

CITIZENS OPPOSE PLAN TO CREATE A NEW COUNTY

Proposed Formation of Cascade County Out of Clackamas Meets Strong Objection; Resolutions Passed.

Organized opposition to the plan for the division of Clackamas county into two sections, and the organization of Cascade county in the eastern half with Estacada the county seat, developed last week when two meetings, one a mass meeting of voters, and the other an organization meeting held at Sandy. The first meeting came Monday night, and 100 men were present, representing Sandy, Eagle Creek, Damascus, Viola, Bull Run, Kelso, Estacada, Cherrysville, Dover and several other places. This aggregation unanimously passed the following resolution:

"We, the citizens of Sandy, living within the proposed boundaries of the new county of Cascade, in assembly, this 21st day of October, 1912, do hereby unanimously oppose the creation of the new county of Cascade, and earnestly appeal to the voters of the state of Oregon to assist us in voting against the proposed new county of Cascade."

Tuesday afternoon the meeting of organization was held, officers being named as follows: J. J. Root, Boring, president; vice presidents: E. F. Bruns, Sandy; A. D. Burnett, Eagle Creek; J. E. Siefert, Damascus; Louis Funk, Viola; A. C. Thomas, Bull Run; J. H. Revenue, Kelso; D. M. Marshall, Estacada; Thomas McCabe, Cherrysville, and J. G. DeShazer of Dover. These men pledged themselves to fight the division proposition until election day.

Little Support Claimed.
Residents of the east end of Clackamas county say that, aside from Estacada, where the plan was hatched, there is but little support for the measure from other sections of the proposed new county. This, they claim, is shown by the original petition on file in the office of the secretary of state, which bears only 93 names of registered voters of Clackamas county who are not residents of Estacada precinct. Four precincts of Boring, eight of Barton, two of Garfield, seven of Springfield, and a few other scattering names from George and Oswego make up the list. There were no signatures from Sandy, Eagle Creek, Dover and other sections of eastern Clackamas.

The Sandy grange and the Sandy Commercial club have adopted the following resolutions condemning the division:
"Whereas, There is now a bill before the people proposed by initiative petition, to be submitted to the legal electors of the state of Oregon, for their approval or rejection, at the regular general election, for a law to create the county of Cascade out of the eastern portion of the county of Clackamas; and whereas, We, the undersigned members of Sandy grange, No. 282, and of Sandy Commercial club, in joint session assembled,

Believe Plan Unwise.
"Resolved, That we are opposed to the proposed division, believing it to be an unwise and impracticable movement at this time;

"We do further represent that the proposed division will cause unnecessary expense to the taxpayers of the proposed new county;

"We do further represent that nearly all the territory that is affected by this change is tributary to the present county seat at Oregon City, some of it being distant not more than seven miles.

Make Appeal to Voters.
"We do, therefore, most earnestly appeal to you, Patrons of Husbandry, to the members of the commercial clubs, and to all the voters of Oregon to vote this measure down, as we do not believe that any but the selfish desires of those who promote the establishment of the proposed county, and the large majority of the worthy citizens, residents and home owners would be much better satisfied to be allowed to remain as they are, and not be compelled to take upon themselves the added burden of taxation required to establish a new county and more offices."

**EDEN RIDGE ROAD
WILL OPEN FARMS**
Line Up Coquille's South Fork Likely to Stay After the Timber Is Out.

(Special to The Journal.)
Marshfield, Or., Oct. 28.—(By telegraph.) The contractors who will build the railroad for the Smith-Powers Logging company out of Myrtle Point, are preparing to carry on construction through the winter months. Every boat from San Francisco and Kureka is bringing more material and labor. Subcontracts for grading have been let. Some of this work has already been started. The road will be the biggest single piece yet built in the county. It will extend along the south fork of the Coquille river from Myrtle Point to Eden Ridge, a point in the mountains that divides the Coos and Curry counties.

The road is to be built primarily to tap an enormous tract of timber owned by the C. A. Smith interests, but it will as well, open up a farming country. As the road will be used for years, and will be the means of bringing all the freight from that locality to the coast, it will be of a permanent nature.

The contractors will rush the work with all possible speed, as it is expected to have the road in operation for a distance of twenty miles by next July.

Five hundred or more men will be put to work on the construction. The Smith company has opened offices at Myrtle Point, the present starting place of the railroad, and where it connects with the Southern Pacific tracks to reach Marshfield. In a few weeks activities in that part of the country will be big and Myrtle Point has already started on quite a boom due to the railroad work.

