# SCOOP

REPORTER

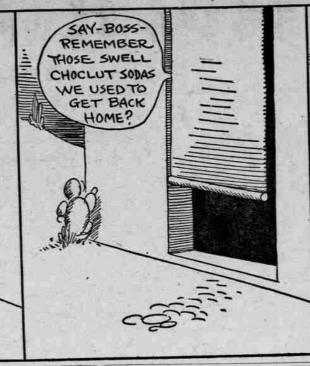
# Scoop Is Homesick

By HOP











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#### CITY OFFICIAL NEWSPAPER.

ROADS AS AN Progressive men everywhere have taken the stand INVESTMENT that good roads are necessary to the proper development of the rural districts upon which towns are built. The counties of the old world have long ago recognized the fact that a good road is the highway to profit. They have seen the muddy mule paths grow into paved boulevards over which the farmer could draw his product to market and could haul his in the effort to get the highest speed that it is possible for the mind of man gets nothing but hate. The world is a goods into the city at a cost so much less than the American farmer pays as and the strain of steel to produce. to make a comparison rediculous.

Experience over there has taught them many things. Though their distances are, admitedly, less than ours, the same principle applies. If it costs three and four times their charge to haul goods from the farm to the city market, something is radically wrong with our system.

There is little need for argument for good roads. Almost everybody nowadays believes in a good road. Some, however, do not appreciate the invesment that agood road has for the community that it serves for few i them have had the advantage of living on an up-to-date thoroughfare where the mud tax is eliminated. They have not had the chance to see the good road in operation and to study its wonderful effects upon the cutting of the cost of transportation.

People appreciate the service that a railroad gives. They understand how the cost of freight is cut and transportation facilitated. They believe in the construction of railroad lines and few would in this day and age oppose the construction of as many lines as could be induced to penetrate any given section of the country. They see where transportation costs are cut by the two lines of connected steel and the ease with which their crops can reach market over the steel roads.

As a concrete example of this point, Molalla has for years been shut off from the world outside. It has branched out into the country from its little valley by stage lines running from Oregon City and other points. All of its freight that reached the people of the outside of this pleasant valley has had to go through roads that were mud filled and boggy. Only a few passable roads exist in this county today.

With the coming of the electric road, the people of Molalla have seen the wonderful opportunities that are before them. They have awakened to the possibilities that the markets of the outside world has brought to them. These possibilities and opportunities have come with the coming of the railroad. The old pioneer days in Molalla are but a memory. The people of that city are progressive, wide awake, resourceful and they know the meaning of those two

It means much to them and it will mean as much more as they take advantage of the charces for growth and development that has come with the road. Molalla is now on the map. It is a railroad point. Its population will grow and the country around it will develope. All of this prosperity has come through the construction of that road into a town that has for years been shut off from communication with the markets outside of the valley.

These facts are just as true when applied to the construction of a hard surfaced road. It means just as much to the people living along the road as it does to the people of a community hitherto shut off from transportation facilities when a road is built through the territory. In all countries and states where hard surfaced road has been built, the farmers have discovered an increase in profits and a corresponding decrease in the transportation cost. Because a farmer uses his own team and wagon to bring his goods to market is no reason that it does not cost him actual hard earned money to haul that

## To Be a Good Singer You Must Learn to Practice Self Denial

By CLARA LOUISE KELLOGG-STRAKOSCH, Former Operatic Star

BELIEVE that singing is largely imitative and that, while singers need not begin to train their voices very early, they should as soon as possible FAMILIARIZE THEMSELVES WITH GOOD SING-ING and with good music generally. The wise artist learns from many sources, some of them quite unexpected ones. Patti once told me that she had caught the trick of her best "turn" from listening to Faure, the baritone.

Young girls, if you are thinking about becoming public singers become accustomed to denying yourselves.

IF YOU REALLY ARE PREPARED TO SACRIFICE ALL THE FUN THAT YOUR YOUTH IS ENTITLED TO, TO WORK AND TO DENY YOURSELVES A LOT OF THINGS, TO EAT AND SLEEP, NOT BE-CAUSE YOU ARE HUNGRY OR SLEEPY, BUT BECAUSE YOUR STRENGTH MUST BE CONSERVED FOR YOUR ART; TO MAKE YOUR MUSIC THE WHOLE INTEREST OF YOUR EXISTENCE-IF YOU ARE WILLING TO DO ALL THIS YOU MAY HAVE YOUR RE-

But music will have NO HALF SERVICE. It has to be ALL OR

In countries with good roads, farmers seldom use the rail lines for distances under 20 miles. They find that they can haul their heavily loaded wagons into market at a small cost and in a short time and that it entails a smaller outlay than paying freight bills over the road. In this country, and E. E. BRODIE - - - - - Editor and Publisher particularly in this county, a small load could hardly be hauled 20 miles in a day-sometimes it could not be hauled at all. During the winter months Entered as second-class matter January 9, 1911, at the postoffice at bere, the conditions of the roads are such that they are barely passable at all. Certainly heavy loads cannot be carried over them.

