

WEEKLY INDUSTRIAL REVIEW

Oregon Development News In Line of Industries, Payrolls, Products of Labor, Etc

SALEM, ORE., May 18.—Five counties from Eugene to Portland have united to develop the Pacific Highway on the east side of the Willamette valley.

A public dock is to be built at Port Orford to cost \$6000.

Corvallis is to have a new Episcopal church.

At the Manufacturer's banquet held in Lane County sentiment was unanimous against enactment of any more harrasing industrial laws.

A lake Labish drainage scheme is being worked out in Marion county at an expense of \$20,000.

Richland and Newbridge, Baker County, are to be supplied with a mountain water system to cost \$50,000.

Astoria will spend \$280,000 this year on a seawall, and fill in fifty blocks of city property for factories and business.

Coos Bay lumber shipments to San Francisco for the last two weeks of April surpassed all others on the coast—8,240,000 feet.

The Pendleton Tribune says not only the individual but every phase of industrial activity is hampered by too much legislation.

Marshfield city and county officials are planning the construction of a boulevard to the ocean.

The Oregon Power Co. at Eugene is making special rates to induce factories to locate at that city.

A factory at Marshfield has been equipped with machinery to turn out fifty mattresses daily.

Business men in the hop industry representing \$25,000,000, and a yearly output of 5 to 6 millions are organizing against prohibition.

Astoria is to get a streetcar line extension of two miles at the hands of the Pacific Power and Light Company.

The Malheur Enterprise says there will be general approval of the members of the legislature who put in their time swatting fool laws.

Judge McGinn holds that a railroad company is not liable for damages done a passenger caused by a wreck in a storm.

Construction of a water system for Coos Bay cities costing \$150,000 will be started at once and to be completed this summer.

A farmers co-operative creamery has been organized at Bend.

The Presbyterians of Astoria have let a contract for a \$5000 church.

It is expected that trains on the Willamette Pacific will run from Eugene to Tidewater this fall.

The O. W. R. & N. Co. is planning terminals at Pendleton, with shops and yards to employ several hundred men.

Astoria and Portland merchants are co-operating to find a market for the product of the new Astoria flouring mills.

Halibut banks off the Tillamook coast are being investigated.

The southern Oregon and northern California Mining Congress will be held at Ashland early in July to revive interest in mining and minimize the evil effects of the Blue Sky laws.

Lumber interests and creosote interests are uniting to establish a number of wood block paving plants in Oregon cities that have the raw material and go after

some of the street and permanent highway business.

Oregon has abundant raw material, plenty of labor, but must have capital to develop these resources. In the meantime laws that tax the capital and regulate the industry off the earth are suicidal.

The Lamb mining company is building a big reservoir near Ashland and will irrigate the Sunset orchard of several hundred acres.

North Bend will have a wharf with a quarter of a mile of straight deepwater harbor line.

The Oregon-Idaho Power Co. is developing a 2000 horse power plant on the Snake river opposite Copperfield.

Laws that deprive laborers of employment in Oregon are to be supplemented with laws to create a commission to employ the unemployed.

The Simpson Lumber Co. on Coos Bay expects to employ twice as many men as heretofore.

The Port of Coos Bay Commission has decided to raise \$300,000 more on a bond issue for deepening the channel.

It is believed by many that the era of fads, fancies and experimentation in politics and business in Oregon has reached its climax.

Mrs. Amelia Brown of Lane County has invented a sanitary cap for milk bottles that a Denver firm offers her fifty thousand for.

The fight for the use of Oregon stone as trimmings for the new state University administration building is whether the State Architect shall select terra cotta or Oregon stone.

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W. A. GUEFFROY, Pastor.
Morning service at 11:00 o'clock
Evening service at 8:00 o'clock
Sunday School at 10:00 a. m.
Y. P. A. Meeting at 7:00 p. m.
Prayer Meeting Wednesday evening.

CHRISTIAN CHURCH.
H. F. JONES, Pastor.
Morning Service at 11:00 a. m.
Evening Service at 8:00 p. m.
Sunday School 10:00 a. m.
Y. P. S. C. E. 7:00 p. m.
Prayer Meeting Wednesday 8:00 p. m.