ROAD LAWS FOR OREGON
If you favor a definite plan of road construction in Oregon you should vote for the "Harvey Bill" on the official ballot, as designated by number given below, the election to occur November 5, 1912.

Vote "Yes" for No. 336, No. 338, No. 340, No. 342, No. 344, No. 346, this road plan being fully covered by these six acts.

England, for the year ended August 31, used 12,557,900 bales of American cotton.

EASTERN BREEDERS TO VIE WITH WEST

Intense Rivalry Looms for the
Ensuing Dairy Show
in Portland.

*An intense rivalry between eastern and western stock breeders is to reach its climax at the Pacific International Dairy Show to be given in Portland at the Union Stockyards, November 18-23. O. M. Plummer, general manager of the show, has received word that two full carloads of the best animals at the great Chicago Dairy Show would be shipped all the way across the country, not because their owners are so anxious to win the valuable prize on the premium list, so much as that they are certain they have better quality of stock than anything the western breeders can show.

"And I'll predict," said Mr. Plummer, "that for all their rivalry and boastfulness, the eastern men have a surprise coming to them. And I'll make a similar prediction in regard to the exhibits of butter and cheese that are coming from New York, Wisconsin and Minnesota."

Dairy Cattle From Utah.
"I don't believe that the world produces better stock than we will show in Portland as a product of the west. I don't believe the easterners can make butter and cheese better, or as well, as the butter and cheese makers of Oregon. But of course this competition will put us all on our mettle to make the finest showing possible. And that adds, too, to the interest of the show."

Mr. Plummer has also received word that a very notable exhibit of fine dairy cattle will be sent from Utah in charge of John T. Caine. This will complete the list of exhibits entered from Oregon, Washington, California, Idaho, Wyoming, Nevada and Utah.

Carl R. Gray, president of the Great Northern railroad, announces that Professor Chamberlain, development commissioner of his road, will be in attendance at the show.

Cheese Factories Enter.
Fifteen cheese factories have sent in applications for entries and more than two dozen creameries have sent in their entries.

A. T. Stockwell, Aberdeen, Wash., will send in some pure bred Ayrshires for exhibition and sale.
The Oregon Holstein Cattle club is making preparations for an extensive exhibit. The Jerseys will be represented from several states in addition to the number of Jersey entries that have been made by Harry G. Green, T. J. Cannon, Angus Cannon, C. Y. Cannon, A. O. Smoot Jr., James H. Moyle, state prison, M. K. Hamilton, George Smith, Utah Agricultural college, Baltimore farm, all of Logan, Utah.

Newfoundland now has a population of 242,360.

COLUMBIA ROAD WOULD REVEAL SCENIC WONDERS

Manifold Advantages of Proposed Highway Between Portland and The Dalles Pointed Out by Samuel Hill.

The accessibility to the scenic wonders of the Columbia gorge which would be provided by the proposed road between Portland and The Dalles would also open up a great expanse of valuable country to the most desirable sort of investors, declares Samuel Hill, president of the Home Telephone & Telegraph company, and national authority on road making.

Mr. Hill traversed with the Multnomah county court the proposed route of the road. He came back recommending all possible expedition in completing it, saying that its value would be greatly past present estimate. He had particular reference to the marvels of scenery along the Columbia—the nine famous water falls, the Chanticleer group which includes Rooster Rock, and the vast sweep of mountains and river.

Prediction Is Justified.
He predicted in a letter to the governor that the building of a smooth, permanent road through the establishing of at least three convict labor camps would bring a travel of men with money to invest that would be worth much to the country reached by the road.

Now he has received from A. E. Todd of Victoria, an illustration of his point and a justifying of his prediction. W. P. Bull, a man famous in Canadian farming, came west with an associate to find a great farm for the Brampton Jerseys, the finest herd of pure bred animals over which the British flag floats. He intended to locate on the mainland, but by means of the Island Highway and that part of it called the Malahat Drive he reached a place of 1000 acres on Vancouver Island, was charmed with it, and bought it. If it had not been for the road put into a condition of high efficiency by the minister of public works, "Good Roads" Taylor, the investment would not have been made, and the famous herd of Jerseys would not have been taken there, comments Mr. Todd. Mr. Bull himself recognized the influence had upon him by the excellence of the road, for in an interview he said:

Special Advantages Offered.
"Too much cannot be said of the progressive policy adopted by Sir Richard McBride tending towards the opening up of this island. Imagine the perfection of roads when but today we started from Campbell river and motored almost 200 miles to this city in less than 12 hours. And this ride was through a country offering special advantages on every hand—here for lumbering or milling, there for dairying, fruit ranching or poultry raising, and everywhere with facilities by water, by rail, or first class roads for reaching the markets and the cities with an ease that cannot be equalled in my judgment in any other cities of eastern or western Canada."