This is a tax on the people—a tax greater than would be the annual cost of any bond issue that were made to cover the construction expense. Because it comes in a way that the farmer does not feel it is no reason or argument that the cost isn't just as exactly as any exhorbitant rate that the county or state could levy. It is a mud tax-a tax on dirty, boggy roads. It is a charge placed against the people for allowing such conditions to exist.

These conditions can be corrected if the people but awake to the importance of the good road and decide that the boggy, impassable road is to be banished forever from Clackamas county and that the improved highway is to be substituted in its place.

FRANTIC DEMAND Speed is an American mania. It has permenated FOR MORE SPEED our industrial and commercial life. It has taken its hold on every phase and feature of our business. It goes into the management of our railroads, our business, our mills and factories.

To it may be chargeable, in a large measure, the accidents that happen on says: our roads, the loss of life in wrecks, the cost of accidents and injuries in our industrial plants. We want the maximum amount of speed from our trains as they rush over the country carrying their messages of life and death, of prosperity and failure. We are constantly improving the service of our roads

In our factories, experts are continually at work to devise some means to see one. gain greater speed and power from each revolution of the machinery wheels and to increase the efficiency of the steel that goes into the manufacture of

We have extended this mania for speed to the employes of these factories. The operator of machinery who cannot get from it the greatest amount of speed it is capable, is not an operator who commands the highest salaries or who cannot get his trains into their points on time and who cannot pull over steep grades and overcome difficulties that arise in the ordinary course of travel does not get the fastest trains nor the through limiteds. Neither does he command the highest salaries that are paid on the line.

Even the stenographer who cannot produce the standard number of words a minute with the minimum of mistakes is no longer wanted in our places of cheerful there are gloomy days. The business. It is an interesting period of development, both in the business and professional world. Because of our demand for speed, we make mistakes and our mistakes cost lives and property. But the results that we accomplish in the way of minimizing those loses and protecting both life and property have been as startling as the disasters themselves.

Our desire for speed is responsible for many or these accidents in spite of all precautions that we take and has been directly chargable to the wrecks that we have had on our lines and the various disasters in our factories. And

> You cannot be robbed if you carry a check book instead of the actual money. You cannot lose your money by carelessness or fire if you keep it in the bank and pay by check.

The Bank of Oregon City OLDEST BANK IN CLACKAMAS COUNTY

REAL ESTATE TRANSFERS

Anna M. Johnston to Maggie Hisel, ots one and two, Bolton; \$10. Estacada Realty company to Jesse

Stubbs and wife, lot five in block two, Terrace addition; \$5. P. C. Miller to Eliza D. Miller, W. 1/2 N. W. % section 35, T. 5 S., R. 2 E.;

C. A. Jackson to John Taylor and wife, lots 15, 16, in Robbins addition

to Molalia; \$1550. Portland Water Power and electric transmission company to Estacada Realty company, lot seven, block one, lot one, block four, lots three, 25, 35, 40, 41, block five, lots nine, block seven in Terrace addition; \$600. Same to same, tract in Terrace ad-

Estacada Realty company to C. S. Pyle, lot 10, in block five, Terrace ad-Same to same, lot five, block five,

Perrace addition: \$5. Same to Bertha M. Cary, lot 44, ock five, Terrace addition; \$5. Same to O. O. Bland, lot 46, in lock five, Terrace addition; \$5. Same to Mary E. Eshleman, lot two n block one, Terrace addition; \$5. Same to Irean Stoke Cary, lot 14 in

lock four, Terrace addition; \$5. Same to George O. DeShilas, lot 15 n block five, Terrace addition; \$5. Same to Carl F. Cary, lot 45 in block five, Terrace addition; \$5. Same to Charles M. Sparks, lot six,

lock five, Terrace addition; \$5. Same to Val E. Cary, lot 15, block our, Terrace addition; \$5. Mount Hood hotel company to F. A. Rosenkrans, one-third acre in N. W. 4 section five, T. 3 S., R. 7 E.; \$1.

