

**Eastern Clackamas News**

W. A. HEYLMAN, Editor.

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**SUBSCRIPTION RATES:**

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**FALSE EXPECTATIONS**

If Dan Kelleher can put over in Oregon the political move that is back of the hydro-electric measure involving the expenditure of \$55,000,000 of public funds by a board of five inexperienced politically appointed members, he can start in and revise the ten commandments so far as Oregon is concerned. No one will have authority to restrain him.

It has been shown in numerous cases where public control and operation of such utilities has prevailed that the rate—all things considered—was not lower. Considered alone, the wattage charge might be in certain cases reduced. Compensating charges made this rate appear to the public as an advantage.

However, when loss in taxes from private sources displaced or bought out is considered, the interest and sinking fund reservations taken care of and the total expense ascertained, the slight reduction in rates was more than offset by total cost of operation. Consequently, many of the former publicly-owned plants have been returned to private control and ownership.

The varied schemes proposed in the housewives' constitutional amendment involve the board in intricate businesses, including irrigation systems and other activities with which none of its members is in any adequate degree acquainted.

On the financial side we would have not only the gigantic bond issue, but the further privilege of issuing public utility certificates wholly in the hands of the board. These are in effect mortgages on the plants to be constructed with funds from the immense bond issue.

The proposal in its entirety is staggering in its ramifications. It is so big that conservative private interests, although provided with unlimited capital, would hesitate to embark on such a wide program. Step by step taxpayers would discover the load that had been saddled upon them.

If you think all modesty has disappeared from the mind of the present day young lady, ride the street cars and witness the efforts of one of them trying to pull her skirt down over her knees. It requires the same amount of effort to do this as does the young man to make his vest and pantaloons connect.

**THE BLOODY MAW**

"The supreme task of the generation now arising is to achieve the substitution of organized justice for organized violence."

This was said by Lloyd George to the world convention of Christian Endeavorers in London. He added:

"We old fellows were brought up in a world that regarded armaments with occasional wars as part of the grim essentials of human civilization. The most horrible, the most devastating and greatest of wars will yet come unless youth tears that idea from the heart of civilization."

Wasn't the last war enough? Look at France in her troubles, counting her dead, computing her debts, her government in chaos, a million of her war veterans blinded or on crutches, nearly eight years after the armistice. Yet France was one of the victors.

Look back at the ruin, the debris and the dead of eight years ago, and the shattered and shocked world of that time and since, at peoples trying to restore on the ashes of the horrible conflagration the billions of property and wealth burned up in the holocaust. And look at the grim parade, day after day, all over the world, of young men living yet physically dead, with strength, capacity and hope all gone.

This isn't civilization. It is barbarism. It isn't intelligence. It is madness. It isn't the progress of which we boast. It is the order of the beak and talons and the bloody maw of the jungle.

As Lloyd George says, the main hope is in the youth of the world, because a lot of our maturity hasn't intelligence enough to realize that because a thing was and is, it doesn't always have to be. — Journal.

**HANEY IS RIGHT**

Bert Haney, former shipping board member and candidate for U. S. Senator, is an enthusiast on more shipping for the United States and the Pacific Coast in particular. And he is right. The matter of transportation is the most important one before the American people today. That is cheaper transportation. There would not be so many agencies in the transportation business if there were not considerable profit in it. The railroads, long protected by the government subsidy, have held the country in an economic grip that prevents expansion. All they are after is profit, and still more profit. There is no limit to the extent to which they will gouge, if the opportunity presents itself. The Panama Canal is fast becoming the chief means of transportation between the West and the East, and the more complete the domination of water transportation, the sooner relief will come to seaboard sections. The time may never come when airplane transportation will be a serious competitor of the railways, for heavier commerce, but they will make serious inroads on the lighter materials. Then, left to subsist on what remains, the rate will be so high, that such industries will disappear. Ships, and still more ships is what the country needs, and when Mr. Haney becomes our U. S. Senator, things will begin to move in the right direction, as they did move the short time the administration permitted him to sit on the shipping board.—Philomath Review.

**HOW TO USE THE AIR MAIL**

The Pasco-Elko route forms a connecting link and establishes a practical air mail service from the Northwest to all points in the United States.

Mail addressed to points not located on air mail routes will be dispatched to destination by rail from the nearest air mail station without additional postage.

Special air mail stamps are issued, but any postage may be used.

Be careful to endorse immediately under the stamps and above the address "VIA AIR MAIL," whether prepaid by ordinary or air mail stamps.

Postage on CONTRACT air mail routes is 10 cents an ounce or fraction thereof on each route or part thereof not exceeding 1,000 miles. For each additional 500 miles add five cents more postage for each ounce. An additional charge is made of five cents for each zone or part of a zone on the government air mail over which mail is carried. The government's transcontinental line is divided into three zones, Cheyenne and Chicago being the division points.

