

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.

THE TREND OF THE TIMES in religious lines is shown by the declaration that Rev. W. T. Milliken will coach the basketball teams of the First Baptist church. For many years in college and elsewhere, he has learned the game from start to finish. Now, he proposes to use that knowledge for the benefit of the boys of his church.

Religious leaders all over the country are rapidly adopting this policy. They believe that the boy who is trained by religious men in those sports that utilize his surplus energies will retain the religious lessons that are taught to him in the church and other organizations. Teach the boy religious baseball and football and he will remember the other lessons that he learns inside of the church building.

Some years ago, it would not have been in accordance with the old idea of ministerial dignity for a pastor to get out on the sidelines and coach his teams and the pastor who took off his long black coat and got down to the real vital, palpitating issues that confront every boy would be looked down upon by those with whom he was associated.

But these times are wonderfully changed. The minister now who has life and vim enough in his make up to get into the swim with his boys and teach them things that interest them and hold their attention outside of his church wins in the race for religious victories. He gains the respect and admiration of the boy. In the first place, the boy admires any man who can play ball or who can kick a goal, or who can do any of the other things that the boy wants to do himself. If that minister takes off his coat and rolls up his sleeves and throws himself into the spirit of the games of which the boy is fond, he gains the control over that boy in other lines besides sports and keeps his religious attention fixed upon the principles of the church.

For that reason, the churches of this city and of others have organized ball teams and have gone in for legitimate sports with a vim.

They have abandoned the idea that the boy who is not a religious fanatic is a sinner and believe that they can best train him in the ways of that religion by getting a firm hold on the heart of the boy as nature made him.

Young Men's Christian Associations of the country has been an influential factor in the regeneration of the zeal of the churches. They have shown just what the boy, in his natural state, loves. They know the boy, his ambitions, his desires, his tastes. They believe that by the control of the sports that he plays, by the elevation of the games that he loves, by the satisfaction of his desires and ambitions in the proper and legitimate ways that can best serve the interests of religion and get the firmer hold on the nature of that boy for the direction into the correct and proper channels of success.

Most boys are not naturally religious. They have too much of the animal nature left in them. They want to exercise that surplus energy that nature gave them—and they will use that energy in spite of all of the religious training that the churches can instill into them. It is by the proper direction of those energies that the churches can hope to gain a control over the heart of the boy. To ignore his natural instincts, his cravings, his animal

impulses is to ignore the very essence of the boy's life and to fail completely in the attempt to direct him into channels above those in which he naturally falls.

The churches that have adopted this policy have found that it pays. The boys get interested in the sports and games that the churches promote and naturally fall into the other lines of the activities of the organizations. It is the vital spot in the makeup of the boy, the one place that he can be reached. The awakening of the church has come through the discovery of this weak point and the utilization of that knowledge for the benefit of the boy and the church.

COMMON CARRIERS have to pay taxes, a per centage on their gross earnings, a license fee and other charges to maintain the city or state government but a new service has been established between Oregon City and Portland which has to pay nothing but the assessments on its five-ton trucks.

These trucks make their runs between the two points several times daily and cut deeper into the highways than other automobile or wagon of the farmers. They probably do more damage than any other conveyance that travels on the county thoroughfares and yet they contribute but little toward the upkeep of the roads or to the expenses of government.

The railroad companies that propose to haul freight to and from Portland pay high charges to the city for the franchises that are given. They are required to make street improvements, to pay on their gross earnings, to sprinkle the streets in the summer months, and to do various other things that will contribute toward the betterment of conditions here. Yet the auto service is a common carrier for it handles freight in competition with other lines and has thus far managed to make the venture a success. Perhaps the greatest injury to the county road is the constant wear and tear that a heavily loaded truck can give it but the county gets no remuneration for the damage.

