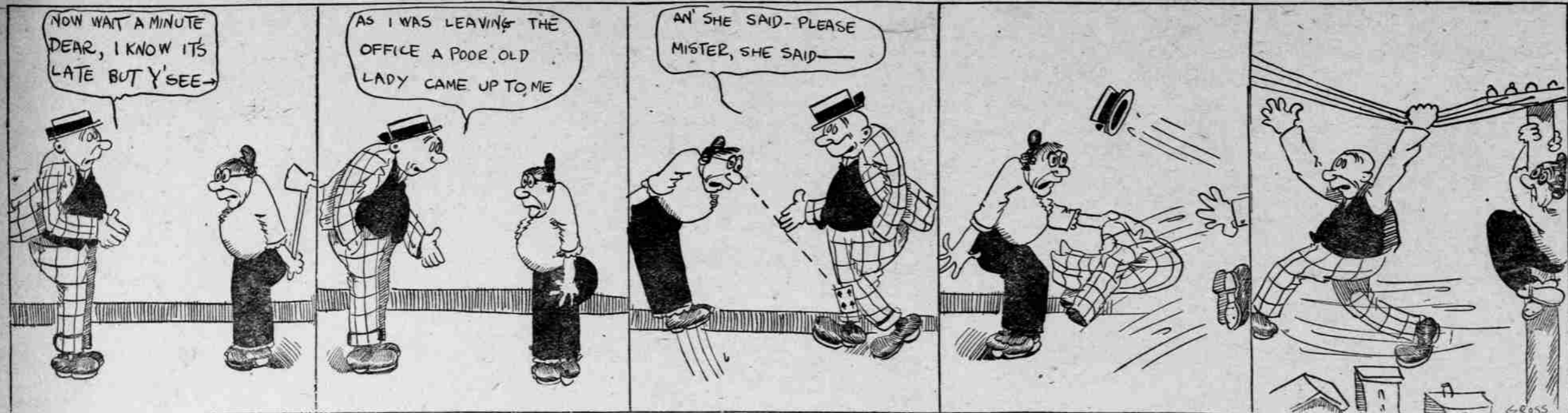


MR. HENRY PECK AND HIS FAMILY AFFAIRS

By Gross

HENRY JR. SAYS



MORNING ENTERPRISE

OREGON CITY, OREGON

E. E. BRODIE - - - - - Editor and Publisher

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CITY OFFICIAL NEWSPAPER

AMERICAN LOVE Americans love excitement. "We are a nervous lot, OF EXCITEMENT" anyway and we want something new all of the time. It takes us a shorter time than any other people on earth to get tired of what we have and to stretch out into the unknown for something else.

We learn it in our business. We learn it in our everyday life. The constant demand for something that we haven't got, something that is entirely new and different is a characteristic of the people of America as it is of no other people on earth.

That constant yearning for the new things, for the unattainable, drove Peary to the discovery of the North Pole. It has led the greatest minds of modern science into hitherto unexplored fields. It has sent our business men ahead of all others of modern times. It has made us, as a people, the richest nation on earth. It has amassed our great fortunes; given us the control of the world's financial markets; driven us to the conquering of empires; sent us into the fields of science unexplored; given us a lead in medicine and taken us by the hand and placed us at the top in literature of modern times.

What have we not accomplished in recent years through this constant yearning for the unknown, for the unattainable?

It gave us Edison. It has given us the inventors whose works have revolutionized the world's methods of business and have created new industries and displaced the old. The ambition for new things gave us the steam boat, the cotton gin, the electric light, the graphophone, the railroad. It has given us the aeroplane, the Gatling gun, the Maxim silencer, the submarine.

In fact, the national lead that America maintains over the countries of the world is due, entirely, to that inborn love of excitement and adventure that makes of every American an explorer and of every citizen an adventurer.

The old thrills of the circus pale on us when we have once seen the death-defying leaps. The old theatrical forms fail to arouse our interest after we have once visited the stage where they are shown, and we demand that the managers produce something else for us that will send the cold chills down our backs and hold us in breathless suspense for hours at a time. But we always want the stories to come out right in the end and the hero to take the maiden fair in his arms and march off to the minister's and have the knot tied while we wait. That's our style. That's one of the characteristics of the American people, generally. We are not like the old Roman warriors who wanted their fun in the amphitheater where the gladiators fought and killed each other, but, in a different way, we are just as thirsty for excitement as were they.

