, and immediately took charge. Hastening to the bridge, he took the abandoned wheel, and put the yacht on what the compass indicated as the course.

Lanyard returned to his chair near the taffrail. From now on he did not wish to be very far from the stern of the yacht. Events were due to happen, and he had but one thing to do to be ready. Under cover of the fog he glided to where the small power tender swung from the davits, and did something to the falls which would, to a sailor, have been significant. Again in his chair, Lanyard waited. The yacht was proceeding under slow bell, and soundings were being taken as rapidly as was possible.

Then came a violent clang of the engine telegraph, a hoarse shout from the bridge, a shock followed by the crash of falling masts, the bow of the yacht rose perceptibly into the air, and amidst the sounds of splintering wood, breaking glass, ruptured steel, escape of steam, and shouts varying from fear to rage, the Sybarite plied herself upon the rocks of the Long Island shore.

Phinuit and Monk rushed for Liane's stateroom. "The jewels!" Monk gasped. "I have them," answered Liane. "Then for a boat," he cried. "The power tender."

But they found the tender gone. "That damned Lanyard," cried Monk. "To hell with him," said Phinuit. "We have the jewels. Get to another boat."

Hidden by the fog, Lanyard, about to start the motor of the tender, curiously enough almost duplicated Phinuit's remark.

"To hell with them. I have the jewels, and they have my answer," he muttered.

They had not hoodwinked him with him. This set had been made prior to the robbery, and menaced by Popinot and Lanyard they had placed them in the safe as a blind. The real jewels had been placed in a shoe box in Liane's room. Lanyard had located them, and had substituted for them an equivalent weight. The jewels hidden in a locker in the tender, he had unchalantly awaited the crucial moment.

Lanyard grinned as he pictured the consternation of the trio, when, if they succeeded in getting to safety with the box, they should discover the nature of its contents.

"And now," muttered Lanyard, as the motor answered his efforts, "to creep up this coast, find a harbor, and a train to New York. Then a cablegram to Madame; arrange with the French consul to get me, with these jewels, on board a steamer for France, and after that, who knows?"

Former Local Man Dies in Los Angeles

Leonard Jeter, who is well known in this city, where he made his home for some time first employed in the Adams department store and later in the Bank of Commerce, died in Los Angeles, Calif., Friday, November 18, from tuberculosis, according to word received by his sister, Mrs. J. A. Rayl, of this city.

Mr. Jeter left here about a year ago for the south, where he went for the benefit of his health. He is survived by his mother, and his sisters, Misses Lottie, Ruth and Julia, who were with him when he died at Los Angeles.



GET OUT AND GET UNDER

An Emergency Fuse

A temporary fuse can easily be made by wrapping a small leaf of tin foil, the kind that comes with chewing gum or cigarettes, around the burned fuse and reinserting it in the fuse box. One or two layers of the foil are sufficient.

Play in Wheels

Every car owner ought to make it a practice to test the wheels for side play at least three or four times a year. Side play performs a double vicious role, for it causes excessive bearing wear and tire wear as well. If the motorist will jack up each wheel in turn and grasping it firmly push and pull it, any side motion will be readily apparent. In many cars wheel bearings are adjustable to care for just such trouble.

Warns of Lubrication Lack

Blown by suction from the intake manifold, a whistle has been invented to warn a motorist that the circulation of lubricating oil in his car has stopped.

Retarding Spark Injurious

Never retard the spark to slow down the speed of an engine. This practice causes carbon formation and pitting of valves, in addition to placing more work on the engine and in causing a waste of fuel. If you desire to slow the speed of the engine, close the throttle, and as the engine speed dies, regulate the spark accordingly. If you wish to cut down the speed of a car when in motion, close the throttle, disconnect the engine from the real wheel by disengaging the clutch and apply the brakes. When desired speed is attained speed up engine slightly and engage clutch slowly. Or you can close the engine throttle and allow the car to idle along to the speed wanted without disengaging the clutch.

Loose Nuts Make Rattle

On many makes of cars the windshield is held in place by steel arms which protrude through the cowl and are fastened on the under side by a nut and lock nut. Sometimes these nuts work loose from the vibration present, with the result that the shield is allowed to move slightly. The first evidence of this is seen in cracked finish in the vicinity of the windshield supports. In making the necessary periodic inspection for loose nuts and bolts the windshield supports should not be forgotten.

William Reed Moore Dies; Old Age Cause

William Reed Moore died at his home at Rothe station Tuesday. His death was due to ailments incident to his advanced age.

Mr. Moore, who was 81 years old, was born in Mercer county, Pa., February 24, 1840. He graduated from Westminister College and Allegheny Theological Seminary and for more than 30 years was active in the Presbyterian ministry. He served three years in the Union army with the 139th Pennsylvania Infantry.

For the past 12 years, Mr. Moore had resided in Oregon. He is survived by his wife, Mary Thompson Moore, a son, Dr. Ross Moore, of Los Angeles, Calif., and a daughter, Mrs. Will Thompson, of Rothe station.

People still have money to ride in taxicabs, according to the announcement of one corporation of taxi operators in this city, which has just distributed the third monthly bonus of \$2,000 to its drivers. Maybe we aren't as poor as we thought we were.