Some steps ought to be taken to get remuneration either for the city or for the county out of this matter. The line asked for no franchise. One day it determined upon the service and the next it was started. No franchise, no tax, no grant from any of the authorities was needed. It simply went to work. For that, the city should either require the company to have a franchise so as to give it a control over the freight rates and other business that it handles or it should demand a per centage on the earnings of the company. The county ought to take a stand in the matter, too, in order to get part of the money that is expected back in the form of tax.

Energy creates; economy preserves; combined they bring success. A bank account provides the key to a successful combination.

The Bank of Oregon City
OLDEST BANK IN CLACKAMAS COUNTY

Aurora Company Would Raise Rates.

SALEM, Or., Dec. 11.—The Aurora Mutual Telephone Company has applied to the State Railroad Commission for permission to increase its rates from 75 cents a month to \$1.25. The company reported that the line could not be maintained under present rates.

L. AUSTIN, the tailor, for men and women. Suits made to your measure, alterations and refitting. Prices reasonable. Room 9, Barclay building.

Read the Enterprise for the news.

Wants, For Sale, Etc.

HELP WANTED—FEMALE

WANTED—A young lady of good appearance for one week. Salesmanship. Address "Y" care Enterprise.

FOR SALE.

FOR SALE—Cheap; a six-hole Charter Oak range in first class condition. Phone Main 274.

FOR SALE—Four grade jersey cows,

SELL OR TRADE

2 acres all improved, 6-room house, good well, cemented; good family orchard; all fenced with woven wire fencing, \$3000 part cash, balance on long time or will trade for equal value in Oregon City property.

DILLMAN & HOWLAND

tests 4 and 5, two gallons of milk per day. Prices \$50, \$60 and \$100. Main 2013, two miles south of Oregon City on river, J. H. VanMeter.

DIAMONDS FOR SALE

I have three cluster diamond rings for sale, cheap. Nice Xmas present for lady. Phone Main 1802.

FOR SALE

One 9-inch adjustable tooth harrow, \$7.50; one 14-inch steering plow, \$5.00; one disc, \$7.50; one single buggy and harness, \$25; one two-seated hack, \$35; one barrel spray, complete, \$10—at opportunity. Two miles on South End road. Inquire J. F. Spiger, Farmer 229.

LOST AND FOUND

LOST—Between 1st and Monroe Sts. and the City Chop House, a purse containing money checks and keys. Reward for return to Miss Price at City Chop House.

LOST—Brown fox collar with two tails between Eleventh and Center and postoffice. Return to Miss Marie E. Libkur, care Dr. Ice, 1101 Center street.

A. L. ARMINE supplies wood at \$5.00 per cord, green or dry. Address 1403 Seventh street, city, or telephone Main 124.

ORDINANCE NO.

An Ordinance authorizing the Clackamas Southern Railway company, a corporation, its successors and assigns, to construct, lay down, maintain and operate a railway, electric power, telephone and telegraph wires on and over Water street in Oregon City, Oregon, and to erect poles with brackets and wires for the operation thereof and thereon and to carry freight, passengers and express matter on and over said railway on said Water street, in Oregon City, Oregon, and to collect fares, charges and tolls for the carrying of passengers, freight and express matter thereon.

Section 1. That there be and hereby is granted unto the Clackamas Southern Railway company, its successors and assigns, the right and privilege to construct, lay down, maintain and operate a railway, with single or double track and to erect and maintain poles with brackets for the operation of telephone, telegraph and electric wires and appliances, along, over and upon said street between the points aforesaid and to stretch wires thereon for the purpose of transmitting power and for the operation of said railway, provided that steam trains shall not be operated over any track constructed under this franchise longer than one year after the completion of said track, and in no event longer than a period of two and one-half years after the final acceptance of this franchise by the said Clackamas Southern Railway company.

Section 2. The pattern or style of rail used in said track and the location and manner of constructing or laying down the same, and of erecting said poles, including the number of poles and lines of poles, and the character and quality thereof shall be subject to the approval of the city council of Oregon City, Oregon.