That's the reason the theatrical managers and the heads of the various moving picture companies annually spend millions of money to furnish those thrills for us and to give us something that is a little more of a sensation than the last one that we had. Thousands of dollars are paid by these great companies yearly for new ideas that they believe will take with the people—something that will make a hit.

Too, we like romance sprinkled through our adventure and a story, like a play, is not complete nor satisfactory unless there is a girl mixed up in it somewhere, and that girl proceeds immediately and forthwith to fall in desperate love with our hero.

To understand this peculiar taste takes an expert at the game of satisfying the American public. It takes a vast amount of money every year. It means the constant drain upon the minds of the producers of plays and the manufacture of moving films.

TARDY TRAIN In many states, railroads, whose trains do not keep up SCHEDULES to their published schedules, are fined for each offense by the railroad or public utilities commissions. The roads promise the public that the trains will reach certain points at a definite specified time. If they fail to do so, it may mean loss of business and financial distress to many of their passengers.

A railroad is a public service corporation in the same way that is a telegraph company or a telephone line. It is a private concern operated for the

Aiding the Poor the Only Way For the Rich to Be Happy

By Cardinal GIBBONS of Baltimore

THE PRINCIPAL BLESSING POSSESSED BY THE WEALTHY IS THEIR ABILITY TO AID THE POOR.

There can be NO PLEASURE by the wealthy NOR ENJOYMENT OF THEIR WEALTH unless they aid those less fortunate. Their money means only to them WHAT THEY CAN DO WITH IT, and there is only ONE WAY in which they may derive pleasure from it. That one way is to relieve the distress of the poor, to feed the hungry, to care for the homeless and to aid God's work.

WEALTH INVOLVES A VERY DEEP RESPONSIBILITY. A man is only the trustee of what he possesses, and he must in the final account explain his stewardship. It is the duty of the wealthy to sympathize with and aid the poor and the suffering, and if they SHIRK THAT DUTY they must in the end account for it.

THE POOR LIKEWISE HAVE A DUTY. They should be reconciled to their position and bear up, resigning themselves to God's will. They should do the best they can by GIVING THEIR BEST SERVICES TO THE BETTERMENT OF THE COMMUNITY AND LIVE WITH THE WEALTHY IN HARMONY.

benefit of the public as well as the stockholders. In its coming and going, the public is as much interested as are the officers and members of the board of directors.

When those lines publish certain definite schedules on which their trains are to run, they make specific promises to the people that, barring accidents and wrecks, they will reach the point when they agree to reach it.

If they fail to do so, they should be subjected to a fine or other punishment that will impress upon them their public duty and accountability to the public at large. It often means much to a passenger to know that he will reach his destination when the company publishes that he will. He may base a large business transaction upon that schedule. It may mean that a late train will cause him to lose that business or prevent him from getting it. In such a case—and they happen frequently—he has been forced to suffer because of an error on the part of the corporation, an error for which he was in no wise to blame, but for which he has to pay the penalty.

Railroads in the West sometimes run as high as 15 miles an hour and dash madly around curves and over trestles at eight or nine miles an hour. There is no apparent reason why they cannot be made to keep up with their schedules, nor is there any reason why the public should be made to suffer because they don't.

With a check book and credit at the bank, you mint your own money.

The Bank of Oregon City

OLDEST BANK IN CLACKAMAS COUNTY

HOW W. L. CRISSEY BECAME A GLADIOLI KING

Eastern Multnomah and Clackamas counties present many opportunities for profitable tillage of the soil along special lines, as is illustrated by a new industry recently established along the Mt. Hood Division of the Portland Railway, Light & Power Co. by the Gladioli King, W. L. Crissey.

Some five years ago, to satisfy a longing to own a home of his own and hearing favorable reports of soil conditions along the Sandy, Mr. Crissey rode horseback all through the territory adjacent to the projected Mt. Hood line. There were no roads, and the trails were poor, but after continual searching, he discovered an old dilapidated place of some 30 acres, overgrown with brush and covered with the fallen giants of the forest, which could be purchased at what he considered a reasonable price. The transfer was made to the delight of surrounding neighbors, whose smiles indicated that the city chap had been handed something besides a dead, and they patiently awaited the day when the place would again be placed on the market for whatever it would bring. These same people now call the Gladioli King "Lucky Crissey," but luck in this case, as in most others, is simply another word for application and hard work. Holidays and Sundays were spent in making the old house habitable and in clearing up the yard for Crissey, who is chief of the Inquiry Bureau of the Portland Commercial Club, had little time away from his office or money with which to employ labor. Gradually his efforts brought a semblance of order in the wilderness and, being a great lover of flowers, he planted a few Gladioli and specimens brought to the city received so many compliments from the local seed houses that he purchased several thousand bulbs or spawn which had previously been considered a waste product locally. Several acres were cleared and help employed, and for the last four years every moment of his spare time has been put in on the Gladioli farm. The Gladioli is easily raised, either from seed or bulbs. The bulb of the flowering plant have many little bulbs from the size of a hazel nut downward, according to their vigor. In the spring they are planted like the old bulbs, and the larger ones will flower during the season, while the smaller ones must again be harvested and planted as before. The time occupied from the original planting until the plant obtains full growth is from three to four years. The approved sorts, which are identified by name, are multiplied by means of the "spawn" which form around the principal bulb or corms, but in this they vary greatly, some kinds furnishing abundant increase and soon become plentiful, while other refuse to furnish offsets. The stately habits and rich glowing colors of the modern gladioli render them exceedingly valuable as decorative plants during the late summer months, and the local seed houses state that