R. 2 E., \$7250 Iniz Williams, lots seven and 11 in Eugene Sunday night.

block 11, Milwaukie; \$500. Same to Eli Johnson, lot eight in block 12 Quincy addition to Milwau-

## KILL CATARRH GERMS USE BOOTH'S HYOMEI

Try the sure and most effective way to reach the raw, tender, inflamed mucous membrane infested with Hyomei. You germs-use breathe it-no stomach dosing.

If you suffer from raising of mucus, frequent sneezing, husky voice, discharge from the nose, droppings in the throat or any other symptoms of catarrh-breathe the germ-destroying air of Hyomei. It acts directly on the inflamed membranes, destroying the disease germs in the nose, throat and lungs and giving quick and permanent relief, or money refunded by Huntley Bros. Co.

The complete outfit, including pocket inhaler and bottle of liquid costs \$1.00. Extra bottle of liquid if later needed, 50 cents.

## PARTY ATTENDS GAME

Dr. and Mrs. Clyde Count, Miss Nieta Harding, Livy Stipp, Leo. S. Murdon, Henry Ealisbury, George Brown, Miss Hazel Tooze, Miss Belle Mattley, Charles Parker and E. E. Brodie were in Albany Saturday tending the University of Oregon-Ag-Henry L. A. Sturm and wife to Geo- ricultural college football game. Joe W. Kahl, tract in section 19, T. 3 S., Sheahan, a student at the university came down Saturday night to spend Thomas R. A. Sellwood and wife to Sunday with his family, returning to

HOUSE AND 3 LOTS

5-room plastered house, concrete basement, barn, chicken house, work shop. Each lot 50x 100, good soil, good garden, fine lawn, grapes, 10 bearing fruit trees. Corner lots; \$1200.00, \$300.00 cash, balance on time.

DILLMAN & HOWLAND

# Heart to Heart Talks

COURTESY IS SUNSHINE.

Trying to instill the employees of an eastern railroad with the right spirit an actuality, for many miles of good toward travelers the passenger traffic manager has hit upon a good idea. He

"Some people don't attach enough importance to sunshine, but without it life in this world would cease. The same with courtesy.

"Courtesy is sunshine. A sullen face smiles back. If you frown you wifl

"You are cheating your employer when you are not courteous to his customers. Lend a willing hand to old lawith babies and try to make them feel that they are not unwelcome."

O Solomon of the railroad world! manager long. There are higher places waiting for the man who has mastered so much of life's philosophy. Note that he says, "Courtesy is sun-That is neat rhetorical expres-

sion of a great fact, isn't it? No matter how hard you try to be sun of life is obscured by the clouds of doubt or distress, and the world is a dark, dismal place.

That's the time when courtesy from others counts. That's the time when the soft spoken words turn away not only wrath, but gloom and weariness. It brings the ray of sunshine that would otherwise be missing. Courtesy is more.

It is the oil that smoothes the running of the business machine. Between man and wife it is the little thing that makes easy the bearing of domestic troubles, great and small. Through every casement in the house of life there's a place for the sunshine of courtesy to enter.

"A sullen face gets nothing but hate, The world is a looking glass. If you smile at it it smiles back."

No need to comment on that. Every one knows it; every one who has reached adult age or has even approached it has had that lesson taught to him many times, not only by precept, but by experience. But how about "You are cheating

your employer when you are not courteous to his customers?" Did that ever occur to you?

If you think your employer is entitled to your time alone you are mistaken. He buys the best that is in you while you are in his employ. And courtesy toward his customers is part

Courtesy pays in satisfaction and it pays in money. Other things, such as ability and patience and knowledge. being equal, the courteous man will win every time.

The California prune crop is estimated at 200,000,000 pounds, or enough to run 1,000,000 boarding houses until

That French aviator who persists in looping the loop might do well to put in his spare time looking over the proofs of his obituary.

A French engineer says the Panama canal is too small. How big would it have been if the French engineers had finished the job?

In the days of ancient Rome the popplace was contented with bread and circuses. Now it demands peanuts and moving picture shows.

One man declares that before long the whole world will work eight hours a day. That'll save a lot of wear and tear on the hotel chairs.

All is lost! Throwing the javelin is the newest sport for women. The bachelors who have escaped Cupid's bow will now be brought down.

Having helped to move the crops maybe the national treasury department could be prevdiled upon to assist in moving the Christmas presents.

