

on their fire-drill performance. presence of positive colon baccili both in the city water and in that taken directly from the river. But that condition is of little interest to the people

DECAUSE the Southern Pacific railroad has a disagreement with its

the late J. Pierpont Morgan: "I am tired out and should like to

take a trip to Europe, but I can't get

from the deck of his ship entering Colon a large freight house labelled "P. R. R." "Darn it all!" he exclaimed, ed that was, and when the road was "If I'd known the Pennsylvania had completed it had earned \$2,125,000 or

here now for the conditions of a year ago are possibly not the conditions of today. What the people want to know is the result of the tests made by the board within a reasonable length of time after those tests have been made. Certainly the board could finish its annual accumulation of work somewhere around the first of the year and have its tests printed and distributed within a period that would give the people some benefit of the work done.

Subservient reports made to quiet the anxiety of the people do not help health conditions in the least and the benefits that the state can gain from the existence of a health department are many if that office is conducted on the basis of impartial reports regardless of whom or what is hit.

For some cause or other, the people of Oregon City have little faith in the state board of health. During the typhoid troubles with which the city has been afflicted for months, several things have happened that have shaken the confidence and faith of the people in the state board and its decisions on water, as on other matters, are not taken with any particular seriousness by the public generally. The people have more confidence in their own physicians than they have in the visitors from Portland and the way that the state board seems to have dodged the issues that have been presented here from time to time has aroused the wrath of the people against the state officials.

A health board is the protecting wall for the people of the state against the encroachments of disease. It behooves the state, therefore, in making its selection of the men who are to have a position on that board to pick those who have the backbone to stand even against public sentiment when

Churches Themselves Must First Be Reformed Before They Will Accomplish Much

By the Rev. Dr. WILLIAM S. RAINSFORD, Former Rector of St. George's Church, New York City



S., R. 1 E.; \$10. INEVITABLE SOCIAL AND INTELLECTUAL MOVEMENT OF THE DAY, OR IS SHE TO Groenewald and wife tract 45 in STAND ALOOF OR OPPOSE IT? THE CHURCHES Concord; \$10. MUST THEMSELVES BE RADICALLY REFORMED T. 3 S., R. 3 E.; \$10. BEFORE THEY CAN ACCOMPLISH MUCH. na Celleen, to H. G. Hartshorne, T. 2 The fact should be frankly recognized both by

S THE CHURCH TO INSPIRE AND GUIDE THE

S., R 2 E.; \$10. those who deplore it and by those who approve that W. A. Beck and wife to Fred Shafer the weight and influence of all our churches are tolot six, block two, Taylor's addition to Molalla; \$200. day conservative. R. J. Moore and wife to W. A. Wood Here and there individual reformers in pew or T. 5 S., R. 2 E.; \$10.

in pulpit lift voices of protest against evident wrongs or seek to enlist the church's organization in the cause of radical reform. Their following is small. Their PROTEST SOON FALLS UNHEEDED.

These progressives may succeed in organizing socie-They do not succeed in altering the conservative attitude of the ties main body.

The wage earner has small voice in the matter. The modern church is seldom organized so as to reach him. He has DROPPED THE CHURCH OR THE CHURCHES HAVE DROPPED HIM.

THE CHURCHES ARE DYING OF DRY ROT.

C. H. Dye, trustee, to Frank E. An-drews, lots 5, 6 block 18, south Oregon The church DOES NOT REPRESENT TODAY THE WHOLE PEOPLE, as once it did.

In a democratic age and country the AMERICAN CHURCHES ARE ARISTOCRATIC. The great churches have for many years deliberately catered for and followed the well housed, well clothed, well to do in the community.

employes, the cotton, rice and sugar planters of Louisiana are threatened with heavy loss, and in many cases with utter ruin. It is absolutely necessary that their crops shall be moved. Desperate relief measures are being taken by the planters in all sections. Into Lake Charles, the leading rice center of America, came Saturday afternoon fifty wagons laden with rice, drawn by automobiles. From Lake Charles the cereal can be moved by the Kansas City Southern. The use of autos to haul crops is being resorted to in other sections. Other towns on waterways have chartered boats, some being drawn from regular service for the purpose, to carry the crops to the lines of the Frisco or to tidewater. Many of the Louisiana manufacturing plants, including the cotton gins, use oil for fuel, and the strike has caught them short in the busiest season. This trouble, inconvenience and oss is caused by the failure of a railroad system to discharge its customary functions. Whatever the merits of the dispute which led to the strike, it is clear that there ought to be some means by which it could be adjusted. If friendly arbitration fails, then there must be compulsory arbitration, or this country will be rushing headlong toward government ownership of public utilities. The present situation is plainly intolerable.

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Ralston and others T. 5 S. R. 2 E.;

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kin, lots seven, eight and other frac-

tional lots, block 53, Gladstone; \$700.

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Hard winter predictions have no

man Helmer, N. W. ¼, N. W. S. ¼ section 26, T. 7 S., R. E.; \$1500.

City, No. 1; \$10.

terror for old timers.

E.; \$10.

tion 27, T. 1 S., R. 4 E.; \$1000.

Clara Erion to Ora R. Fowell, sec- lungs.