the varieties introduced by Mr. Crissey have no equal in the world. They prove to be very desirable and useful flowers for room decorations, for while the blossoms themselves last fresh for some days if cut early in the morning or late in the evening, the undeveloped buds open in succession if the stalks are kept in water so that a cut spike will go on blossoming until all the buds are in full bloom. The range of colors is practically unlimited with shades of grey, purple, scarlet, salmon, crimson, rose, white, pink, yellow and many mottled and blotched in the throat. The original habitat of the Gladioli was Southern Africa, where the Hottentots use them for making a kind of starchy bread. They are also found native in Central Europe and Western Asia. They were cultivated in England as early as 1596, but only became commercialized in the early '80s.

The Crissey Gladioli farm really is a freak of nature—an almost level bench dropping off abruptly on three sides to the rivers more than 200 feet below. The Sandy and the Bull Run rivers furnish unceasing music as they rush over their rocky beds. Beautiful vistas of these streams are presented from a dozen points on the farm, and one looks for miles up the cool green distances of their canyons to Mt. Hood in the near distance—clad in its mantle of white all the year round.

Crissey has 290,000 plants in bloom this month, and the show is one which hundreds of motorists and friends who are flower-lovers have been visiting during the past week. A good road now ends at the front gate and the trip can be made in comfort from Portland in about an hour at any time in the year by automobile or on the Mt. Hood division of the Portland Railway, Light & Power Co., which has placed a station on the Crissey farm called Baraboo. Among the several imported varieties which Crissey is showing for the first time this year is the "Europe," the first pure white gladioli to be grown. It comes from Holland, that cradle of bulbous wonders. He has many plants of the "Princes," a flaming crimson variety, with blooms seven inches across, and of the "Niagara," a lovely flower in a maize of creamy yellow. "Peace" is a beautiful white variety with a crimson marking in the white throat. The "Harlequin" is full of freakish mottlings, the pink petals being grotesquely splashed with red. A golden yellow variety is appropriately named "Kioudyke."

Set apart from the general plantations is a small garden of choice varieties. A novelty is Baron Hulot, of velvety purple, like that seen in a pansy; the Glory is of cream color, with apricot and crimson shadings in the throat. Mrs. Francis King flouts cherry colored flowers often six inches across; America charms with its delicate petals of palest pink. Altogether some 40 sorts are grown, an aggregate of hundreds of thousands of bulbs.

In England and throughout Europe Gladioli exhibits attest the wonder-

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4-room house, 20x34. Living room, kitchen, bed room, pantry, toilet on porch. Upstairs all one room. Lot 50x103. Sewer assessment paid.

DILLMAN & HOWLAND

ful popularity of the flower; similar events are a feature in the United States as well, more particularly in Eastern cities, but Portland can excel in these as with her roses, if the Gladioli King's farm is any criterion. The investment made by Mr. Crissey has increased 1000 per cent since his purchase through hard work and proper application of up-to-date tillage methods. He keeps his soil in the best of till, conserves his moisture and does not try to farm more land than he can successfully handle. At the present time he is the largest grower in his line on the Pacific coast, and the high standard of his bulbs has given him a national reputation. There are plenty of opportunities for specialization along similar lines in flowers, vegetables and horticulture, and the advice of the Pacific Northwest is to quit thinking about how lucky some other fellow may be but get lucky yourself by going to work, and use your head as well as your hands.—From "The Pacific Northwest."