The point of the interview, says Mr. Hill, "is that the investor, traveling over smooth roads not only was able to reach a great deal of country, but he was able to see everything at its best."

PRESS CLUB NAMES MEN FOR OFFICES

Members of the Portland Press club met yesterday afternoon and proposed nominees for the annual election of the club, which will be held Monday, November 4. A committee will investigate the eligibility of those mentioned for nomination, and will report prior to the election.

S. B. Vincent, who has served as president ever since the club was organized, was offered the nomination for a third time, but declined to accept.

The nominations offered are as follows: President, John L. Travis, O. C. Leiter, George K. McCord, C. S. Jackson, H. L. Pittcock and Paul R. Kelly; first vice-president, John W. Cochran and James H. McCool; second vice-president, C. H. Williams, Charles W. Myers and W. T. Buchanan; third vice-president, Samuel Pierce, Claud Simpson and J. V. Sayre; secretary, H. F. Smith, Lute Pease and A. R. Slaymaker; treasurer, Carl S. Kelly, C. V. Dymont and J. H. Scott; librarian-historian, W. J. Petrain and E. N. Blythe; assistant secretary, Fred Vincent, Ralph H. Mitchell and H. J. Campbell; directors (seven to be elected), Monroe Goldstein, John H. Stevenson, J. L. Wallin, J. T. Dougall, W. P. Strandborg, Lair H. Gregory, Don Sterling, F. J. McGettigan, J. V. Reavis, E. S. Reynolds, R. G. Calvert, Dana Sleeth, F. W. Bell, David W. Hazen, Louis Sondheim and George L. Hutchins.

On the back of each seat of a new London theatre there will be coin in the slot telephones to enable persons with defective hearing to listen to what is being said on the stage.

Indian Prophets
Predict Severe Winter.
PROMPT DELIVERY
Holman Fuel Co.
Successors to
Banfield-Veysey Fuel Co.
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Commercial Club Bldg.

And dovetailing in with the united efforts to secure appropriations for an open river, we wish to submit the following on

The Panama Canal and Oregon's Opportunity

The completion of the Panama Canal next year will revolutionize the carrying trade of the world. It will cause such sweeping changes in transportation and in the general economic situation throughout the United States that immense benefits will be reaped by the Pacific Coast cities and the territory they serve. No other region within the zone affected by this great work has been more favored by Nature than Oregon. At no other point on the Pacific Coast between Panama and Alaska is it possible to send traffic so far inland over a water-level route as by way of the Columbia river. To make the most of this advantage, however, it is necessary that this great waterway, which, with its tributaries, drains an empire of more than 250,000 square miles, be kept in a condition where its maximum efficiency as a carrier will be available. The vast sums which the government is spending at Panama will all be returned to the people in the form of lower freight rates, which mean lower cost of living and greater remuneration for the producers.

To make possible this economic saving was a duty of the government to all the people. To still further effect a saving and enhance the prosperity of the people it is necessary that our coast harbors and interior waterways also receive due consideration from the government. The Columbia river and other coast ports must be improved in keeping with the increased demand that will be made on their facilities as soon as that mighty tide of traffic begins flowing through the canal. The canal was a national issue. It received support from everywhere, irrespective of state lines or party lines. The stress of competition between the states and localities most affected by the canal is such that the unanimous sentiment which favored the canal as a national issue cannot be enlisted in support of supplementary improvements in various localities affected by the canal. The matter of preferment in securing aid for local waterway improvements is thus dependent on the ability, position and prestige of the individual representing the particular state or locality involved.

With Jonathan Bourne representing the State of Oregon in a very prominent place on some of the best committees in the United States senate, this state has a prestige second to that of no other state that will be affected by the mighty changes that will follow the completion of the canal. In the six years that he has spent fighting his way up to his present influential position, with its great prestige, Senator Bourne has accomplished much for the Columbia river and for Oregon. Great as the actual value of his work has already been to the state, however, it is small in comparison with that which his years of service now qualify him to render.