## Automobiles for Hire

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CUT FLOWERS AND POTTED PLANTS Also all kinds of Fruit Trees, Roses and Shrubbery for sale at the

new green houses at Third and Center Streets. Funeral work done at lowest possible prices. Orders received over phone Main 2511. H. J. BIGGER

MAKING GOOD ROADS BY BURNING UP POOR ONES

'Gumbo' Roads After Being Fired Make Excellent Thoroughfares.

Blazing a trail of good roads through the south is not a figure of speech, but roads are being made by setting fire to poor ones, the result being what is known as a baked clay road. There are no poorer roads in all the

United States than the "gumbo" roads of the south, gumbo being the name given a certain kind of mud or clay that is particularly sticky, clings tena clously, seems to have no bottom and will not support any weight. Gumbo however, contains a large percentage of organic matter which will burn when dry, and as a result a road of this material properly prepared and set on fire emerges from the fiery ordeal as a perfectly good road and one, more dies with bundles and younger ones over, that stays so for a considerable

period of time. The process of converting a gumbo road into baked clay begins by plowing He won't remain passenger traffic up the roadway and making ditches on the sides. Cordwood is laid in a sort of flooring across the furrows which run crosswise of the road. Great lumps of sticky gumbo are spread over this floor, along with more wood loosely strewn about. Then a second floor of wood is laid and the whole covered with gumbo, tamped and rounded off. Fire is now set to the road, and the fames rushing through the furrows, waich serve as flues, ignite the wood, After the heat has driven the water out of the gumbo this, too, ignites, and the actual cooking process is in full

swing. "It is more than merely drying out the gumbo," says C. H. Claudy in Motor. "It is a peculiarity of this gumbo that at low temperature it clinkers, and these clinkers when broken up are quite different from the original lumps of gumbo. The clinker is not only fairly hard, but if properly burned will not make mud when mixed with water. In this is the triumph of the burned clay road. When the fire has burned itself out the roadmaker has not only a thorough mixture of dry clay and wood ashes, but a good depth of gumbo clinker, which he promptly proceeds to break into small pieces to spread evenly and finally to roll and compact into a real road."

To all intents and purposes the road so made is a fine dry stretch of crum

## MAINTENANCE IMPORTANT.

Provision Should Be Made to Keep Roads In Repair. Hop, Logan Waller Page, director of

the United States office of public roads, believes that there is nothing more important than maintaining roads after they are built. Commenting on this phase of road work, he said recently: Too much stress cannot be laid on

the importance of maintenance in connection with the work of improving the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending chormous sums of money in the construction of superb roads, and yet almost without exception they are making little provision to care for the roads after they are built. This is true not only in the various counties, but under many of our state highway depart-

To maintain the roads in good condition year after year requires a considerable annual outlay, but this outlay is infinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advocates of good roads to do is to urge continuous systematic maintenance and the setting aside every year of an amount per mile estimated by the engineer in charge to be sufficient for the proper maintenance of the road-a course which must make for economy and efficiency.

OUR BEST SELLER We are selling more of Meritol Ec-zema Remedy than all the others put This large sale is due to the fact that it is a preparation of unusual merit, made expressiy for one

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ourpose, eczema in its various forms.

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MISCELLANEOUS

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WANTED-Lady roomer, use of piano -light cooking. \$2.25 per week. Inquire this office.

L. AUSTIN, the tailor, for men and women. Suits made to your meas-ure; alterations and refitting. Prices reasonable Room 9, Barclay

## HELP WANTED—FEMALE

WANTED-German girl for general housework. Apply, 610 Washington

FOR SALE.

Call Main 372.

FOR SALE CHEAP-Household furniture, by the piece, as good as new.

FOR SALE-Some close in, well improved income property. This will bear the strongest investigation. I am leaving town, Call at 304 4th St., or call Home phone A-98.

FOR SALE, at a bargain-2-cylinder, 7-horse, late model Excelsor motor Equipped; has tamden seat, Ask for E. Brown, Enterprise office

## FOR RENT.

FOR RENT-Nice new furnished housekeeping rooms. Inquire 7th Street Hotel, on the hill.

NOTICE In the matter of the estate of John C. Jaeger, deceased.

Notice is hereby given that the undersigned has filed his final account as administrator de bonis non in the above named estate, and the above named court has set the 12th day of December, 1913, at the hour of 1:00 p. m. of said day at the court house of said county as the time and place for hearing any and all objections to the allowance and approval of said final account, and any person desiring to file objections thereto is required to file the same with the said court prior to said

GUSTAV JAEGER. Administrator de bonis non of the estate of John C. Jaeger, Deceased.

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