

FRANK BUSCH Oregon City, Oregon BOOSTER DAY

What Will We do For Our Customers?

Take your pencil and mark it down---we will give you free of charge with every 50 cent purchase

One Large Picture Free

But only one picture to one person. So bring along all the babies and harvest the beautiful pictures if you wish to decorate your rooms.

We will sell our celebrated well known Adrian fence 40 inches high for 33c per rod
There will be on sale 50 beveled edge mirrors, fancy frames, size 22 x 32 inches including frame, the regular price is \$5.50 but during Booster Day they will go for \$2.95

Hand painted pictures in rich gilt frame, regular \$10.00 will go for - - \$4.95

Beautiful framed pictures regular \$2.00 value will go for - - - - - 95c

We will give Trading Stamps on all your purchases.

Low Priced and Dependable STEEL RANGE

Fully reinforced and strongly erected. Nothing on the market can compare with it at the price.



Oven 16x18-6 lids..... \$26.50
Oven 14x18-6 lids--cast reservoir, price..... \$27.50
Above prices are cash only; but we will take your old stove as part



GRANITE WARE

10c

Will pay for one good sized, handled Aetna Granite Sauce Pans.

EGGS ARE QUOTED AT PRICES TO SUIT

"Get all you can for your eggs" seems to be the cry of poultrymen at present, and as a result the egg market is in general disorder. Best eggs are quoted from 19 1/2 to 25 cents a dozen, and are being bought at all prices. The wholesale market is altogether upset, and the only prices that are at all staple are on orders for export shipment. There is a plentiful supply of eggs, and a desire to unload this while the selling is good is responsible for the situation.

Increased offerings of chicken are lowering the market, though local prices in Oregon City remain high. Local raisers are finding a better market for their stock in Portland. Apples have developed a scarcity, and good prices are to be had either at retail or wholesale for good varieties. Large sizes are selling better than small fruit.

Livestock, Meats.
BEEF—(Live weight) steers 7 and 8c; cows 6 and 7 c, bulls 4 to 6c.
MUTTON—Sheep 5 to 6 1/2; lambs 6 to 6 1/2c.
PORK—9 1/2 and 10c.
VEAL—Calves 12c to 13c dressed, according to grade.
WEINIES—15c lb; sausage, 15c lb.
POULTRY—(buying)—Hens 12, 13 to 14c, Stags slow at 10c; old roosters 8c; broilers 19c.
Fruits
APPLES—50c and 51.
DRIED FRUITS—(Buying), Prunes on basis 6 to 8 cents.
VEGETABLES
ONIONS—\$1.00 sack.
POTATOES—About 35c to 40c f. o. b. shipping points, per hundred, with no sales at going quotations.
Butter, Eggs.
BUTTER—(Frying), Ordinary country butter 25c and 30c; fancy creamery 75c to 85c roll.
EGGS—Oregon ranch case count 15c; Oregon ranch candled 18c. Prevailing Oregon City prices are as follows:
HIDES—(Buying) Green salted, 7c to 8c; sheep pelts 75c to \$1.50 each.
MOHAIR—32c.
WOOL—18 to 20 c.
FEED—(Selling)—Shorts \$25; bran \$24; process barley \$27 to \$29 per ton.
FLOUR—\$4.50 to \$5.
OATS—\$22.00 to \$27.00; wheat 93; oil meal selling \$38.00; Shay Brook dairy feed \$1.30 per hundred pounds. Whole corn \$30.00.
HAY—(Buying)—Clover at \$8 and \$9; oat hay best \$11 and \$12; mixed \$9 to \$11; valley timothy \$12 to \$13; selling alfalfa \$13.50 to \$17; Idaho and Eastern Oregon timothy sell \$14; selling alfalfa \$13.50 to \$17; Idaho \$19.50 to \$22.

A fine dinner will be served by the Women Relief Corp. in Willamette Hall, Friday and Saturday.

Sweet Peas.
The original ancestors of the sweet pea came from Sicily and Ceylon, and the first gardener on record as sending the seed to other growers was an Italian monk, Father Francis Capant, who sent seed to England in 1699.

The Ladies of the Eastern Star will serve a cafeteria dinner in the banquet room of the Masonic Hall, Friday and Saturday from 11 A. M., at prices 10 cents and up.