S. E.

lot 20 Tualatin Meadows: \$10.

a line down here I'd never came on about one-third of its cost. Thereafaway from my business. I should like to find a man whom I could intrust this infernal ship."

with it for awhile, placing him in charge of the details. If I could get such a man I would be willing to pay him \$25,000 a year. The rest from business would be worth much more than that to me. Perhaps you have in your employ some such man whom you could spare for a year." Morgan, keenest of judges of men.

answered: "If I had such a man I'd pay him \$100,000 a year. And I couldn't spare him for a year."

Another man was talking about young women stenographers:

"I need a good stenographer, and am willing to pay her well," he said. "I can find plenty of cheap stenographers, but I can't seem to find one who will be worth \$30 a week to me." The moral of all this is: Make your

self worth the higher salary. Every bit of knowledge gained. every instance of good judgment ex ercised, every case of alertness displayed, means higher valuation of the man in the case.

Of course higher value of a man to his employer, public or private, means higher value to himself. You cannot seek to make yourself worth more to some one else without raising your value to yourself.

A good way to "size up" your value, commercial and otherwise, is to ask yourself, and to answer truthfully, the question:

"How much am I worth to myself?"

Far away there in the sunshine are my highest aspirations. I cannot reach them, but I can look up and see their beauty, believe in them, and try to "The sewer bond sale at a price above par shows that Salem's credit follow where they lead.-Louisa May is above par," says the Salem States Olcott. "But we will have to pay off

work in the county.



brane, gradually going from the nose to the throat ,thence into the bron-

chial tubes and downward into the

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good.None can take its place, none

give such quick, effective and sure re-

lief and at so little cost-furthermore

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money if you are not satisfied.

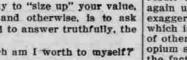
some bonds and issue no more



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01



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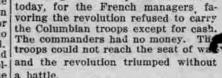
cated man of middle age. Address

woman that will hustle. Call 1508

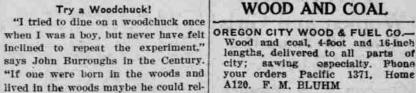
Construction of the Panama railroad originally was a remarkable bit

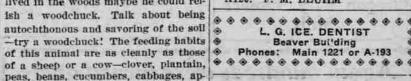
of work for its period, when railroad building was in its infancy it was marvellous. But the swamp and jungle were un relenting in their toil of human life. Men working all day deep in slimy ooze composed of decaying tropical vegetation, sleeping exposed to the bites of malaria-bearing insects, speedily sickened and too often died. Workingmen of every nationality were experimented with but none immune. The historian of the railroad reported that the African re sisted longest, next the coolie, then the European, and last the Chinese The experience of the company with the last-named class of labor was tragic in the extreme. Eight hundred were landed on the Isthmus after a voyage on which sixteen had died Thirty-two fell ill almost at the moment of landing and in less than a week eighty more were prostrated. Strangers in a strange land, unable to express their complaints or make clear their symptoms, they were al most as much the victims of home sickness as of any other ill. The in terpreters who accompanied them de lared that much of their illness was due to their deprivation of their accustomed opium, and for a time the authorities supplied them, with the result that nearly two-thirds were

Panama Canal the road was offered



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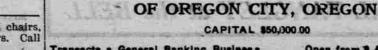


peas, beans, cucumbers, cabbages, ap-Pabst's Okay Specific ples-all sweet and succulent things go to the making of his flabby body; yet he spends so much of his time in pickle Does the work. You all \$3.00 Price in the ground that his flesh is rank too JONES DRUG COMPANY

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other.

with the earth flavor."

Many a person has realized,

late, that he didn't understand

ter it was a gold mine. Traffic for the road grew faster than the road itself and when it was completed it was quite apparent that

it was not equipped to handle the businesy that awaited it. Accordingly the managers determined to charge more than the traffic would bear-to fix such rates as would be prohibitive until they could get the road suitably equipped. Mr. Tracy Robinson says that a few of the lesser officials at Panama got up a sort of burlesque rate card and sent it on to the gen-eral offices in New York. It charged \$25 for one fare across the Isthmus one way, or \$10 second class. Personal baggage was charged five cents a pound, express \$1.80 a cubic foot, second-class freight fifty cents a cubic foot, coal \$5 a ton-all for a haul of forty-seven miles. To the amazement of the Panama jokers the rates were adopted and, what was more amazing, they remained unchanged for twenty years. During that time the company paid dividends of 24 per cent, with an occasional stock dividend and liberal additions to the surplus. Its stock at one time went up to 335 and as in its darkest days, it could have been bought for a song, those who had bought it were more lucky than most of the prospectors who crowded its coaches of the journey to the coal fields. When DeLesseps undertook the

again up and able to work. Then the him for \$200 a share. He took his exaggerated American moral sense. time to consider it and when he de-cided the price jumped to \$250 a which is so apt to ignore the customs of other lands and peoples, caused the share. That made a difference of \$3, opium supply to be shut off. Perhaps 500,000, but the French had to pay it. the fact that the cost of opium daily Except for the control of the road per Chinaman was 15 cents had some there might be no republic of Panama thing to do with it. At any rate the whole body of Chinamen were soon sick unto death and quite ready for it. They made no effort to cling to the lives that had become hateful. Suicides were a daily occurrence and in all forms. Some with Chinese stol- and the revolution triumped without idity would-sit upon a rock on the a battle.

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