Section 3. That in order to operate and run said cars from Water street into depots or warehouses, there is hereby granted the privilege to lay, maintain and operate steel railway tracks into said depots or warehouses contiguous to Water street, subject to the approval of the city council as to number and location of tracks.

Section 4. The said Clackamas Southern Railway company, its successors and assigns, shall protect and save harmless the city of Oregon City, from any and all claims, damages and liabilities by reason of the claim or claims of any person or persons, company or corporations, growing out of the construction of said line or maintenance and operation thereof.

Section 5. It shall be unlawful for any person or persons to obstruct the railway herein provided for, either during the construction or operation of the same, and any person or persons who shall carelessly or willfully violate this provision, shall be deemed guilty of misdemeanor, and on conviction thereof before the city recorder or mayor of said city, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the city jail, not exceeding twenty-five days, or both, at the discretion of the court, for each and every such offense. Any conductor or other employee on the railway, herein provided for, or passenger thereof, or any person on or about the cars belonging to said company, who shall, by offensive, indecent, opprobrious or abusive language or conduct, insult, abuse or maltreat any passenger on or about said cars, shall, on conviction thereof before the city recorder or mayor, be punished by a fine not exceeding fifty dollars, or by imprisonment in the city jail not exceeding twenty-five days or both, at the discretion of the court, for each and every such offense.

Section 6. That there be and hereby is granted unto the Clackamas Southern Railway company, its successors and assigns, the right and privilege to run and operate passenger, express and freight cars along, over and upon any railway constructed hereunder upon Water street of said Oregon City, as hereinafter described, and to carry and transport passengers, freight and express matter thereon and thereover and to collect fares, tolls and charges therefor, provided that no trains shall be permitted to stand on any track constructed under this franchise for a longer period of time than is actually necessary to load or unload the same, and in no case to exceed twenty-four hours, provided that no engine or steam locomotive shall be permitted to remain on any track recognized under this franchise, for a longer time than required to operate cars thereon.

Section 7. All rights and privileges hereby conferred shall expire absolutely at the end of twenty-five years from the date of the approval of this ordinance, provided that after fifteen years from the date of the approval of this ordinance, the said Clackamas Southern Railway company, its successors or assigns, shall pay to Oregon City, Oregon, annually, such reasonable compensation as may be fixed by the city council of Oregon City, Oregon.

Section 8. Whenever Oregon City shall improve said street, or any part thereof, the grantee shall fill in and grade to the established grade and plank, pave, repave, reconstruct, or otherwise improve and repair and keep in good condition from time to time, whenever directed by the council and in such manner as the municipalities of this city may direct, those portions of the street or streets or other public places which Oregon City shall improve and along and over which the said tracks are or shall hereafter be constructed, the whole width of said tracks between the rails, and also between the tracks and for the width of one foot on the outside of the outermost rail, provided that said company shall conform to the established grade at 12th street.

Section 9. The Clackamas Southern Railway company, its successors and assigns, shall within thirty days after the date of the approval of this ordinance file in the office of the city recorder of Oregon City, Oregon, its written acceptance of the rights, plans and privileges hereby granted and conferred upon it, subject to the terms and conditions herein contained, and if it shall fail so to file such written acceptance it shall be deemed to have abandoned all the rights and privileges conferred by this ordinance.

Section 10. If the said Clackamas Southern Railway company, its successors and assigns, shall fail to lay its said track and to operate cars thereon within eighteen months after its said acceptance as hereinbefore provided, then and in that event, the said Clackamas Southern Railway company, its successors and assigns, shall be deemed to have abandoned all rights hereunder.

Section 11. If the said railway company, its successors or assigns, shall fail to keep and perform any or all of the terms, provisions, restrictions or conditions of this ordinance, the city council may notify said railway company, its successors and assigns, that it is hereby notified that it is in violation thereof before the city recorder or mayor of said city, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the city jail, not exceeding twenty-five days, or both, at the discretion of the court, for each and every such offense.