HUGH GANONG MOUNT
Son of Dr. and Mrs. H. S. Mount



WILBUR LASALLE
Son of Mr. and Mrs. G. E. LaSalle, Gladstone

Today the factor determining the size and power of large locomotives is the physical endurance of the fireman, as an ordinary fireman cannot put in the firebox more than 5,000 to 6,000 pounds of coal an hour. This is one of the considerations which render compounding and superheating, which together under favorable conditions secure as much as 40 per cent economy in the fuel burned for a given output, such valuable factors in the development of the locomotive.—Chicago News.

A Smile.
What a sight there is in that word "Smile"! It changes like a chameleon. There is a vacant smile, a smile of hate, a satiric smile, an affected smile, but above all there is a smile of love.—Halliburton.

AMONG THE CHURCHES

Mountain View Union on Melalia Avenue—(Congregational)—Sunday School at 3:00 P. M., Mrs. A. S. Martin, superintendent. Bible study Thursday afternoon at 2:30. Pray-

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er meeting Friday evening at 7:30. Preaching, morning service at 11:00, evening service at 8.

First Church of Christ, Scientist—Ninth and Center streets. Services Sunday 10:45. Sunday school immediately after.

St. John's Catholic Church, corner of Water and Tenth streets, Rev. Father A. Hillebrand, residence 912 Water street—High mass at 10:30 a. m., with sermon; vespers and benediction at 7:30 p. m.; low mass Sunday 8:00 a. m., week days mass 8:15 a. m.

St. Paul's Church—Holy communion 8 a. m., Sunday school 10 a. m., Holy Communion 11 a. m., Evening prayer and sermon, 7:30.

First Presbyterian Church—Rev. J. R. Landsborough, minister. Sabbath worship at 11 o'clock; Y. P. S. C. E. at 7:00 p. m.; evening worship at 7:45; union services with Methodist church.

Parkplace Congregational—Rev. C. L. Jones pastor, residence, Clackamas; Christian endeavor Thursday evening 7:30. Sunday school 10, Emery French superintendent; preaching services each Sunday, alternating between 11 a. m. and 7:30 p. m.

Zion Lutheran Church—Rev. W. R. Kraxberger, pastor.
United Brethren—S. S., 10:00 a. m.; preaching 11 a. m., C. E. 6:30 p. m., preaching 7:30 p. m. Welcome to all. T. J. Cocking, pastor.

First Methodist Episcopal Church, The church of the cordial welcome. T. B. Ford, pastor, residence 702 11th and John Adams Sts.—Sunday school at 9:45 o'clock, Prof. J. R. Rowland superintendent; 11 a. m. sermon; 12:15, Young Men's class meeting, M. Yoder, leader; 6:30 Epworth League meeting; 7:30 evening service; Rev. C. H. Woolery preaching at Willamette.

Evang. Lutheran Church, corner Jefferson and 8th Sts., Rev. W. R. Kraxberger, pastor—Sunday school 10 o'clock a. m.; divine service, 10 a. m. No service today.

Willamette M. E. Church—Regular preaching at 2 p. m., Sunday school 9:15 p. m., Mrs. Fromong superintendent. Services: 9:45 Sunday school, J. R. Boland, Supt.; 10:00 a. m. public service, sermon by the pastor; class meeting following the services, M. Loder, leader; 3 p. m., preaching at Willamette by T. B. Ford; 4 p. m. preaching at Elyville, following the Sunday school; 6:45, Epworth devotional meeting, Chester Tozier, leader.

German Lutheran Church, Ohio Synod Rev. H. Mau, pastor, Cor. J. Q. Adams and 8th Sts.

Christian Church, Gladstone—Bible school, 10 a. m.; preaching at 11 a. m.; Junior Endeavor, 6:30; song service and sermon, 7:30; baptism at the close of service.

Congregational Church, Geo. Nelson Edwards, pastor, residence 602 Seventh street, phone Main 395—Morning worship at 10:40 a. m., Sunday school at 9:30 a. m.; Christian Endeavor meeting at 6:20 p. m.; morning sermon topic, "A Parable of the Spirit."

First Baptist Church, William T. Milliken, D. D., pastor—Bible school at 10:00 a. m., H. E. Cross, superintendent; morning worship at 11:00; evening worship at 7:30; morning sermon, "The Fruits of the Spirit;" evening topic, "The Law of Inertia." Drummond says that natural laws extend into the spiritual world. The pastor will attempt to show that the converse is true. Spirit's laws extend in the natural world. The law of inertia, as true in theology as it is in physics. B. Y. P. U. at 6:30, Mrs. Rugg, leader. Visitors cordially welcomed at all services. Sunday school fully graded in all departments, according to the most up-to-date system.

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HENRY JR.