BAPTIST CHURCH.
G. A. POLLARD, PASTOR.
Sunday School at 10:00 a. m.
Morning worship, 11:00 a. m.
Chr. st an Union Endeavor, 7:30 P. M.
Evening worship, 8:00 p. m.
Prayermeeting Wednesday, 8:00 P. M.

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Thos. Boulden

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ORDINANCE NO. 177

An Ordinance extending for a period of twenty-five years from the date hereof the franchise, rights and privileges granted to the The Independence & Monmouth Railway Company, its successors, lessees and assigns by Ordinance, No. 37, of the City of Monmouth, which is an ordinance entitled, "An Ordinance to grant the right of way to the Independence and Monmouth Street Railway Company."

The City of Monmouth Does Ordain:

Section 1. All the franchise, rights and privileges granted to The Independence & Monmouth Railway Company by Ordinance, No. 37, of the City of Monmouth, Oregon, which is an ordinance entitled, "An Ordinance to grant the rights of way to the Independence and Monmouth Street Railway Company," are hereby extended for a period of twenty-five years from and after the date of the passage of this ordinance, and are hereby granted to said The Independence & Monmouth Railway Company, its successors, lessees and assigns to be owned, exercised and enjoyed during all of said twenty-five years period of extension, subject to all of the conditions in said Ordinance, No. 37, set forth, except the clause relative to exemption from taxation and that the franchise hereby granted extends from a point 165 feet west of Knox street to the east line of the corporation.

Section 2. Said The Independence & Monmouth Railway Company shall, within thirty days after the approval of this ordinance by the Mayor, file with the City Recorder its written acceptance of this ordinance, and upon failure to so file such acceptance this ordinance shall become null and void.

Passed by the Council this 18 day of May, 1914.

Approved by me this 18 day of May, 1914.
P. H. JOHNSON,
Mayor.

ATTEST:
D. E. STITT,
City Recorder.

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Abstract of the Registration of Electors

In Polk County, State of Oregon, as shown by the Registration Books, between January 5, 1914, and 5:00 o'clock P. M. May 1, 1914.

Precinct (Name and No.)	Total	Rep.	Dem.	Prohi.	Soc.	Prog.	Miss. (includes Inde., refused.)
Douglas	109	65	35	2	1		6
Jackson	134	77	45	2	1	7	2
Salt Lake	144	88	46	5	3	1	1
Spring Valley	127	58	52	9	2	1	5
Eola	82	42	33	2		2	3
W. Rickreall	114	59	44	7	3		1
4th Independence	163	92	52	6	2	2	9
SW Monmouth	138	68	51	10	3	4	2
Buena Vista	146	57	46	31	5	4	3
Suver	70	34	25	7		3	1
W. Luckiamute	138	49	73	6	1	8	1
Bridgeport	98	53	27	10	1		7
Salt Creek	86	46	24	6	2	2	6
McCoy	129	56	42	11	5		15
E. Rickreall	94	54	35	3	1		1
1st Independence	214	107	67	17	17	2	4
West Salem	232	130	43	21	5	1	32
Black Rock	109	86	18	1	1	1	2
Pedee	85	55	20	3	3	3	1
NW Monmouth	101	50	36	8	1	3	3
NW Falls City	98	61	18	2	6	2	9
SW Falls City	169	73	43	36	5	3	9
NE Falls City	133	92	20	10	8		3
Buell	76	45	27	1	1	1	1
SE Falls City	80	49	14	8	4	1	4
Brush College	75	59	14		1		1
SE Monmouth	99	49	32	12	5	1	
NE Monmouth	114	57	36	16	1	1	3
E. Luckiamute	95	49	39	3		1	3
3rd Independence	193	110	72	3	4		4
2nd Independence	231	135	73	13	2	1	7
1st Dallas	183	94	66	17			6
2nd Dallas	146	62	61	16			7
3rd Dallas	124	70	34	13		1	6
4th Dallas	93	48	34	9	1		1
5th Dallas	134	71	43	8	8	2	2
6th Dallas	143	72	41	24	2	3	1
7th Dallas	88	46	26	8	2	2	4
8th Dallas	150	80	36	20	4	2	8
9th Dallas	123	57	35	22	4	1	4
	5060	2705	1578	408	115	66	188

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