States Are Best Equipped to Deal With Public Morality

By HERBERT S. GERNERT of New York, Member of the International Purity Congress

PUBLIC IMMORALITY IS A PROBLEM WITH WHICH THE STATES MUST DEAL.

The federal government is doing great work in this field, but it is seriously handicapped by the limitations of the constitution, the large territory to be covered and the extent to which the evil has grown.

THE STATE POLICE POWERS ARE UNLIMITED, WHILE THE OUTLAY BY EACH TO CONTROL EVIL WOULD BE COMPARATIVELY SMALL.

Public morality is not unlike public health, public business or public safety in the institution which must control it. In our plan of government this duty devolves upon the various states, and today we have our departments of health, our state commissioners of railroads and of insurance and our boards of public safety.

But not so with public morality. We have LEFT THIS FIELD PRACTICALLY UNTOUCHED, and yet it is by far the most important. In many of the states the laws on morality are very lax. It is often difficult and sometimes quite impossible to have some of them enforced, and yet no one pays much attention to this absurd state of affairs.

A COMMISSION OF MORALS SHOULD BE ESTABLISHED IN EACH STATE whose duty it would be to take cognizance of the morals of the people, to aid in the enforcement of all laws directed against vice and to work for the best conditions in factories, schools, dance halls,

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We have just received a nice assortment of fixtures and have them on display in our store.

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H. J. BIGGER

ished by a fine not exceeding fifty dollars, or by imprisonment in the city jail, not exceeding twenty-five days, or both, at the discretion of the court, for each and every such offense. Any conductor or other employee on the railway, herein provided for, or passenger thereof, or any person on or about the cars belonging to said company, who shall, by offensive, indecent, opprobrious or abusive language or conduct, insult, abuse or maltreat any passenger on or about said cars, shall, on conviction thereof before the city recorder or mayor, be punished by a fine not exceeding fifty dollars, or by imprisonment in the city jail not exceeding twenty-five days or both, at the discretion of the court, for each and every such offense.

Section 12. The city council of Oregon City hereby reserves the right, during the life of this franchise and when said council shall deem it necessary, to regulate and designate the hours during which freight trains may be operated over the track or tracks constructed under this franchise.

Section 13. The fare for passenger service shall not exceed five cents for one continuous ride to or from any points within the city limits of Oregon City, on the railway to be built under this franchise, and said grantee company herein shall grant transfers to passengers paying a fare of five cents, to any point within said city limits, to any other line or lines operating within or through said city, granting like privileges to the Clackamas Southern Railway company, its successors and assigns.

Section 14. Oregon City, Oregon, hereby reserves the right through its city council or other governing body to control the entire water front, not private property, along the easterly bank of the Willamette river and to use the same for such purposes as it shall determine; provided only, that it shall not interfere with the railway tracks, depots, or warehouse sites now established, or which may hereafter be established by the said Clackamas Southern Railway company under this reservation.

Section 15. This ordinance and the provisions hereby granted are conditioned that the said grantee shall allow any other railroad company except a steam railroad to use in common with it the same track or tracks, herein mentioned, upon obtaining the consent of the city council of Oregon City expressed by ordinance, by paying a reasonable rate of interest on a proper portion of the cost of construction, and a proper portion of the cost and repair of tracks and appurtenances and maintenance, used by said railroad companies. The rules and regulations for the common use of said tracks and the charges for the use thereof shall be prepared by the grantee herein, but in case dispute arises regarding such rules or charges the same shall be determined by the city council of Oregon City, Oregon, by ordinance upon application of any company interested, and in case the said council shall fail to adjust the matter in dispute within 60 days, the said controversy may be referred to the Railroad commission of the state of Oregon for adjustment.

Read first reading ordered published at a special meeting of the city council of Oregon City, Oregon, held on the 10th day of December, 1913, and to come up for second reading and final passage on the 22nd day of December, A. D. 1913, at 8:30 o'clock a. m.

L. STIPP, Recorder.

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