**EXAMPLE**—Letter weighing one ounce mailed from Northwest to New York carries 10 cents from Northwest to Elko, five cents to Cheyenne, five cents to Chicago and five cents to New York—or 25 cents. For delivery to destination on contract air mail routes off the transcontinental line add 10 cents; i. e., to carry a letter from Northwest to Boston over the New York-Boston contract line would be 25 cents to New York and 10 cents more to Boston, or 35 cents. No extra postage is necessary for train service.

You can mail almost anything (except anything subject to damage by freezing). Fifty pounds limit in weight—size 84 inches in length and girth combined.

That was a rare example of delicacy on the part of the late Robert Todd Lincoln in placing important letters to and from his father in the Library of Congress and to be released to the public until 1947. This date of 21 years hence when these papers may be made public was set so that their contents might in no manner become embarrassing to the immediate families of any of the authors. As forming a part of history of an important time in this country, they should be highly valuable.

It has always been more or less of a mystery to many why some couples preferred to be married at sea by the ship captain. Unless, perhaps, they may have thought they would be forced to remain together for at least six days or the termination of the voyage and unable to reach the divorce court, we confess to not knowing the answer either. Anyway, the courts now say such marriages have no legal status.

The lady mayor of Seattle recently made a trip under water in a submarine and viewed her city through a periscope from the bottom of the bay. It was probably the only way she could escape job-hunters.

The mayor of a liner plying up and down the Coast says the water off the Oregon and Washington coast is fifteen degrees warmer than formerly. There will be plenty of time to plant out banana groves here when this phenomenon receives further confirmation.

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Oregon.

**NOTICE OF FINAL ACCOUNT**

Notice is hereby given that the undersigned, as administratrix of the estate of Van Woodard, deceased has filed her final account in the office of the County Clerk of Clackamas County, Oregon, and that Monday, the 27th day of September, 1926, at the hour of 10 a. m. in the forenoon of said day, in the County Court Room of said County has been appointed by said Court as the time and place for the hearing of objections thereto and the settlement thereof.

Dated and first published, August 19, 1926.

Last publication, September 16, 1926.

**DORA HIRTE,**

Administratrix of the estate of Van Woodard, deceased. Address, Estacada, Oregon.  
Wm. Wallace Smith,  
Attorney for Administratrix.

**NOTICE FOR PUBLICATION**

Department of the Interior, U. S. Land Office at Portland, Oregon, July 28, 1926.

Notice is hereby given that Byron Mark Johnson, of Welches, Oregon, who, on June 12th, 1923, made Homestead Entry No. 07411, for SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$  Sec. 24; N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ S $\frac{1}{2}$  NW $\frac{1}{4}$  NW $\frac{1}{4}$ , N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ , and N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$  Section 25, Township 2 S., Range 7 E., Willamette Meridian, has filed notice of intention to make final proof, to establish claim to the land above described, before the Register United States Land Office, at Portland, Oregon, on the 8th day of September, 1926.

Claimant names as witnesses: Carl M. Raithel, of Welches, Oregon; Edward Epton, of Welches, Oregon; Ed Peterson, of Welches, Oregon; Henry Larsen, of Brightwood, Oregon.

WALTER L. TOOZE, SR.,  
Register.  
July 29-Sept. 3.

**NOTICE TO CREDITORS**

Notice is hereby given that the undersigned has been duly appointed administratrix of the estate of James Smith, deceased, and any and all persons having claims against said estate are hereby required to present said claims duly verified as by law required at the office of my attorney, W. W. Smith, within six months after the date of this notice.

Dated, July 28, 1926.  
INA SMITH,  
Administratrix of the estate of James Smith, deceased.

W. W. SMITH,  
Attorney for administratrix, Estacada, Oregon.

Date of first publication, July 29, 1926. Date of last publication Aug. 26, 1926.

**NOTICE OF FINAL SETTLEMENT**

Notice is hereby given that the undersigned administrator of the estate of S. M. Ramsby, deceased, has filed his final account as such administrator, in the County Court of the State of Oregon, for the County of Clackamas, and the Court has appointed and set Monday, the 30th day of August, 1926, at 10:00 o'clock A. M. of said day, at the County Court Room of said County in Oregon City, Oregon, as the time and place for hearing objections to said final account and the settlement of the same.

C. E. RAMSBY,  
Administrator of the Estate of S. M. Ramsby, deceased.  
Jos. E. Hodges, Attorney,  
Bank of Commerce Bldg.,  
Oregon City, Oregon.  
Date of First publication, July 29, 1926.  
Date of Last publication, August 26th, 1926.

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