With the Panama Canal forcing a readjustment of trade channels all along the Pacific Coast, and with strong rivals north and south of us bidding for government aid, Oregon can ill afford at this time to sacrifice the splendid prestige she has in the United States senate by retiring Jonathan Bourne and turning our great interests in national legislation over to a raw recruit. It is not a matter of politics, but it is a matter of business of vital interest to every taxpayer in the state of Oregon.

"BOURNE HAS MADE GOOD."

"1912 SENATORIAL LEAGUE," NON-PARTISAN
(Paid Advt.) An Organization of Business Men of Oregon.

Consolidation PIANO SALE

Many Fine Pianos and Player-Pianos Will Be Sold at One-Half Price and Less
Graves Music Co. Buys Out Two Dealers

The Reason Why We Are Doing This
Recently we took over the business of two music houses, and we also agreed to take from the factories the pianos contracted for by them. This, together with our own extra large stock of pianos, sheet music and talking machines, has overstocked us on musical goods and principally pianos. This makes the

Consolidation Sale necessary. We are going to make the prices on this sale practically manufacturers' cost, which in some cases is almost one-half price. You do not need all cash, either. Only bring a few dollars—we trust you for the balance. The piano will be delivered to your home at once. No waiting—your credit is good.

From \$100 to \$250 Saved on Every Piano and Piano Player

Pianos and Player - Pianos at Cost

Every Home in Oregon Can Now Afford a New Piano

Don't Let Another Day Go by Without Getting One.

Small Payments Secure Big Bargains

This is the first time in the history of the piano business that \$1 would secure one of America's finest and most artistic pianos. It is safe to say the pianos in our store will not be long in finding willing owners and new homes in Portland and vicinity. It will be well to pay an early visit, so as to get first choice. Those who cannot come in person should write immediately and full particulars sent by mail.

Here's the Plan:
You pay only a little each week; it's easier than it sounds. Almost anybody can do it. No fun or red tape. No task to be performed. No waiting. Our big wagon brings the piano the same day you order it. Remember, these are high-grade instruments—regular catalogue styles—such as a

mansion can be proud of—credit to any home. Bring a dollar or two and pick out one of these high-grade pianos or player-pianos from our grand assortment. Remember, you buy at factory cost or less. The necessity to dispose of these pianos at once makes these low prices possible.

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Complete stock of "Benson," "Donn & Nelson" Hand Instruments. Send for catalogue and free trial offer

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CHICAGO and EAST
Central Oregon 7:50 a. m. or 10 a. m.
The Dalles, 7:50-10 a. m., 4-8 p. m.

CHEHALIS CENTRALIA TACOMA SEATTLE
Steel Flyer 8:30 a. m.
Fugot Sound Ex. 1:45 p. m.
Shasta Limited 3:00 p. m.
The Owl 11:00 p. m.

CITY TICKET OFFICE, Third and Washington

Marshall 4500

AN OPEN RIVER

We heartily endorse the following editorial from the Oregonian of October 7, 1912

"HOW TO SECURE AN OPEN RIVER."

"By permanent organization and systematic work, such as that for which arrangements were made at the Lewiston convention, the cities of the Columbia and Snake River basins may hope to secure continuous improvement of these waterways. They should be able to command the united support of the Oregon, Washington and Idaho delegations in congress. These six senators and ten representatives, pulling together for the same end, can accomplish much.

"Best results can be obtained by working on an agreed program. The convention was wise in putting first the completion of the Cello canal. Next in order should come removal of the rapids above the canal, simultaneously with dredging of the channel or blasting of rocks above the rapids. This work accomplished, the time should be ripe for a system of dams and locks in the rapids, which spot the river from the Big Bend to the mouth of the Spokane river, and thence to the boundary. Our own inland cities should work in co-operation with those of British Columbia, that the Columbia may be made what it is capable of becoming—a great international waterway, navigable without interruption from its source to its mouth.

"The strongest argument in favor of appropriations for this work will be the fact that we are making the greatest possible use of the channel we now have. If, when asking for money, our delegation in congress were to be met with the statement that the Open River company's steamers had been withdrawn for lack of patronage, their ingenuity would be taxed for a satisfactory explanation. Every effort, therefore, should be made to keep these boats in operation."

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9

THE WATCHFUL EYE

Trains Daily
Leave Portland Union Depot Via.

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SAFETY—COMFORT—DISPATCH

SERVICE

O-W

OREGON-WASHINGTON
RAILROAD & NAVIGATION CO.

CHICAGO and EAST
Central Oregon 7:50 a. m. or 10 a. m.
The Dalles, 7:50-10 a. m., 4-8 p. m.

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Steel Flyer 8:30 a. m.
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