FORUM OF THE PEOPLE

CLACKAMAS COUNTY TO LOOSE MILLION DOLLARS

MULINO, Ore., April 20, 1913.—(To the Editor,)—Sir: A famous financier once said he regarded the state of Oregon as his private property. That man was the late E. H. Harriman, and well indeed, does the old residents know how true was his boast. All the people who have had to ship freight over the Southern Pacific railroad (a Harriman prop-

ty) know that the policy of the great corporation has literally crushed the development of the state of Oregon. Why has the state of Washington, with not as good resources, got twice the population that Oregon has? I say, that every well-informed railroad shipper will tell you that it is because Washington has Hill railroads, and because Oregon (until quite recently) has had Harriman railroads. I will say, in writing this series of articles to the press, I voice the sentiments of hundreds of citizens of Clackamas county in regard to the railroad situation in this section. I and a number of others believe the mass of the people do not realize the extreme seriousness of the railroad situation, or the tremendous loss that will accrue to the prosperity of Clackamas county if the Southern Pacific railroad succeeds in preventing the building of the Clackamas Southern railroad, which they are making the greatest possible effort to do. With no intentions of building a road to Molalla from Canby, the Harriman people have for more than a year past, been making the flimsiest kind of a bluff at building a railroad between these two points. During the past winter the Clackamas Southern R. R. has spent two dollars on railroad construction to one that has been spent on the Canby-Molalla road. But about March first, last, a well known Canby man who has been booming the road from Canby made a trip over the Clackamas Southern railroad and evidently concluded that the Clackamas Southern could not be killed, as they were laying about 800 feet of track daily. In less than one week's time a grade crew was put on between Molalla and Liberal, and they are now getting right-of-way south toward the Teazel Creek country.

Let it be known to everybody that while the official name of this road is the Portland, Eugene & Eastern, it has very properly been nicknamed "the spite road." I shall now go on to prove that P. E. & E. will not only not benefit Molalla country, but will be a serious hindrance to its prosperity. I shall show that this railroad will injure not only all of the Molalla valley, but Mackasburg and Canby as well. The first great reason is because of the policy of the Southern Pacific to charge all the traffic will bear on freight rates. They have a department whose business it is to find out about every article that is shipped. What is the lowest price it can be produced for; what is the highest price it sells for; and set the freight rate to take all the difference, thus absorbing all the profit above the barest operating expenses. To help keep the freight rates down there never was a time that the people of Molalla and Liberal needed the

SWISSCO PROVES IT GROWS HAIR

Stops Dandruff and Scalp Diseases, Restores Gray or Faded Hair to its Natural Color.



Swissco produces astounding results so quickly it has amazed those who have used it. We will prove it to you if you will send 10c in silver or stamps to pay postage and we will send you a trial bottle and our wonderful testimonials. There is no excuse for baldness. Write today to Swissco Hair Remedy Co., 5311 P. O. Square, Cincinnati, Ohio. Swissco is on sale at all druggists and drug departments at 50c and \$1.00 a bottle. JONES DRUG COMPANY

YES, SWISSCO WILL GROW YOUR HAIR

Prevents Baldness and Dandruff, Restores Gray or Faded Hair To its Natural Color.



His Hair is Numbered, Are Yours? Swissco stops dandruff quickly, grows new hair and restores gray and faded hair to its natural youthful color. Swissco stops baldness, bald spots, falling hair, scabby scalp, sore scalp, brittle hair or any hair or scalp trouble. To prove that our claims are true we will send you a large trial bottle free if you will send 10c in silver or stamps to help pay cost of postage and packing to Swissco Hair Remedy Co., 5311 P. O. Square, Cincinnati, O. Swissco will be found on sale at all druggists and drug departments everywhere at 50c and \$1.00 a bottle. JONES DRUG COMPANY

Clackamas Southern worse than to have it built right now. I do not know what kind of vengeance the Harriman people will take upon me for exposing their secret that they have kept from the people of Molalla and Liberal so carefully, but here goes any way: Heretofore, almost all the business, both freight and passenger, has gone to Oregon City, where it goes to Portland by the Portland Railway, Light & Power Co. The Southern Pacific has not had the business between Oregon City and Portland. Now this line commonly called the O. W. P. has been very accommodating to the people. You ride from Oregon City to Portland for 20 cents. I have shipped cucumbers, lettuce and other produce to Portland for 40 cents per hundred pounds, and they delivered it to the commission house without extra charge. Now that little difference of free delivery on a few boxes of produce would make all the difference of success and failure in my business. Now, the P. E. & E. are going to spend a large sum of money to build a railroad to Canby—build a very expensive bridge across the Willamette river near New Era; build a town on the west side at Oregon City (to the great injury of Oregon City); carry the people many miles out of their way—get once again the monopoly of the business of the Molalla valley. The people will pay 45 or 50 cents to ride to Portland on the P. E. & E., instead of going by the Clackamas Southern to Oregon City proper and paying 29 cents. Passengers may, it is true, at loss of time, may leave the P. E. & E. and walk across the river at Oregon City, but freight cannot, and on this the most important item of all the people of the entire Molalla valley will be powerless to protect themselves against the Southern Pacific monopoly. Now, I submit the development of the entire county depends upon getting a freight rate to the city of Portland as low or lower than other parts of the Willamette valley. Otherwise we will not only not get new industries, but will lose many we now have. A well known business man of the Molalla valley said to the writer, "If we do not get the Clackamas Southern, I will unload my land for anything I can get for it, and move my business over on the Oregon Electric. I will not locate on a Harriman railroad."

This is exactly what the writer of these lines will do, for he will not stay where he has to patronize the Portland, Eugene & Eastern. I know

there is a quiet determination on the part of the property owners to sell out and get away to other parts as soon as it is definitely settled that the P. E. & E. is the only railroad to be built. There will be a fall, not a raise in land. Of course, I do not deny that there will be a short temporary boom of Molalla and Liberal, but it will not last. I spent a few weeks in the Rogue River Valley in Southern Oregon in 1908. A business man of Medford said to me, "We have quite a boom on here now, but it cannot last unless we can get another railroad. The Southern Pacific makes it impossible for us to do anything, we pay three or four times as much for a carload of freight from either Portland or San Francisco as they pay between those two cities." Southern

Pacific rates on wheat and flour from Portland to Roseburg, \$180, from Portland to San Francisco, \$80. The town of Medford is covered over at the present time with "for rent" signs, and as a last resort the people have joined with Grants Pass to build a railroad to Crescent City, Cal., 75 miles over a range of mountains. And work is now going on; this project is called the Pacific Interior railroad. The city of Salem, with all the advantages of the state institutions, made but small growth for many years until the Oregon Electric was built there. Since that time Salem has almost doubled her population. Compare the prices of land along the Southern Pacific lines in Yamhill county, with that along the Oregon

Electric (a Hill road) and note the difference in growth in the two sections. I am not jealous of Molalla, and hope they will make a good town there. I consider that the building of a large town at Molalla or Liberal either will help Molalla, rather than hinder its growth, and furnish us hers with a better market for our produce. I do not hold to the narrow view that my town can be built up by pulling down my neighbor towns. But I know that a Southern Pacific railroad cannot be a benefit to the Molalla valley. Next week I propose to put down in cold facts and figures how the difference in value between the Portland, Eugene & Eastern and the Clackamas Southern railroads will amount to more than one million dollars di-

rectly and several million indirectly, which amount will be lost if the Clackamas Southern is not built. I will show that the Clackamas Southern railroad is so near success and needs such a small amount of money to complete it that it is the height of folly to set down and say that we cannot do it. This hold-up shall not be pulled off by that great corporation that has cursed both Oregon and California for these many years. Watch out for another expose next week. Yours for justice to the stockholders of the Clackamas Southern, who have put their hard earned money in to one of the most important enterprises ever attempted in the county. Shall they be robbed by a great corporation? CLAUDE HOWARD.

GREAT BOOSTER DAY AND CLOSING OUT SALE

We have decided to close out our entire stock of Ladies' and Children's Shoes ---to move them quickly we have cut the price to 15 per cent. below actual cost. You must see the goods to appreciate their value.

- Ladies' \$4.00 Tan or Black, lace or button, now \$2.49
- Ladies' \$3.50 Tan or Black, lace or button, now 2.19
- Ladies' \$3.00 Tan or Black, lace or button, now 1.89
- Ladies' \$2.50 Tan or Black, lace, now 1.35
- Girls' or Misses' \$2.75 black button shoes, cloth uppers, patent leather bottoms 1.89
- \$2.00 Shoes now selling 1.35
- \$1.50 Children's Button Shoes now selling .89

Special for Friday and Saturday, the two big Booster Days, Mens' Dress and Work Shoes and Gloves, Hats, Clothing and Furnishings at special prices.

CHICAGO STORE

4 DOORS SOUTH OF POSTOFFICE OREGON CITY, OREGON